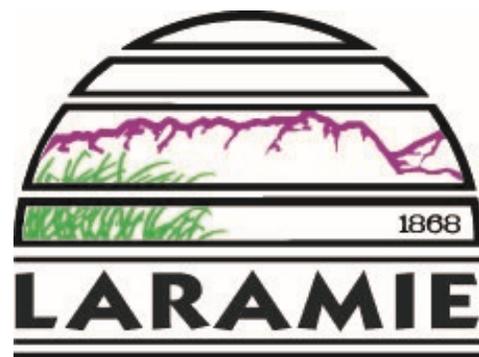




West Laramie / Snowy Range Road Corridor Pedestrian / Bicycle Feasibility Study

City of Laramie
Parks and Recreation Department

APPENDIX - December 1, 2016



APPENDIX

West Laramie / Snowy Range Road Corridor Pedestrian / Bicycle Feasibility Study

DRAFT

December 1, 2016



CATOR | RUMA
& ASSOCIATES, CO.

David Reif



COFFEY

ENGINEERING & SURVEYING

902 South 3rd Street • Laramie, WY 82070

www.wyocoffey.com, [P] 307-742-7425 [F] 307-742-7403

AVRES
ASSOCIATES

Appendices

- Appendix A - TAP Grant Application and TAP Program Agreement
- Appendix B - Snowy Range Road Record of Survey
- Appendix C - Minutes from Meeting with WYDOT, September 14, 2016
- Appendix D - Public Meeting No. 1: Power Point presentation, Sign in Sheets and Comments received
- Appendix E - Public Meeting No. 2: Power Point presentation, Sign in Sheets and Comments received
- Appendix F - Comments received via e-mail, US Mail, or from the various Commission and Board Meetings
- Appendix G - Cator, Ruma, and Associates Lighting Study and Recommendations
- Appendix H - Economic Development Resources/References
- Appendix I - Opinion of Probable Costs

APPENDIX A

TAP Grant Application and TAP Program Agreement



**Application for
Transportation Alternatives Program
Fiscal Year 2015 (October 2014 - September 2015)**

Sponsor Data

Project Sponsor: City of Laramie

Sponsor's DUNS: 783281892

Project Name: West Laramie Snowy Range Road Enhancement Project

Requested Amount: \$ 50,000

*TAP -
ENHANCEMENTS -
NOT ELIGIBLE
NOT A FEASIBLE PROJECT
NEED TO PAY TAP
BACK*

Check the entity that best describes your organization:

- Local Government**
- Regional Transportation Authorities**
- Transit agencies**
- Tribal governments**
- School districts, local education agencies or schools**
- Natural Resource or public land agencies**
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a state agency) that the state determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.**

Note:

- A qualified Sponsor must be a public, tax supported entity who is submitting an application for federal funding under WYDOT's Transportation Alternatives Program (TAP)
- The Sponsor must initiate the appropriate authorizing action prior to submittal of a project application and must include evidence of such action with the application.
- If the project application is approved by the Transportation Commission of Wyoming, the Project Sponsor agrees to enter into a project agreement with WYDOT for funding and project responsibilities.
- Projects may have joint Sponsors, but one of the Sponsors must assume the role of primary Sponsor.
- Joint Sponsors should have a cooperative agreement in place between themselves prior to submittal of an application.

Primary Project Sponsor

Contact Person & Title: Paul Harrison, Director, City of Laramie Parks and Recreation

Address: P.O. Box C Laramie, WY 82073

Phone: 307-721-5260

Fax: 307-721-5284

Email: pharrison@cityoflaramie.org

Committed Local Match: \$60,000

LPA Certification: Yes No DATE: 11-6-14

Project Delivery Systems Questionnaire: Yes No DATE: 04-16-14

If Applicable: Consultant Selection Policy: Yes No DATE: 07-01-2014

Joint Sponsor (if applicable)

Joint Sponsor Name: _____

Joint Sponsor's DUNS: _____

Contact Person Name & Title: _____

Address: _____

Phone: _____

Fax: _____

Email: _____

Committed Joint Local Match: _____

LPA Certification: Yes No DATE: _____

Project Delivery Systems Questionnaire: Yes No DATE: _____

If Applicable: Consultant Selection Policy: Yes No DATE: _____

Project Type

Check the box(es) which best describes the type of project proposed:

- * **Safe Routes for Non-Drivers:** Access and accommodation for children, older adults, and individuals with disabilities.
- * **Conversion of Abandoned Railway Corridors to Trails:** Acquisition of railroad rights-of-way; planning, design and construction of multiuse trails and rail-with-trail projects.
- Scenic Turnouts and Overlooks:** Construction of scenic turnouts, overlooks, and viewing areas.
- Outdoor Advertising Management:** Billboard inventories and removal of illegal and nonconforming billboards. Inventory control may include, but not be limited to, data collection, acquisition and maintenance of digital aerial photography, video logging, scanning and imaging of data, developing and maintaining an inventory and control database, and hiring of outside legal counsel.
- Historic Preservation & Rehab of Historic Transportation Facilities:** Preservation of buildings and facades in historic districts; restoration of historic buildings for transportation-related purposes; access improvements to historic sites. Restoration of railroad depots, bus stations and lighthouses; rehabilitation of rail trestles, tunnels, bridges and canals.
- Vegetation Management:** Improvement of roadway safety; prevention of invasive species; providing erosion control.
- Archaeological Activities:** projects related to impacts from implementation of highway construction projects.
- Stormwater Mitigation:** Pollution prevention and abatement activities to address stormwater management; water pollution prevention related to highway construction or due to highway runoff.
- Wildlife Management:** Reduction of vehicle-caused wildlife mortality; restoration and maintenance of connectivity among terrestrial or aquatic habitats.
- * **Pedestrian & Bicycle Facilities -** Sidewalks, walkways or curb ramps; bike lane striping, wide paved shoulders, bike parking and bus racks; traffic calming; off-road trails; bike and pedestrian bridges and underpasses; ADA compliance.

** Note: If you are doing these types of projects please refer to the questions on the next page.*

Please designate which type of Pedestrian & Bicycle Facilities will be used:

- Sidewalk
- Multiuse Pathway
- Single Track
- Other --Please Specify _____

What is the proposed width of the project?

The improvement area will include a 3,487 L.F. stretch of Snowy Range Road, between Adams Street near the I-80 interchange and Hayes Street/Hwy 130/230 intersection.

Designate the type of material that will be used to complete your project.

- Asphalt
- Concrete
- Dirt
- Crushed Rock
- Other --Please Specify _____

Note: Additional information can be found on the National Transportation Alternative Clearinghouse website:

<http://ta-clearinghouse.info/index>

Project Description (very important)

Include a description of any geographical or environmental features which may be sensitive or negatively affected by the addition/inclusion of this project. (An example would be a stream crossing or wetland intrusion.) Include a very clear location map, along with identifiable boundaries of the general area. This map should be in a standard 8.5" x 11" letter size format.

The City of Laramie is seeking funds to develop a detailed action-ready plan for development of a bicycle and pedestrian path along the business corridor of Snowy Range Road in West Laramie. The scope of the study will include cost estimates, design concepts and alternatives; construction documents and specifications for a bicycle and walking path development enhancements. The study area will include a 3,487 L.F. stretch of Snowy Range Road between Adams Street near the I-80 interchange and Hayes Street/Hwy 130/230 intersection.

This is a key area of improvements because of the sheer volume of traffic in the area and because transportation counts are only bound to increase with future growth. Therefore a plan is needed to provide safe routes for cyclists, pedestrians and motorists. While TAP funds will be used only for transportation improvements in the corridor, the plan proposed in this application is part of a larger enhancements strategy that seeks to accommodate existing and planned growth, encourage economic vitality, increase livability, and improve curb appeal.

Over the past couple of years, new businesses have situated along Snowy Range Road, including a branch of First Interstate Bank, a Harley Davidson dealership, Gateway Fuels, a Subway franchise and a Howard Johnson's Hotel, just off of Snowy Range Road. Numerous housing developments have cropped-up throughout West Laramie as well. There are many indicators of continued growth: the development of the Laramie River Business Park, the expansion of the WY Technical Institute Campus, etc. Further propelling this growth is the Casper Aquifer Protection Plan which restricts development in eastern portions of the community and a large capital project to pave streets in West Laramie. Both the City of Laramie's Comprehensive Plan, adopted in 2007 and the to soon be adopted Parks and Recreation Master Plan identifies this project as a priority. Within the adopted FY15/16 biennial budget there is \$60,000 for the level 2 design phase and within FY18/19 there is an additional \$134,250 budgeted for the first phase of construction.

Public Involvement/ Planning and Design Considerations

Is there a planning document in which this project is included? Yes No

If yes, what is the name and date of the document?

City of Laramie, Comprehensive Plan and the Parks and Recreation Master Plan

What groups were/are involved in the planning?

The West Laramie Business Association; Laramie Economic Development Corporation; Parks, Trees, and Recreation Advisory Board; Laramie Planning Commission, and the Ad Hoc Parks, Trails and Recreation Committee. (note: the West Laramie Business Association has disbanded and forwarded their fundraising dollars to the Laramie Beautification Committee.

Are there community concerns regarding this project? Yes No

If yes, what are they?

Parks and Recreation Master Plan (draft, to be adopted September 2014)
City of Laramie Comprehensive Plan (adopted 2007)

Does the project have multimodal elements? Yes No

If yes, describe which ones?

Motorized traffic, bicycling, and walking.

Does the project conform to all local ordinances, rules and regulations? Yes No

Are any variance approvals required?

No variance approvals are required

What design standards have been, or are planned to be incorporated in the project design?

- AASHTO
- PROWAG
- WYOMING PUBLIC WORKS
- WYDOT
- LOCAL
- OTHER – (please describe) ADA

Project Right-of-Way

Does the Sponsor currently own the property on which the improvements will be constructed?

Yes No

Can the Sponsor provide a certification of Right-of-Way clearance for the affected land?

Yes No

What is the current ownership status of the required Right-of-Way for the project?

The planning study will identify any Right of Way concerns. This property is currently owned by WYDOT as part of the Snowy Range Road Right of Way. The property planned for the beautification enhancements within a corridor that is on the north side of Snowy Range Road is approximately 15' in width. As West Laramie was originally platted in the late 1800's, as part of the planning process a complete site survey and boundary check will be completed by a licensed Land Surveyor. In discussions with the District I Engineer (Pat Perrson) he noted that he would support this project and, depending upon final design, approve a landscaping agreement and utility license for the project as long as the City would maintain the improvements.

Are there any Real Property and/or Right-of-Way remaining to be acquired?

Yes No

If so, what amount?

The planning study will identify any Right of Way requirements. Currently there is not any Right of Way necessary or planned to be acquired. As noted in the previous question as part of the planning and design process a complete site survey and boundary check will be completed by a licensed Land Surveyor. The City has already installed irrigation water taps adjacent to the beautification areas along with conduit sleeved under the local adjacent street to permit the appropriate irrigation and other utility crossings without cutting and patching the street.

Will any required Real Property and/or Right-of-Way be purchased with TAP funds?

Yes No

If the title of the property held by the public is in doubt, a title search would be advisable. Donated land may be incorporated into the project to be eligible for match, but pre-approval by WYDOT's LGC office is required. If the donated land is not part of the project scope included in this application, it will not be considered for use as match. Donation value must be supported by an appraisal from a certified appraiser.

Private property may be allowed under regulation and policies of the program. Extra care is required in the development of the project agreement to ensure that there is a public access to the affected property.

Environmental Considerations

The Sponsor will be required to abide by all requirements of the National Environmental Policy Act. How will these efforts be funded?

The City of Laramie has completed numerous National Environmental Policy Act projects and is very familiar with the requirements contained within the Act. These requirements will either be satisfied in-house by staff or by a qualified consultant.

Does this proposed project have any unusual environmental features associated with it?

No.

Are there any registered historic structures or sites involved with the project?

No.

Are there any live watercourses or bodies of water being encountered?

No.

Project Maintenance

Who will perform perpetual maintenance on the project? (If the responsible party for maintenance is not the Sponsor, please attach a copy of the maintenance agreement.)

The City of Laramie is seeking funds to develop a detailed plan along with the appropriate construction documents, so at least for this first phase of the project, maintenance is not a major concern. Once the project is fully constructed however the City of Laramie will assume full responsibility for the maintenance of the improvements in perpetuity.

Who will be responsible for funding the maintenance?

The City of Laramie will be responsible for funding maintenance.

Project Administration

The Federal Highway Administration (FHWA) through 23 Code of Federal Regulations (CFR) 635.105 and WYDOT require that the project sponsor designate a “responsible charge” to administer the project. This person must be a full time **employee** of the project sponsor. Ideally, this person would be the person(s) listed in the Project Sponsor Section above. Use of a consultant does not relieve the project sponsor of this requirement.

If the Project Sponsor will be utilizing a consultant for any work related to this application and proposed project, If a consultant is used, Brooks Act (40 USC 1102(2)) must be followed; a template policy and guidance may be found at:

http://www.dot.state.wy.us/home/business_with_wydot/local_public_agencies.default.html

If Sponsor is going to seek reimbursement from WYDOT for these services through the TAP Program, a copy of the Project Sponsor's Consultant Services Policy must be submitted to WYDOT – LGC.

ANY COST INCURRED PRIOR TO RECEIPT OF THE NOTICE TO PROCEED WILL NOT BE ELIGIBLE FOR REIMBURSEMENT.

Name & Address of the project administrator

The administrator will also act as the liaison between the Sponsor and the Local Government Office to ensure compliance with various state and federal Program requirements.

Paul Harrison, Parks and Recreation Director, for the City of Laramie

Will the project design and contract bidding documents be produced by the Sponsor's staff or by a consultant?

The planning and design phase of this project will be administered in-house by the City of Laramie. The City will solicit for RFQs to hire a consulting Engineer or Landscape Architect to prepare the final conceptual design and construction documents.

Who will review the project design and contract bid documents for the Sponsor?

The final project construction designs will be reviewed and ultimately approved by WYDOT with the approval of a Landscaping agreement and utility license. The solicitation of bids for this project will be administered in-house by the City with the assistance of the design engineer, landscape architect or consultant.

Who will perform the construction management?

Construction management will be completed by the City with the assistance of the design engineer, landscape architect or consultant.

Project Budget

Cost estimates should be incorporated in this budget to reflect the costs that may be incurred in the project. The budget will aid in the process of selection of any project proposal for a TAP project. Please provide any information that is available for this proposed project. The budget line items should not be understood to be absolute, as they may be changed later, if necessary, to reflect actual costs after construction has begun.

Project Element	TAP funds (80%)	Local Cash Match funds (20%)	Total (100%)
Preliminary Engineering	\$42000	\$8400	\$50400
Right-of-Way	\$	\$	\$
Utility Adjustments	\$4000	\$800	\$4800
Construction	\$	\$	\$
Construction Engineering	\$	\$	\$
Maintenance	\$	\$	\$
Other survey	\$4000	\$800	\$4800
Total	\$50000	\$10000	\$60000

Project Funding:

Federal TAP funds requested (80% of project costs): \$ 50000

Local Cash Match (or other match) (20%): \$ 10000

Amount of proposed over-match funding (ie - Land, In-Kind): \$ 50000 The over-match is cash from the City's Major Capital Construction Fund

A detailed description of what the proposed over-match will be must be attached to the application. Donated land must have an appraisal; In-Kind services must have a description of the service as well as an explanation on which the value is based.

Total Project Cost: \$ 110000

Name of Applicant/Project Sponsor and Date

Paul Harrison, Parks and Recreation Director, City of Laramie July 14, 2014

Signature of Authorized Official and Title of Authorized Official

 7-14-14

Mail the application to:

Wyoming Dept. of Transportation
Office of Local Government Coordination
5300 Bishop Blvd.
Cheyenne, WY 82009-3340

Phone #: 307 - 777 - 3938
Fax #: 307 - 777 - 4759
Email: sara.janes@wyo.gov
kenneth.ledet@wyo.gov

One (1) original application needs to be mailed in and email one (1) PDF application along with any other supporting documentation.



Order
7-8-14
C

Public Hearing Notice

The City of Laramie will hold a Public Hearing to gather public feedback concerning a proposed submission of a grant application to the Wyoming Department of Transportation for a Transportation Alternatives Program award for the West Laramie Snowy Range Road Enhancement Project on **July 15th, 2014 at 6:30p.m. in the Council Chambers at City Hall, 406 Ivinson Avenue.** Sponsorship of the application will be decided during the regularly scheduled City Council meeting, which will immediately follow the public hearing. Written comments will also be accepted via email, postal service or hand deliver until 4:00 p.m. on July 15th, 2014, sreese@ci.laramie.wy.us, City of Laramie/Attn. Grants Analyst/ P.O. Box C/Laramie, WY/82073, or at City Hall, 406 Ivinson Avenue Laramie, WY 82070.

Publish: July 10th and 15th, 2014

Bill to: City Manager's Office



Agenda Item: Resolution

Title: Resolution 2014-__ in support of an application to the Wyoming Department of Transportation for a Transportation Alternatives Program Grant.

Recommended Council MOTION:

I move that Council approve Resolution 2014-__ in support of submitting an application to the Wyoming Department of Transportation for a Transportation Alternatives Program (TAP) Grant in the amount of \$50,000 to support the west Laramie Snowy Range Road Enhancement Project and authorize the Mayor and Clerk to sign.

Administrative or Policy Goal:

City Council Goal: Community Enhancement & Planning: Adopt Revitalization Plan for west Laramie
Comprehensive Plan: Chapter 4 Parks & Recreation

Background:

TAP and TEAL grants provide funding for a variety of non-motorized transportation projects ranging from bike/pedestrian path development to historical transportation and safe alternative transportation routes. Historically, the City has pursued these funds for bike/pedestrian trail/path development. The majority of the Laramie River Greenbelt Trail system was funded with TEAL grants. Also the Garfield/Grand underpass project design was partially funded with a TEAL grant. In 2010, the City was also awarded \$200,000 in TEAL funds for the painting of the Garfield Street Footbridge. In 2014 the city was awarded a TAP grant for the Cirrus Sky Trail Project in the amount of \$435,139.

The West Gateway Beautification Project was initially identified as a potential beautification enhancement project by the West Laramie Business Association, which was a sub-committee of the Laramie Area Chamber of Commerce. The West Laramie Business Association has not been active for the last couple of years. On the north side of the Snowy Range Road right of way (ROW) from the I-80 interchange to the HWY 130/230 Y intersection there is approximately fifteen feet (15') to eighteen feet (18') of WYDOT property available for beautification, shared use path, and enhancements.

The first phase of this enhancement project will necessitate public stakeholders meetings along with meetings of businesses located on Snowy Range Road and the revitalization of the West Laramie Business Association to generate an overall pedestrian/bicycle plan, enhancement strategy and theme for the Snowy Range Road ROW corridor. Items under general consideration for this project include a pedestrian shared use path, pedestrian lighting fixtures, and landscaping with trees, shrubs and hardscape amenities.

Irrigation water taps and electrical conduit sleeves were installed in strategic locations along Snowy Range Road during the West Laramie road improvement project that was completed in the summer of 2010. By installing these irrigation water taps and electrical conduit during the construction of the new paved streets, the associated infrastructure costs with this enhancement project will be significantly lowered, in that the new asphalt roads recently completed will not need to be cut and patched in the future.

The TAP grant program is an 80% - 20% matching grant program that requires a 20% local match for the project. Within the FY15 adopted budget there is \$60,000 authorized in the Major Capital Fund for the West Gateway Beautification Project.

Legal/Statutory Authority:
N/A

BUDGET/FISCAL INFORMATION:

REVENUE

Source	Amount	Type
Fees/Charges for Service		
Grant	\$50,000.00	TAP Grant (to be submitted, pending resolution approval)
Loan		
Other		
Total	\$50,000.00	

EXPENSE

Proposed Project Cost.

Project	Amount	Funds
Project Cost	\$110,000.00	Design and CD Phase
Grants on Project	\$50,000.00	TAP Grant WYDOT
Grants for Project		
Other/Outside Projects		
City's Amount	\$60,000.00	Major Capital Project budget FY15-16
Contingency		
Total Amount	\$110,000.00	

Responsible Staff: Paul Harrison, Parks and Recreation Director at 721-5260 or David Schott, Parks Manager at 721-5264.

_____ City Manager _____ City Attorney  Parks & Recreation

RESOLUTION 2014 - __

A RESOLUTION IN SUPPORT OF SUBMITTING AN APPLICATION TO THE WYOMING DEPARTMENT OF TRANSPORTATION (WYDOT) FOR A TRANSPORTATION ALTERNATIVES PROGRAM GRANT IN THE AMOUNT NOT TO EXCEED \$50,000 TO SUPPORT THE WEST LARAMIE SNOWY RANGE ROAD ENHANCEMENT PROJECT

WHEREAS with federal funding through the MAP-21 (Moving Ahead for Progress in the 21st Century) program, WYDOT awards TAP (Transportation Alternatives Program) grant funds to a variety of non-motorized transportation projects across the state, including construction, planning and design of non-motorized transportation for pedestrian and bicycle facilities;

WHEREAS the City of Laramie will seek \$50,000 in TAP funds for this project and match the grant with \$60,000 from the FY15 Major Capital Project Fund for the West Laramie Snowy Range Road Enhancement Project;

WHEREAS the Laramie City Council identified and adopted the following goal be Resolution on February 4, 2014; Community Enhancement & Planning: Adopt Revitalization Plan for west Laramie;

WHEREAS the City of Laramie will use the grant funds along with the matching funds to commission a beautification and alternative transportation enhancement strategy for the business corridor along Snowy Range Road in west Laramie that will encompass a pedestrian and bicycle shared use path, landscaping, and beautification amenities for this important entrance gateway;

WHEREAS through this project, the City of Laramie seeks to preserve, promote and expand quality of life amenities and resources, to promote non-motorized transportation and to support existing and future municipal investments in west Laramie.

NOW THEREFORE THE CITY COUNCIL OF LARAMIE WYOMING, RESOLVES:

Section 1. That foregoing all recitals are incorporated in and made part of this resolution by this reference.

Section 2. That the City Council supports the filing of an application to WYDOT for a TAP grant in the amount of \$50,000 to support the West Laramie Snowy Range Road Enhancement Project.

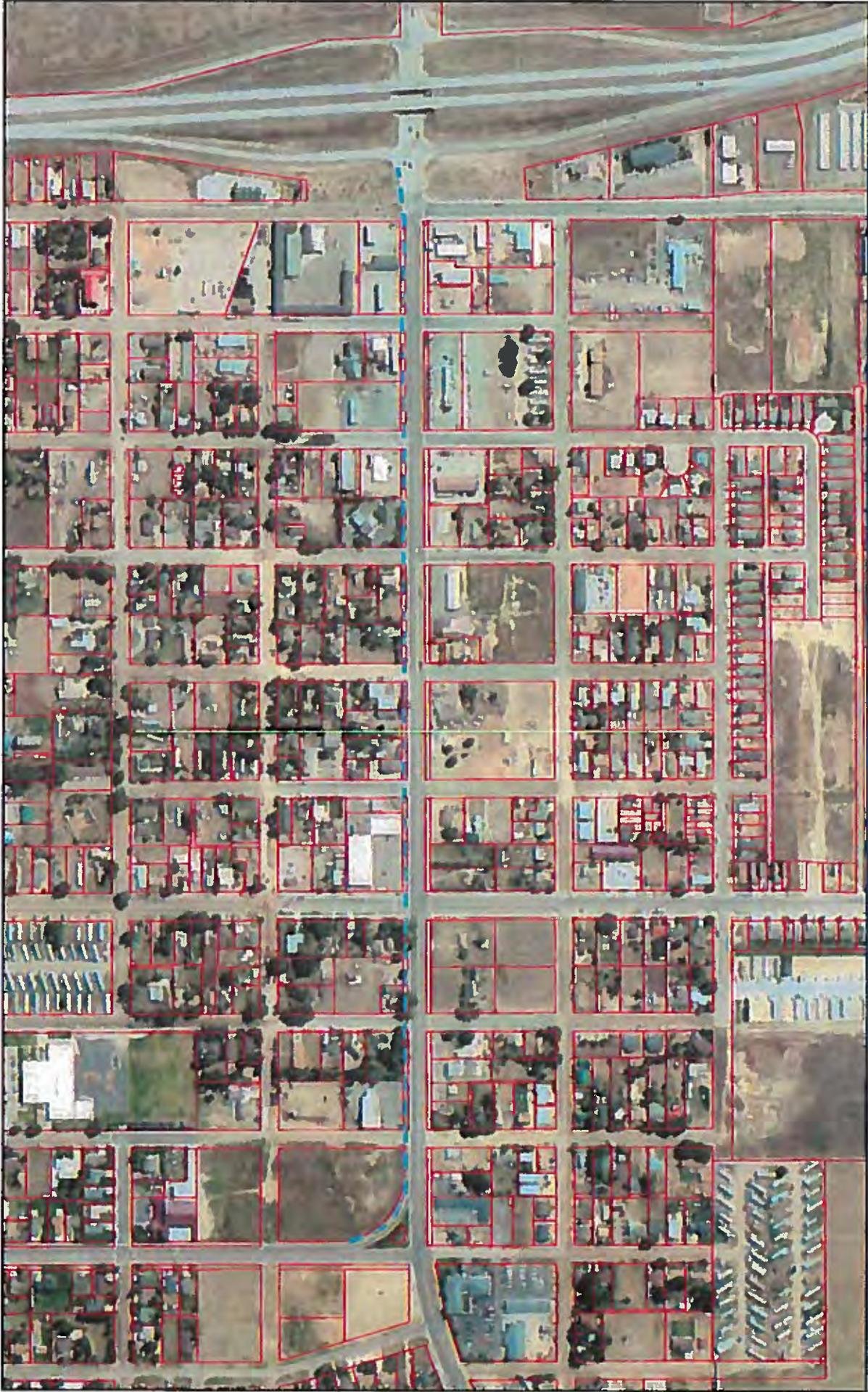
PASSED, APPROVED, AND ADOPTED on this 15th day of July 2014.

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

ATTEST:

Sue Morris-Jones, MMC
City of Laramie

West Laramie Snowy Range Road Enhancement Project



July 14, 2014

Parcel

Municipal Boundary

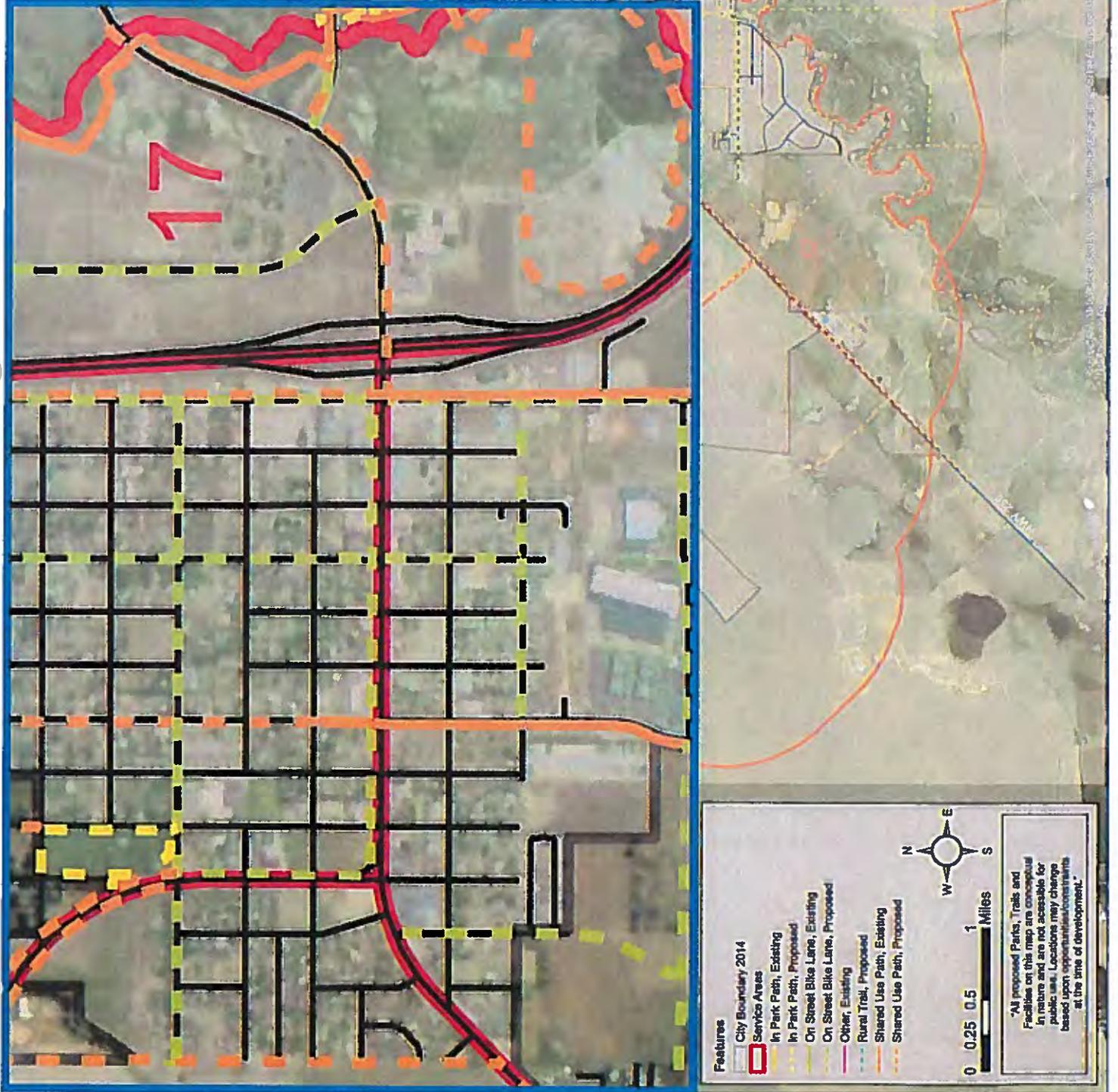
1:7,899

0 0.05 0.1 0.2 0.4 km

0 0.1 0.2 0.4 mi

Source: Esri, DigitalGlobe, GeoEye, Iacubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Geomatics, AeroGRID, IGN, IGP.

Detail of Snowy Range Road in Service Area 17 from the Parks and Recreation Master Plan, "Regional Trails, Bike Lanes and Shared Use Paths Map".



Capital Projects Detail
City of Laramie, Wyoming

2015 thru 2019

Project #	MCR-CP12-002
Project Name	West Gateway Beautification
Type	Capital
Department	Major Capital Projects
Category	Major Capital Projects - Parks
Account #	300-3315-410-7320
Contact	Parks and Recreation Director
Priority	n/a
Project Code	CCWLSR



Description **Total Project Cost: \$217,902**

The funding is for conceptual design services for beautification of the Snowy Range Road corridor through West Laramie. Specifically, this project will be constructed on the north side of the ROW from the I-80 Interchange to the HWY 130/230 "Y" intersection. The conceptual design will include themed beautification improvements with a pedestrian path, pedestrian lighting, and landscaping (trees, shrubs, and hardscape). Water taps and sleeves were placed under the streets during the summer of 2010.

Justification

City Council Goal: Community Enhancement & Planning; Adopt Revitalization Plan for west Laramie

Prior	Expenditures	2015	2016	2017	2018	2019	Total	Future
83,652	Design/Engineering	0	0	0	15,000	0	15,000	0
Total	Construction Management	0	0	0	5,000	5,000	10,000	Total
	Materials	0	0	0	1,500	1,500	3,000	
	Construction	0	0	0	52,500	53,750	106,250	
	Budget Amendment	0	0	0	0	0	0	
	Total	0	0	0	74,000	60,250	134,250	

Prior	Funding Sources	2015	2016	2017	2018	2019	Total	Future
83,652	Donations	0	0	0	0	0	0	0
Total	Grant	0	0	0	50,000	0	50,000	Total
	Loan	0	0	0	0	0	0	
	Operations Cash	0	0	0	0	0	0	
	Other Contributions	0	0	0	0	0	0	
	Revenue	0	0	0	24,000	60,250	84,250	
	Total	0	0	0	74,000	60,250	134,250	

Budget Impact/Other

GRANT \$50,000 BY 17 TAP Grant
 REVENUE: \$167,902 Major Capital Construction Fund

Prior	Budget Items	2015	2016	2017	2018	2019	Total
60,000	Adopted Budget by Year	0	0	0	0	0	0
Total	Project Actuals by Year	0	0	0	0	0	0
	Total	0	0	0	0	0	0

CITY OF LARAMIE COUNCIL REGULAR MEETING February 17, 2015



Agenda Item: Agreement

Title: Consideration of the Transportation Alternatives Program Agreement FY2015 between the Wyoming Department of Transportation and the City of Laramie for the West Laramie Snowy Range Road Feasibility Study

Recommended Council MOTION:

I move that Council approve the Transportation Alternatives Program Agreement FY2015 between the Wyoming Department of Transportation and the City of Laramie for the West Laramie Snowy Range Road Feasibility Study in the amount of \$40,000 and authorize the Mayor and Clerk to sign.

Administrative or Policy Goal:

City Council Goal: Community Enhancement – Beatification & Planning

Comprehensive Plan: Chapter 4 Parks and Recreation

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

Background:

Wyoming Department of Transportation (WYDOT) Transportation Alternative Program (TAP) grants provide funding for a variety of non-motorized transportation projects ranging from bike/pedestrian path development, safe routes for non-drivers, historical preservation, vegetation management, scenic turnouts and overlooks. WYDOT TAP grant activities must benefit the traveling public and help communities to increase their transportation choices and access. Historically, the City has pursued these funds for bike/pedestrian trail/path development under the previous TEAL grant program. The majority of the Laramie River Greenbelt Trail system was funded with TEAL grants. The City received a WYDOT TAP grant for the development and construction of the Cirrus Sky Technology Park Trail in FY2014.

The Council approved a Resolution in support of submitting a WYDOT TAP grant in the amount of \$50,000 to support the West Laramie Snowy Range Road Enhancement Project. In January, the City received notification of a pending WYDOT TAP grant award of \$40,000 in federal funds for the completion of a feasibility study for the area including Snowy Range Road between Adams Street near the I-80 interchange and Hayes Street/Hwy 130/230 intersection.

The WYDOT TAP grant program is an 80% - 20% matching grant program that requires a 20% local cash match for the project. If the Council approved the WYDOT TAP grant agreement the 20% local match will be \$10,000 for a total project cost of \$50,000. Within the FY2015/16 adopted budget there is \$60,000 authorized in the Major Capital Fund for the West Gateway Beautification Project.

The West Gateway Beautification Project was initially identified as a potential alternative transportation and beautification enhancement project by the West Laramie Business Association. The West Laramie Business Association has not been active for a number of years. On the north side of the Snowy Range Road right of way (ROW) from the I-80 interchange to the HWY 130/230 intersection there is

approximately fifteen feet (15') to eighteen feet (18') of WYDOT property available for a shared use bike path, and future enhancements.

The WYDOT TAP review committee expressed some concerns regarding placing a bike path along the north side of Snowy Range Road with the existing commercial development. The committee suggested that a feasibility study was a better approach to determine where to plan for a shared use bike path through West Laramie. The City staff concurred that a feasibility study would engage the West Laramie residents with regard to where they believe a shared use bike path should be located.

Legal/Statutory Authority:

N/A

BUDGET/FISCAL INFORMATION:

REVENUE

Source	Amount	Type
General Fund	\$10,000.00	Major Capital Construction Fund
Grant	\$40,000.00	WYDOT TAP Grant FY2015
Other Revenue		
Other		
Total	\$50,000.00	

EXPENSE

Proposed Project Cost.

Total Project Cost	\$50,000.00	Feasibility and conceptual design
Grants on Project	\$40,000.00	WYDOT TAP Grant FY2015
Grants for Project		
Other/Outside Projects		
City's Amount	\$10,000.00	Major Capital Construction Fund
Contingency	\$0.00	
Total Amount	\$50,000.00	

Responsible Staff: Paul Harrison, Parks and Recreation Director at 721-5260.

DMJ City Manager ^{or} DMJ City Attorney PH Parks & Recreation

RECEIVED JAN 23 2015



Matthew H. Mead
Governor

Wyoming Department of Transportation

"Providing a safe, high quality, and efficient transportation system"

5300 Bishop Boulevard
Cheyenne, Wyoming 82009-3340



John F. Cox
Director

January 20, 2015

City of Laramie
Attention: Paul Harrison
Post Office Box C
Laramie, WY 82073

RE: Fiscal Year 2015 Transportation Alternatives Program (TAP) Agreement

Dear Mr. Harrison,

Enclosed you will find the Fiscal Year 2015 TAP Agreement for the West Laramie Snowy Range Road Feasibility Study.

The City of Laramie has been awarded at total of \$50,000 in TAP funding. The city will be required to pay twenty percent (20%) of every submitted reimbursement request.

Please be sure to have the Mayor, along with an attest, sign both copies of the original Agreement and send the information back to our office for processing. Copies of the information will be sent, as well as an official notice to proceed on the first stage of the project, when all signatures have been received. The city may not request reimbursement for any funds expended prior to the date of a notice to proceed.

Thank you in advance for your assistance. I look forward to working with you throughout the entirety of the project. If you should have any questions throughout this process, please feel free to contact me at 307-777-4862.

Sincerely,

Mariah L. Johnson
Local Programs Specialist

Enclosure(s)

Cc: Pat Persson, P.E. – WYDOT District Engineer



**TRANSPORTATION ALTERNATIVES PROGRAM AGREEMENT
FY2015
BETWEEN THE
WYOMING DEPARTMENT OF TRANSPORTATION
AND THE
CITY OF LARAMIE**

Federal Award Information	
CFDA No.: 20.205	CFDA Title: Highway Planning and Construction
Award Name: Transportation Alternatives Program	Awarding Federal Agency: Federal Highway Administration
WYDOT Award Information	
Agreement No.: CD15008	Project No.: CD 0.00 CD15008
Amount of Federal Funding Awarded: \$40,000	
Recipient DUNS: 783281892	Recipient County: Albany
WYDOT Program Mgr.: Sara Janes	Telephone: (307) 777-3938 Email: sara.janes@wyo.gov
WYDOT Contact for Confirmation of Funds: Barbara MacKenzie, Financial Services, Revenue	Telephone: (307) 777-4039 Email: barbara.mackenzie@wyo.gov

1. **Parties.** The parties to this Agreement are the Wyoming Department of Transportation, hereinafter referred to as "WYDOT", whose address is 5300 Bishop Blvd., Cheyenne, Wyoming 82009, and the City of Laramie, hereinafter referred to as the "Sponsor", whose address is, Post Office Box C, Laramie, Wyoming 82073-0830.
2. **Purpose.** The purpose of this Agreement is to set forth the respective relationships and responsibilities of the Sponsor and WYDOT in the administration of the Wyoming Transportation Alternatives Program (TAP). All work covered by this Agreement shall comply with the standards of the Americans with Disabilities Act of 1990 (ADA).
3. **Term of Agreement.** This Agreement shall commence upon the day and date last signed and executed by the duly authorized representatives of the parties to this Agreement and shall remain in full force and effect until terminated. This Agreement may be terminated, without cause, by either party upon 30 days written notice, which notice shall be delivered by hand or certified mail.
4. **In consideration of the mutual covenants herein set forth, WYDOT and the Sponsor agree as to the following General Conditions:**
 - a. **Project Scope.** The Sponsor shall undertake and complete the Project as described and set forth in the "Project Description" section of the project

Sponsor's TAP application, dated July 14, 2014, which is included as Attachment "A" and in accordance with terms and conditions of this Agreement.

a. Responsibility of Sponsor. Sponsor shall:

- i. Complete all administrative requirements, including having at least one LPA certified staff member;
- ii. Select consultants based on qualifications, utilizing WYDOT's help if needed;
- iii. Submit Plans, Specifications and Estimates along with bid documents to WYDOT LGC Office for review and concurrence prior to project advertisement;
- iv. Submit bid tabulations to WYDOT LGC Office for review and concurrence prior to awarding project;
- v. Monitor project progress and submit reimbursement requests to WYDOT's LGC office at least once per quarter; and
- vi. After final bill is paid, submit it for reimbursement to WYDOT LGC office with Completion and Acceptance Certificate

b. Responsibility of WYDOT. WYDOT will:

- i. Assist with consultant selection process;
- ii. Review plans and specifications for compliance;
- iii. Review bid tabulations prior to project being awarded;
- iv. Provide ongoing support through construction, including possible site inspections and reimbursement processing; and
- v. Ensure project acceptance and completion and process final reimbursement

b. Period of Performance. The Sponsor shall commence and complete the project in a professional, economical and efficient manner by September 30, 2016. Project work shall commence upon receipt of a Notice to Proceed. The Notice to Proceed shall be issued by WYDOT once the Agreement has been executed by both parties, an Authorization for Expenditure (AFE) is issued by WYDOT, all environmental work has been completed and any additional requirements of the Federal Highway Administration (FHWA) have been completed. In the event of unusual or unexpected project delay, the Sponsor may submit a request WYDOT for an extension of time to complete the project. The request shall be in writing to the WYDOT Local Government Coordination Office. Failure of the Sponsor to perform its duties within the time frame herein agreed to may constitute a termination of Agreement, at WYDOT's discretion. If the project is terminated, the Sponsor shall return any and all federal funds that have been paid to the project Sponsor.

c. Design Review and Approval and Consultant Selection. All project design to include engineering, architectural and landscape architectural plans, specifications and contract documents shall be prepared under the supervision of a qualified professional engineer or architect licensed to perform such work in the State of Wyoming. An appropriate level of environmental, historical and/or Sec. 4(f)



review and mitigation statement shall be submitted to the WYDOT Local Government Coordinator. A Categorical Exclusion issued by the Federal Highway Administration, if applicable, is required prior to the Sponsor's construction contract award. Projects completed within existing right-of-way may be eligible for inclusion in the Programmatic Categorical Exclusion issued by WYDOT Environmental Services. The WYDOT Local Government Coordination Office shall receive a copy of such plans and project contract documents and review and approve the same prior to the Sponsor's proceeding with construction bidding, contracting or other construction authorization under this Agreement. The consultant selection process shall comply with the Brooks Act, 40 USC 1101*et seq.* with guidance included in WYDOT Operating Policy 40-1.

d. Federal and State Required Contract Provision. The Sponsor shall determine which of the following provisions are applicable and shall ensure compliance with all applicable provisions:

- **Environmental Documentation:** contract documents shall include the appropriate level of environmental review and analysis, to include mitigation assessment where required.
- **National Historic Preservation Act (106 process):** for projects involving historic or archaeological sites, the contract documents shall include the appropriate review and mitigation assessment.
- **Design Exceptions:** contract documents must note any design exceptions; no exceptions are available for compliance with the American with Disabilities Act (ADA).
- **Patented and Proprietary Products:** contracts requiring the use of a patented or proprietary material, specification, or process, shall be prohibited unless: the item is purchased or obtained through competitive bidding with equally suitable unpatented items, or WYDOT certifies through a public interest finding that the patented or proprietary item is: necessary for synchronization with existing facilities or a unique product for which there is no equally suitable alternative.
- **Buy America Provisions:** requires the use of American steel and iron products, when specified.
- **Disadvantage Business Enterprises (DBE):** DBE efforts shall be included in the project file, using the Form "E-91LPA" to document the bid solicitation, and to assure that the action taken is in compliance with this request. Written proof of compliance to this request should be available when requested.
- **Required Federal Contract Provisions:** The Form FHWA-1273 provisions apply to all work performed on the contract including work performed by subcontract. All contract documents shall include Form FHWA-1273 provisions. The Form FHWA-1273 provisions are required to be physically incorporated into each subcontract and subsequent lower tier subcontracts and shall not be incorporated by reference. The prime contractor is responsible for compliance with the Form FHWA-1273



requirements by all subcontractors and lower tier subcontractors. Failure to comply with the Required Contract Provisions may be considered as grounds for contract termination. Furthermore, failure to incorporate the Form FHWA-1273 into all subcontracts or failure to comply with the requirements of Section IV, Payment of Predetermined Minimum Wage and Section V, Statements and Payrolls, may be considered as grounds for debarment under 29 CFR 5.12.

- **Manual of Uniform Traffic Control Devices (MUTCD):** signing and pavement striping of public roads must meet MUTCD criteria. Projects which intersect with public roadways must be appropriately signed during the construction stage. Permanent safety signing should be identified on a separate plan sheet in the contract documents.

- **Labor Rates:** contract documents must include provisions for the compliance with Davis-Bacon as outlined in the Form FHWA-1273.

- **Equipment/Materials/Labor Cost Determination:** unless supported by appropriate cost effectiveness determination, the use of public owned equipment, material or labor will not be allowed. To be eligible, such costs must comply with effective hourly schedules and supported by a Public Interest Finding.

e. Prohibited Interest. No member, officer or employee of the Sponsor during his tenure or one year thereafter shall have any interest, direct or indirect, in this Agreement or the Proceeds thereof.

f. Project Abandonment. Should the Sponsor abandon the project prior to completion, or if the project is not let to construction within two years of the completion of the design due to the delay or actions by the Sponsor, the Sponsor shall reimburse WYDOT for the entire cost, including any Federal Aid portion of the work completed at the time of abandonment.

g. Project Administration. Project administration must be performed by a public employee to be in responsible charge. The Sponsor shall appoint a public employee as the project administrator who is accountable for the project. The project administrator shall have a current certification from WYDOT under the WYDOT Local Project Administration (LPA) Certification Program.

Project administration costs are eligible for reimbursement under this program on an 80/20 percent matching ratio and must remain within the total project cost. Reimbursements for the federal portion of the project (80 percent) shall be submitted on WYDOT Form LGC-CR, Project Cost Reimbursement Statement, signed by the authorized Sponsor representatives and approved by the WYDOT Local Government Coordination Office.

h. Project Contracting and Construction. Project work shall be performed by individuals, partnerships, corporations or other business entities who are duly qualified to do business in the State of Wyoming and who have secured all licenses and permits required by applicable state laws, county regulations, and



city ordinances. Since federal funds are involved in the project, no in-State preference will apply for materials, labor, contracts or subcontracts. Bid analysis shall be performed to ensure balanced unit bidding. WYDOT reserves the right to review all contract bids prior to contract award. Upon notification of WYDOT approval of the project design documents, issuance of a Categorical Exclusion (if applicable), and a written Notice to Proceed, the Sponsor may proceed with open, public competitive bidding for project construction. Such project bidding shall follow accepted municipal and county bidding procedures, including public advertising. Extra work/claims must be within the scope of contract.

i. Project and Final Inspections. Project inspections shall be conducted by the Sponsor or authorized representatives. WYDOT representatives may inspect the project at their discretion. The Sponsor shall notify WYDOT of final inspection and a WYDOT representative may accompany the Sponsor's representative on the final inspection. Prior to the final payment (normally the final 10 percent), the Sponsor shall notify WYDOT that the project has been completed in substantial conformance with the plans and specifications, including compliance with Wyo. Stat. § 16-6-116 [Final Settlement and Payment]. Additionally, the Sponsor shall complete WYDOT Acceptance Certificate and Final Completion Form, which shall accompany the final reimbursement payment request.

j. Project Funding. Federal funding for this project will not exceed \$40,000. In accordance with WYDOT's policies, a program match requirement of 80 percent of federal and 20 percent local share of the project costs shall apply. Project total cost exceeding project estimate of \$50,000 (including local match) shall be borne by the Sponsor.

TAP is funded on a reimbursement basis. No funds will be paid by WYDOT prior to being paid first by the Sponsor. All requests for payment must be submitted to WYDOT's LGC Office on the LPA – CR form that will be supplied to the Sponsor. Reimbursement requests must also include all applicable supporting documentation including: copies of invoices to be reimbursed and proof of payment by the Sponsor.

Reimbursement requests will be accepted on a monthly basis and must be submitted no less frequently than once every three months in order for the project to remain active and to avoid the risk of federal funds being rescinded. If no financial activity occurs in a given quarter, the Sponsor shall notify WYDOT's LGC Office in writing of the status and schedule of the project.

This Agreement is required to comply with the Federal Funding Accountability and Transparency Act (FFATA) of 2006. As the prime recipient of these funds, WYDOT will report the required information to the Federal Funding Accountability and Transparency Act Subaward Reporting System (FSRS). The FFATA requires any person or entity receiving contract or grant funds directly from the federal government to report certain information regarding those funds through a centralized website, www.fsrs.gov. The law requires that you provide



your Data Universal Numbering System (DUNS) number to WYDOT. This requirement means you need to be registered with DUNS and Bradstreet. Instructions for this process can be found at www.dnb.com. Additional information regarding this Act may be found at the following sites:

<http://edocket.access.gpo.gov/2010/pdf/2010-22705.pdf>

and

<http://edocket.access.gpo.gov/2010/pdf/2010-22706.pdf>.

The Sponsor may elect to use land, either wholly owned or donated, as part match for the project. The land must become part of the project, and would fulfill part/all of the match requirements of the Sponsor. If the land is to be donated, that action must take place after execution of this Agreement, must be from a private donor and must be for exclusive use of the Project noted above in Section 4a. If the Sponsor accepts the donation of land, the land value used to offset the match may not exceed the 20 percent match requirement, regardless of the appraised value of the land. The donation of land must be supported by a formal land appraisal completed by a professional land appraiser certified by the Wyoming State Appraiser Board. A copy of the executed deed with the land description must be included with the appraisal.

k. Project Maintenance. Project maintenance and perpetual care shall be the responsibility of the Sponsor.

l. Public Interest Finding. If the Sponsor elects to use Force Account work (materials and/or labor) as its local match or a portion of its local match, such a determination requires the Sponsor to make a finding in the public interest. Such a public interest finding must not exceed \$50,000. Prior to the use of Force Account work, the Sponsor must complete a Public Interest Finding on WYDOT Form LGC-PIF (included in Sponsor's Project Packet). WYDOT Form LGC-PIF must be submitted by the Sponsor for approval by the WYDOT Local Government Coordination Office.

m. Restrictions, Prohibitions, Controls and Labor Provisions

i. Equal Employment Opportunity. In connection with the carrying out of the Project, the Sponsor shall not discriminate against any employee or applicant for employment because of race, color, age, creed, sex, national origin or disability. The Sponsor shall take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, age, national origin or disability. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

ii. Disadvantaged Business Enterprise (DBE) Requirements.



1. **Policy.** It is the policy of WYDOT that Disadvantaged Business Enterprises, defined as Minority Business Enterprises and Woman Business Enterprises, shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal funds under this Agreement.
2. **DBE Obligation.** The Sponsor or its contractor agrees to ensure that Disadvantaged Business Enterprises as defined in 49 CFR Part 26 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this Agreement. In this regard, the Sponsor shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that DBE's have the maximum opportunity to compete for and perform contracts. The Sponsor and their contractors shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of WYDOT assisted Contracts.
- iii. **Title VI Civil Rights Act of 1964.** The Sponsor shall comply and shall assure the compliance by contractors and subcontractors under this Project with all the requirements imposed by Title VI of the Civil Rights Act of 1964 (49 U.S.C. 2000d), the Regulations of the Department of Transportation (DOT) issued there under, 49 CFR Part 21, and the Assurance by the Sponsor pursuant thereto.
- iv. **Compliance with Elderly and Disabled Regulations.** The Sponsor shall comply with applicable regulations regarding transportation for Elderly and Disabled persons, set forth in 49 CFR Part 27 and the Americans with Disabilities Act of 1990.
- n. **Right-of-Way and Utilities.** Prior to proceeding with project bidding, the Sponsor must submit to the WYDOT District Engineer a completed Right-of-Way and Utility Certificate, if applicable, indicating clearance of right-of-way and utilities for the project. Right-of-Way and Utility Clearance is the Sponsor's responsibility. All acquisition of private property and relocation of displaced individuals and businesses shall be in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, P.L. 91-646, (Uniform Act) and the regulations of 49 CFR Part 24.

5. **General Provisions**

- a. **Amendments.** Either party may request changes in this Agreement. Any changes, modifications, revisions or amendments to this Agreement which are mutually agreed upon by and between the parties to this Agreement shall be incorporated by written instrument, executed and signed by all parties to this Agreement.
- b. **Americans with Disabilities Act.** The Sponsor shall not discriminate against a qualified individual with a disability and shall comply with the Americans with



Disabilities Act, P.L. 101-336, 42 U.S.C. 12101, *et seq.*, and/or any properly promulgated rules and regulations related thereto.

- c. **Applicable Law and Venue.** The construction, interpretation and enforcement of this Agreement shall be governed by the laws of the State of Wyoming. The Courts of the State of Wyoming shall have jurisdiction over this Agreement and the parties, and the venue shall be the First Judicial District, Laramie County, Wyoming.
- d. **Assignment/Agreement Not Used as Collateral.** Neither party shall assign nor otherwise transfer any of the rights or delegate any of the duties set forth in this Agreement without the prior written consent of the other party. The Sponsor shall not use this Agreement, or any portion thereof, for collateral for any financial obligation without the prior written permission of WYDOT.
- e. **Assumption of Risk.** The Sponsor shall assume the risk of any loss of state or federal funding, either administrative or program dollars, due to its failure to comply with state or federal requirements. WYDOT will notify the Sponsor of any state or federal determination of noncompliance.
- f. **Audit/Access to Records.** This Agreement is considered a pass-through Agreement and must follow the Office of Management and Budget (OMB) Circular A-133 which requires Sponsors that expend \$500,000 or more in total Federal awards during their fiscal year to:
- Have a single audit or program-specific audit conducted; and
 - The audit must be submitted to the Federal Audit Clearinghouse within the earlier of 30 days after receipt of the auditor's report(s), or within 9 months after the end of the audit period, unless a longer period is agreed to in advance by the Federal agency that provided the funding or a different period is specified in a program-specific audit guide.
 - No audit costs may be charged to Federal awards when required audits have not been made or have been made but not in accordance with OMB Circular A-133. In cases of inability or unwillingness to have an audit conducted in accordance with OMB Circular A-133, Federal agencies and pass-through entities shall take appropriate action using sanctions as follows:
 - Withholding a percentage of Federal awards until the audit is completed satisfactorily;
 - Withholding or disallowing overhead costs;
 - Suspending Federal awards until the audit is conducted; or
 - Terminating the Federal award.

In addition to the above requirements, WYDOT Internal Review requires Sponsors to:



- Provide a certification letter to WYDOT that states:
 - If the above-mentioned audit was conducted,
 - If the schedule of findings and questioned costs disclosed any audit findings related to WYDOT funding, and
 - If the summary schedule of prior audit findings reported on the status of any audit findings related to WYDOT funding.
- Provide WYDOT with a copy of the Sponsor's audit report and corrective action plan only when the audit report includes material findings related to WYDOT funding.

A copy of the certification and/or audit report should be sent to:

Wyoming Department of Transportation
 Internal Review Services
 5300 Bishop Boulevard
 Cheyenne, Wyoming 82009-3340

The Sponsor may be subject to monitoring activities by WYDOT including on-site visits, review of supporting documents, and limited scope audits. The Sponsor shall permit independent auditors, Federal personnel and WYDOT auditors, access to any pertinent books, documents, papers, and records necessary to perform monitoring of activities. The Sponsor shall keep audit reports and audit documents on file for three years after the project is complete.

- g. **Availability of Funds.** Each payment obligation of WYDOT is conditioned upon the availability of government funds which are appropriated or allocated for the payment of this obligation. If funds are not allocated and available for the continuance of the services performed by the Sponsor, this Agreement may be terminated by WYDOT at the end of the period for which the funds are available. WYDOT will notify the Sponsor at the earliest possible time of the services which will or may be affected by a shortage of funds. No penalty shall accrue to WYDOT in the event this provision is exercised, and WYDOT will not be obligated or liable for any future payments due or for any damages as a result of termination under this section. This provision shall not be construed to permit WYDOT to terminate this Agreement in order to acquire similar services from another party.
- h. **Compliance with Law.** The Sponsor shall keep informed of and comply with all applicable, Federal, State and local laws and regulations in the performance of this Agreement.
- i. **Entirety of Agreement.** This Agreement, consisting of 13 pages, Attachment "A", consisting of 1 pages, and Attachment "B", consisting of 1 pages represent the entire and integrated Agreement between the parties and supersedes all prior negotiations, representations and agreements, whether written or oral.



- j. Human Trafficking.** If required by 22 U.S.C. 7104(g) and 2 CFR Part 175, this Agreement may be terminated without penalty if a private entity that receives funds under this Agreement:
- i.** Engages in severe forms of trafficking in persons during the period of time that the award is in effect;
 - ii.** Procures a commercial sex act during the period of time that the award is in effect; or
 - iii.** Uses forced labor in the performance of the award or subawards under the award.
- k. Indemnification.** The Sponsor shall indemnify, defend and hold harmless the State of Wyoming, WYDOT, and their officers, agents, employees, successors and assignees from any and all claims, lawsuits, losses and liability arising out of the Sponsor's failure to perform any of Sponsor's duties and obligations hereunder or in connection with the negligent performance of the Sponsor's duties or obligations, including but not limited to any claims, lawsuits, losses or liability arising out of the Sponsor's malpractice.
- l. Kickbacks**
- i.** The Sponsor shall comply with the Copeland "Anti-Kickback" Act (18 U.S.C. 874) as supplemented in the Department of Labor Regulations (29 CFR, Part 3). This Act provides that the Sponsor is prohibited from inducing by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he is otherwise entitled.
 - ii.** The Sponsor certifies and warrants that no gratuities, kickbacks or contingency fees were paid in connection with this Agreement, nor were any fees, commissions, gifts, or other considerations made contingent upon the award of this Agreement.
 - iii.** No staff member of the Sponsor shall engage in any contract or activity which would constitute a conflict of interest as related to this Agreement.
 - iv.** If the Sponsor breaches or violates this warranty, WYDOT may, at its discretion, terminate this Agreement without liability to WYDOT, or deduct from the agreement price or consideration, or otherwise recover, the full amount of any commission, percentage, brokerage, or contingency fee.
- m. Limitations on Lobbying Activities.** In accordance with P.L. 101-121, payments made from a federal grant shall not be utilized by the Sponsor or its subsponsors in connection with lobbying Congressmen, or any federal agency in connection with the award of a federal grant, contract, cooperative agreement or loan. The Sponsor and its subsponsors shall submit a certification statement and disclosure form acceptable to WYDOT prior to commencement of any work.
- n. Nondiscrimination.** The Sponsor shall comply with the Civil Rights Act of 1964, the Wyoming Fair Employment Practices Act (Wyo. Stat. § 27-9-105 *et seq.*), the Americans with Disabilities Act (ADA), 42 U.S.C. 12101, *et seq.* and



the Age Discrimination Act of 1975. The Sponsor shall not discriminate against any individual on the grounds of age, sex, color, race, religion, national origin or disability in connection with the performance of this Agreement. In reference to Title VI Policy, WYDOT's Civil Rights Program is responsible for initiating and monitoring Title VI activities, preparing required reports and other WYDOT responsibilities as required by 23 Code of Federal Regulation (CFR) 200 and 49 Code of Federal Regulation 21.

- o. Notices.** All notices arising out of, or from, the provisions of this Agreement shall be in writing and given to the parties at the address provided under this Agreement, either delivered by hand or certified mail.
- p. Prior Approval.** This Agreement shall not be binding upon either party unless this Agreement is approved as to form by the Attorney General or his representative.
- q. Publicity.** Publicity given to the project or services provided herein, including notices, information, pamphlets, press releases, research, reports, signs, and similar public notices prepared by or for the Sponsor and related to the services and work to be performed under this Agreement, shall identify WYDOT as the sponsoring agency and shall provide a copy of what was shared with WYDOT.
- r. Severability.** Should any portion of this Agreement be judicially determined to be illegal or unenforceable, the remainder of this Agreement shall continue in full force and effect, and either party may renegotiate the terms affected by the severance.
- s. Sovereign Immunity.** The State of Wyoming and WYDOT do not waive sovereign immunity by entering into this Agreement and the Sponsor does not waive governmental immunity, and each specifically retains all immunities and defenses available to them as sovereigns or governmental entities pursuant to Wyo. Stat. § 1-39-101, *et seq.* and all other applicable law. Designations of venue, choice of law, enforcement actions, and similar provisions shall not be construed as a waiver of sovereign immunity. The parties agree that any ambiguity in this Agreement shall not be strictly construed, either against or for either party, except that any ambiguity as to sovereign immunity shall be construed in favor of sovereign immunity.
- t. Suspension and Debarment.** By signing this Agreement, the Sponsor certifies that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction nor from federal financial or non-financial assistance, nor are any of the participants involved in the execution of this Agreement suspended, debarred, or voluntarily excluded by any federal department or agency in accordance with Executive Order 12549 (Debarment and Suspension) and CFR 44 Part 17, or are on the disbarred vendors list at www.sam.gov. Further, the Sponsor agrees to



notify WYDOT by certified mail should it or any of its agents become debarred, suspended, or voluntarily excluded during the term of this Agreement.

- u. **Third Party Beneficiary Rights.** The parties do not intend to create in any other individual or entity the status of third party beneficiary, and this Agreement shall not be construed so as to create such status. The rights, duties and obligations contained in this Agreement shall operate only between the parties to this Agreement and shall inure solely to the benefit of the parties to this Agreement. The provisions of this Agreement are intended only to assist the parties in determining and performing their obligations under this Agreement.

The terms of this Agreement, and any amendments thereto, shall be binding upon and inure to the parties hereto, their administrators and successors.

"THE REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK"



6. **Signatures.** In witness whereof, the parties to this Agreement, either personally or through their duly authorized representatives, have executed this Agreement on the day and date set out below and certify that they have read, understood, and agreed to the terms and conditions of this Agreement.

The effective date of this Agreement is the day and date last signed and executed by the duly authorized representatives of the parties to this Agreement shown below.

ATTEST:

CITY OF LARAMIE:

Name

Title

By: _____
Dave Paulekas, Mayor

Printed Name

(SEAL)

Date

ATTEST:

**WYOMING DEPARTMENT OF
TRANSPORTATION:**

Sandra J. Scott, Secretary
Transportation Commission of Wyoming

By: _____
Del McOmie, P.E., Chief Engineer

(SEAL)

Date

Approved as to form:

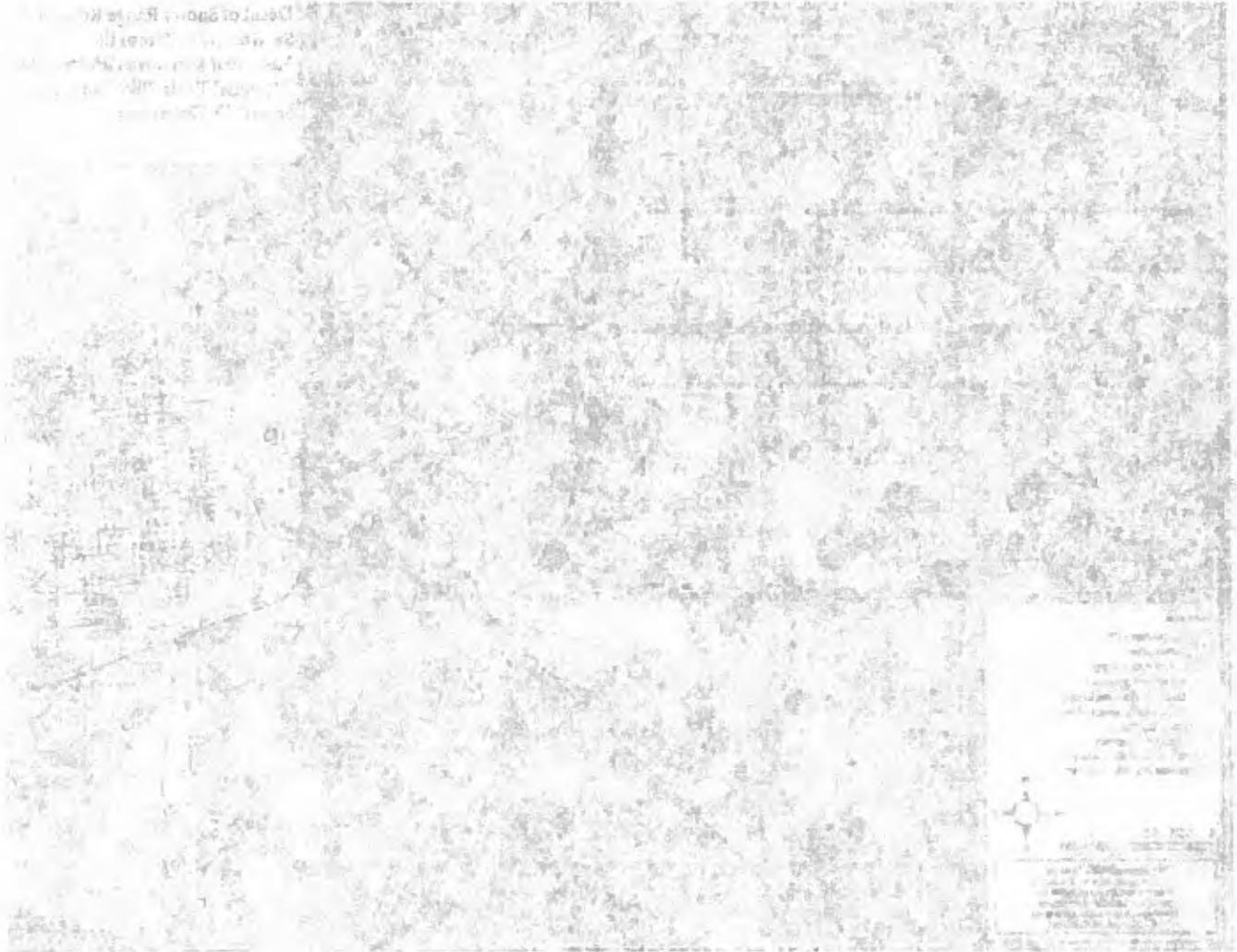
By: _____
Michael T. Kahler
Senior Assistant Attorney General
State of Wyoming

Date agreement prepared: 1/16/15



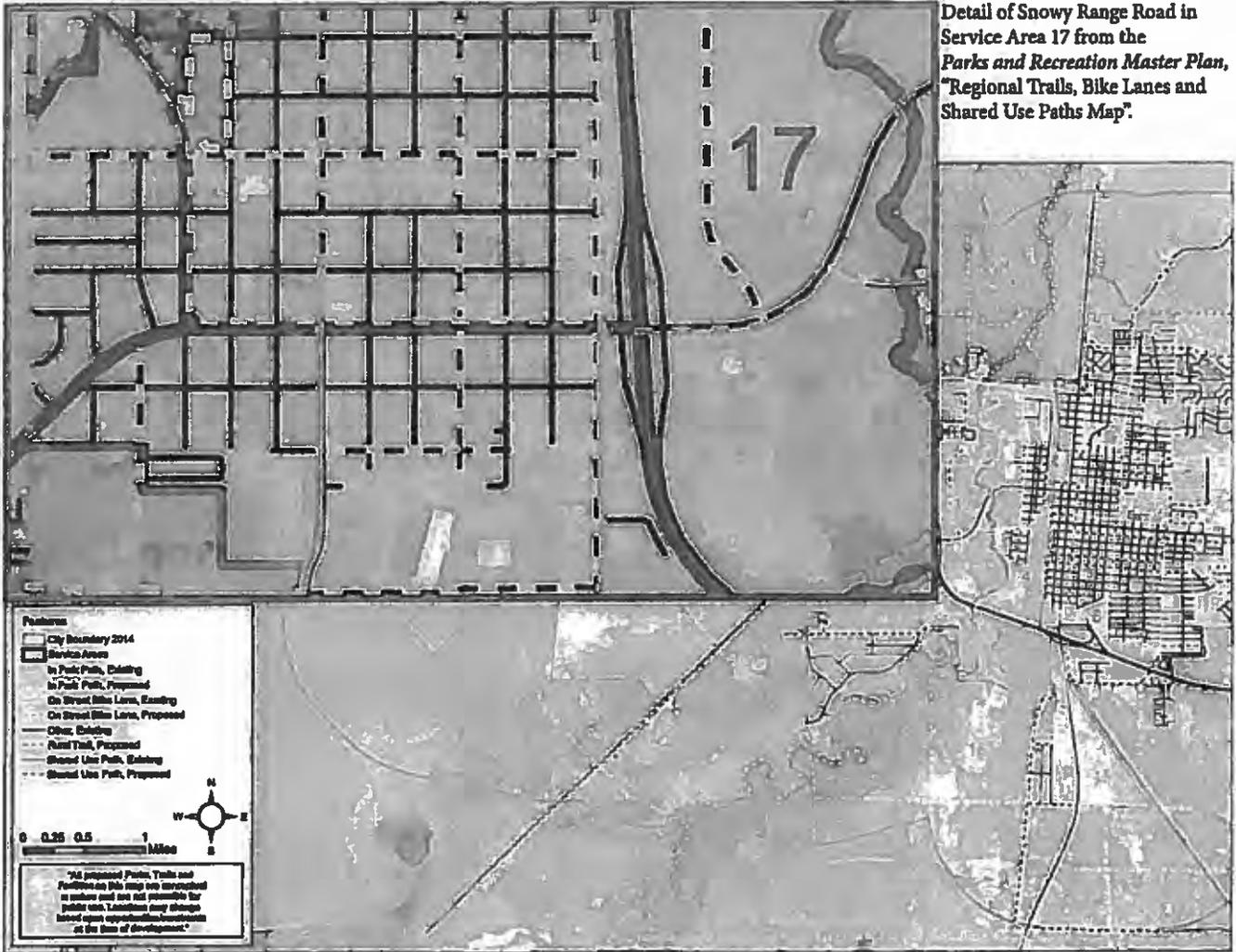
Attachment "A"

The City of Laramie will be completing a feasibility study for the area including Snowy Range Road between Adams Street near the I-80 interchange and Hayes Street/Hwy 130/230 intersection.



... Snow Range Road ...

Attachment "B"

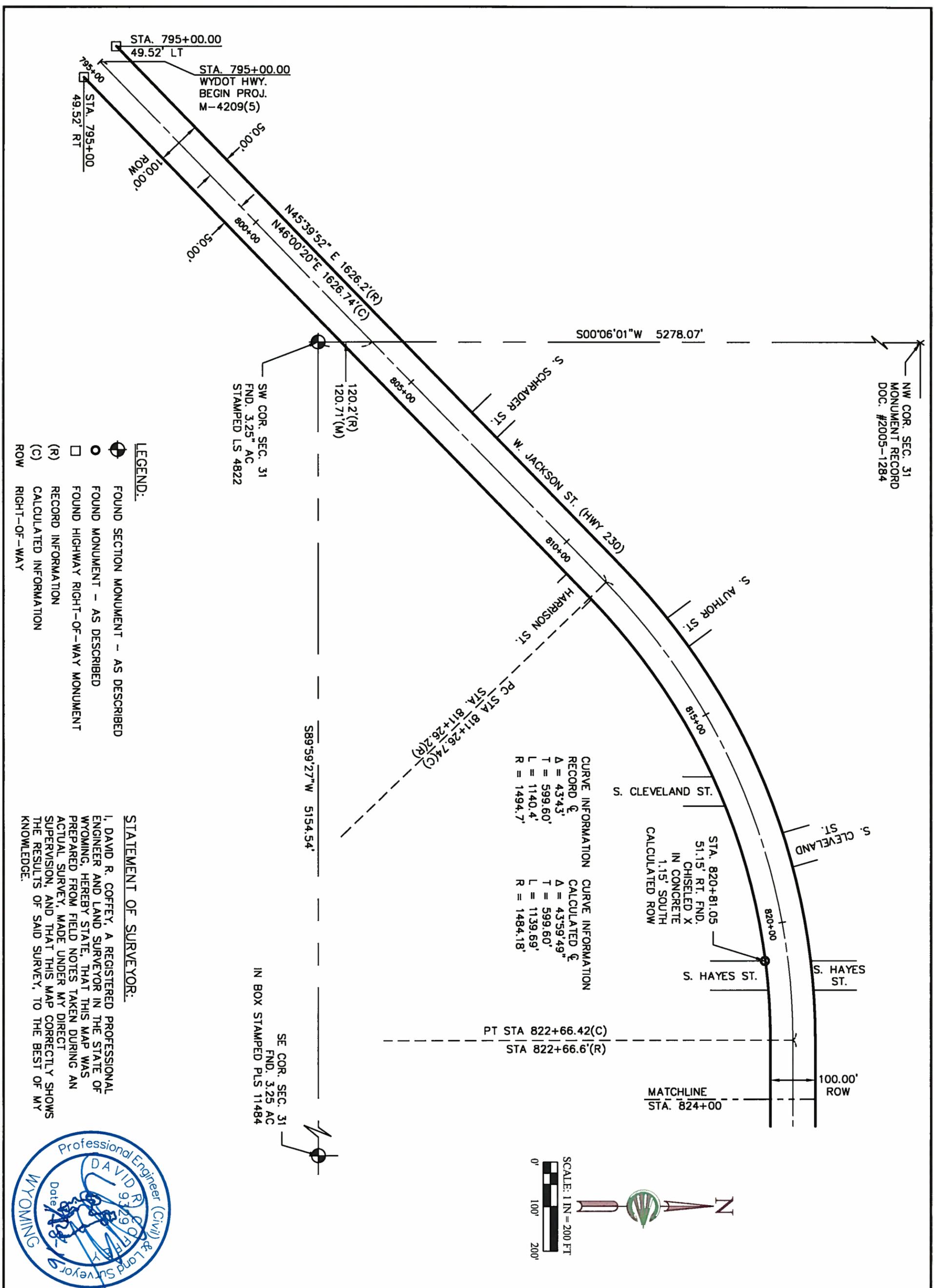


Detail of Snowy Range Road in Service Area 17 from the Parks and Recreation Master Plan, "Regional Trails, Bike Lanes and Shared Use Paths Map".

APPENDIX B

Snowy Range Road Record of Survey

NW COR. SEC. 31
MONUMENT RECORD
DOC. #2005-1284



SNOWY RANGE ROAD RECORD OF SURVEY

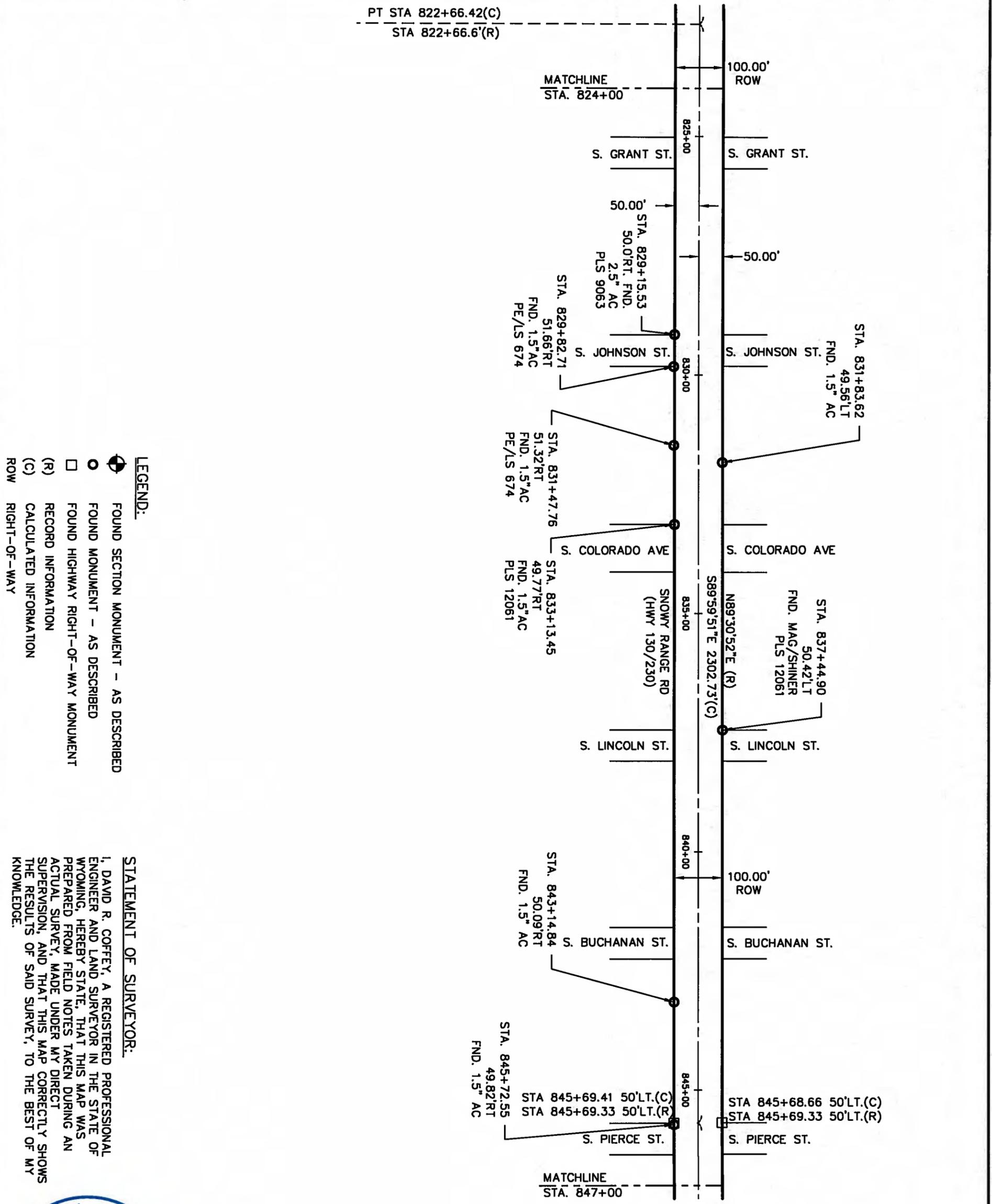
SEC. 31 & 32, T16N, R73W, 6TH P.M.
ALBANY COUNTY, WYOMING

Project: 2135.02
Drawing: 2135.00ROS
Drafted By: CGT
Date: 9/08/16
Rev. Date:
Check By: DRC

Sheet:
1 / 4

COFFEY
ENGINEERING & SURVEYING
902 S. 3rd St., Laramie, WY 82070
[P] 307-742-7425 [F] 307-742-7403

PT STA 822+66.42(C)
 STA 822+66.6'(R)

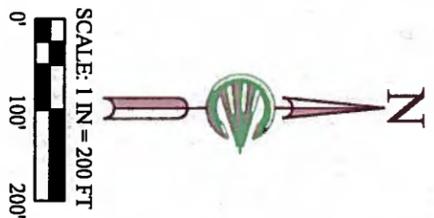


LEGEND:

- FOUND SECTION MONUMENT - AS DESCRIBED
- FOUND MONUMENT - AS DESCRIBED
- FOUND HIGHWAY RIGHT-OF-WAY MONUMENT
- (R) RECORD INFORMATION
- (C) CALCULATED INFORMATION
- ROW RIGHT-OF-WAY

STATEMENT OF SURVEYOR:

I, DAVID R. COFFEY, A REGISTERED PROFESSIONAL ENGINEER AND LAND SURVEYOR IN THE STATE OF WYOMING, HEREBY STATE THAT THIS MAP WAS PREPARED FROM FIELD NOTES TAKEN DURING AN ACTUAL SURVEY, MADE UNDER MY DIRECT SUPERVISION, AND THAT THIS MAP CORRECTLY SHOWS THE RESULTS OF SAID SURVEY, TO THE BEST OF MY KNOWLEDGE.



**SNOWY RANGE ROAD
 RECORD OF SURVEY**

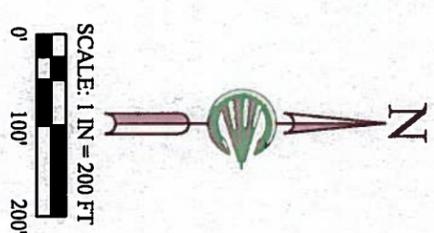
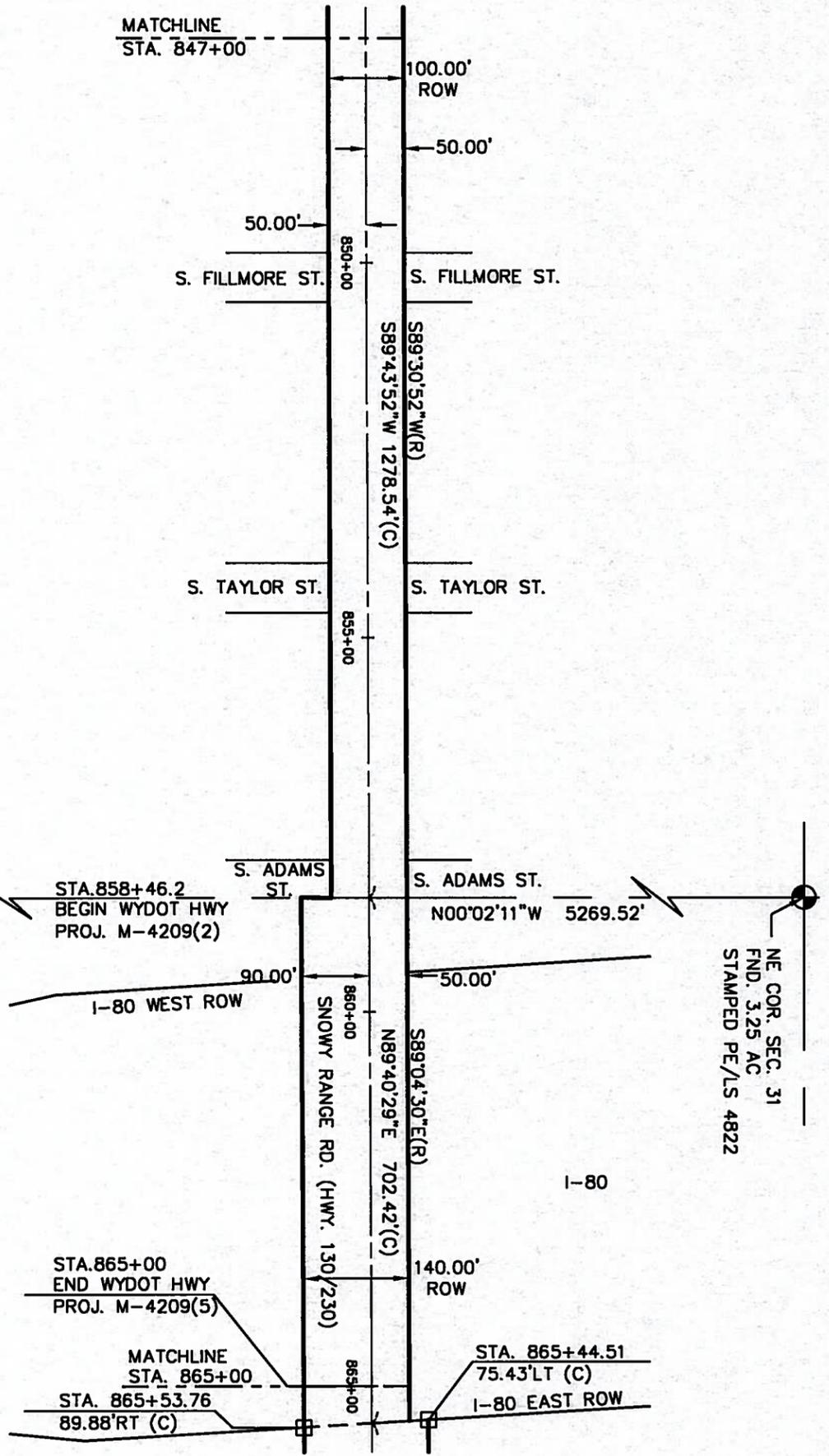
SEC. 31 & 32, T16N, R73W, 6TH P.M.
 ALBANY COUNTY, WYOMING

Project: 2135.02
 Drawing: 2135.00ROS
 Drafted By: CGT
 Date: 9/08/16
 Rev. Date:
 Check By: DRC

Sheet:
 2 / 4

- LEGEND:**
- FOUND SECTION MONUMENT - AS DESCRIBED
 - FOUND MONUMENT - AS DESCRIBED
 - FOUND HIGHWAY RIGHT-OF-WAY MONUMENT
 - (R) RECORD INFORMATION
 - (C) CALCULATED INFORMATION
 - ROW RIGHT-OF-WAY

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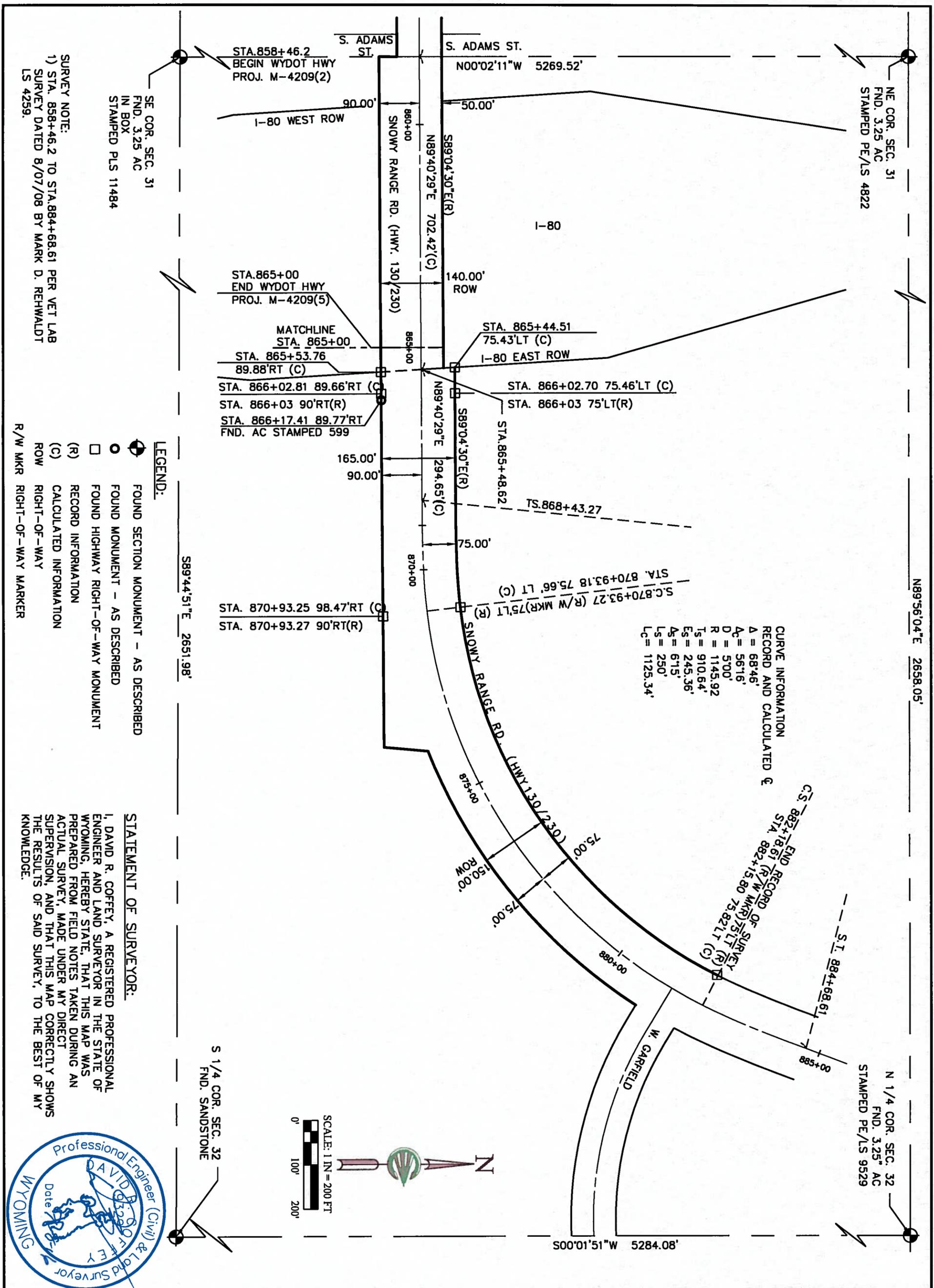


SNOWY RANGE ROAD RECORD OF SURVEY

SEC. 31 & 32, T16N, R73W, 6TH P.M.
ALBANY COUNTY, WYOMING

Project: 2135.02
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 Rev. Date:
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Sheet:
3 / 4



SURVEY NOTE:
1) STA. 858+46.2 TO STA. 884+68.61 PER VET LAB
SURVEY DATED 8/07/08 BY MARK D. REHWALDT
LS 4259.

SE COR. SEC. 31
FND. 3.25 AC
IN BOX
STAMPED PLS 11484

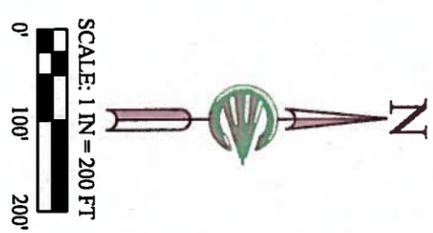
NE COR. SEC. 31
FND. 3.25 AC
STAMPED PE/LS 4822

LEGEND:

- FOUND SECTION MONUMENT - AS DESCRIBED
- FOUND MONUMENT - AS DESCRIBED
- FOUND HIGHWAY RIGHT-OF-WAY MONUMENT
- (R) RECORD INFORMATION
- (C) CALCULATED INFORMATION
- ROW RIGHT-OF-WAY
- R/W MKR RIGHT-OF-WAY MARKER

STATEMENT OF SURVEYOR:

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**SNOWY RANGE ROAD
RECORD OF SURVEY**

SEC. 31 & 32, T16N, R73W, 6TH P.M.
ALBANY COUNTY, WYOMING

Project: 2135.02
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Drafted By: CGT
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Sheet:
4
4



APPENDIX C

Minutes from Meeting with WYDOT, September 14, 2016

WYDOT Operating Policy 20-1, Roadside Landscaping

Snowy Range Road Pathway Feasibility Study

Meeting with WYDOT

September 14, 2016, 1:30 p.m.

WYDOT Headquarters

Attendance:

Tom DeHoff, District Engineer

Randy Griesbach, District Traffic Engineer

Steve Cook, Resident Engineer

Todd Feezer, Director of Parks and Recreation, City of Laramie

Eric Jaap, City Engineer, City of Laramie

Darci Hendon, Ayres Associates

Minutes:

1. **Purpose of the meeting was to review the concepts for a pathway along Snowy Range Road to ensure that an of the proposed concepts are acceptable to WYDOT and can be presented as feasible options to the public at the public meeting scheduled for September 21, 2016.**
2. Project Overview, including available Right of Way.
 - a. 100' ROW west of I-80
 - b. 68' TBC – TBC, west of I-80 (5 lane section)
 - c. **Existing speed limit is 30 mph**
3. Options west of Interstate-80 being proposed:
 - a. 11' Shared use path on north side of road, with a buffer between curb and pathway, where buffer is feasible.
 - b. 11'-7' Shared use path on south side of road, with a buffer between curb and pathway, where buffer is feasible (note that just west of Grant St. to Cleveland St. there are buildings that are 8' from TBC to building, so path could only be 7'± wide.)
 - c. 4' On-street bike lanes in both directions with 8' sidewalk on north side of road, with a buffer between curb and sidewalk, where buffer is feasible.
 - d. 4' On-street bike lanes in both directions with 8' sidewalk on both the north and south sides of road, with a buffer between curb and sidewalk, where buffer is feasible (note that just west of Grant St. to Cleveland St. there are buildings that are 8' from TBC to building, so path could only be 7'± wide.)
 - e. **All of these options are acceptable by WYDOT to present at the public meeting.**
4. Options east of Interstate-80 being proposed (on-street bike lanes were recently added to Snowy Range Road, east of the interstate):
 - a. 8' Sidewalk, offset from roadway, on south side and/or north side of road
 - b. 11' Shared use path, offset from roadway, on south side and/or north side of road
 - c. **Consideration needs to be given to existing drainage patterns and culverts which exist in all four quadrants, on either side of the on/off ramps. Darci has these culvert locations and will**

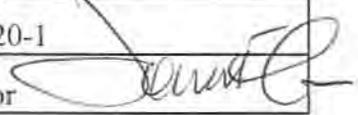
include a discussion about drainage/culverts in the feasibility study. These areas are not used for storage of storm water, it is a flow in / flow out system.

- d. The east bound shoulder of Snowy Range Road, east of Interstate 80 recently had bike lane symbols and arrows added between the interstate off ramp and Garfield Street. No one at the meeting was aware of this. Eric discovered that the City Street Department painted those symbols. (The existing shoulders are 10' wide from the white edge stripe to the edge of asphalt.)



- 5. Taking the pathway under Interstate-80
 - a. Currently there is 3'-3" clear distance for the sidewalk between the back of curb and the closest pier.
 - b. Options to discuss:
 - i. Reducing shoulder width by moving curb line in to widen available sidewalk width. (Existing 10' shoulder). **WYDOT needs to maintain width required for future capacity. This includes an additional left turn lane to get onto the interstate ramps. They will allow the travel lanes to be reduced to 11' wide. Reducing the shoulder width to allow for a wider sidewalk on the inside of the existing piers can be included in the feasibility study, as long as it is followed up with a discussion about the need to maintain future capacity.**
 - ii. Removing slope paving, adding a block wall to provide adequate distance between pier and new block wall for pathway. **Following the meeting Darci discussed this option with Mike Menghini, Head of the WYDOT Bridge Program. He stated that he does not see an issue with removing the slope paving and adding a modular block wall – given that the proposed design stays out of the foundation of the abutment. As an explanation – modular block walls typically require geogrid to be placed perpendicular to the wall. This geogrid helps to keep the soil behind the wall from pushing the wall over. A taller wall requires the geogrid to go be longer. The proposed block wall height needs to be balanced with the available horizontal distance between the block wall and the foundation of the abutment.**
 - iii. **This bridge was replaced in 2000 with a 30 year design life. There is no anticipated reconstruction of this bridge at this time.**
- 6. Signage – requirements for offset from roadway and pathway
 - a. **Signs were discussed in general, see included photos of some of the WYDOT signs along the roadway. The concern is that with a wide shared use pathway, that there will be limited area inside the ROW to accommodate signs and/or that if the signs are placed on the outside of the pathway, that they will be hard to see – particularly signs that are just beyond the horizontal limits of the interstate bridge.**
 - b. The following criteria will be required for all signs which will be relocated due to pathway improvements:
 - i. **All existing signs must be visible in their proposed location.**

- ii. **Require 4' from top back of curb to the edge of the sign (not the sign post)**
 - iii. **Signs could be placed on a cantilevered post above the pathway**
 - iv. **All signs must be designed to follow the MUTCD**
 - v. **All signs, hardware, posts, and location must be in conformance with the WYDOT sign policy. The WYDOT signing manual 2016 is available on-line at:
http://www.dot.state.wy.us/home/engineering_technical_programs/manuals_publications/contentB/contentList_2109/fileContainer/wydot-signing-manual-2016-updated-6-23-2016.html**
 - vi. **Construction plans will have to be reviewed by WYDOT to verify sign placement**
 - c. **Where available land exists, the pathway could be offset further from the curb to allow room for the sign(s) to remain in their current location.**
 - d. **It was asked if the guide signs could be made to look more artistic/add to the beautification of the corridor. The WYDOT Sign Dept. will review alternate sign designs, but the design must follow the MUTCD. It was discussed that Cedar City, Utah had signage which was more decorative than standard.**
 - e. **There are locations along Snowy Range Road which do not have enough existing right of way for a wider sidewalk. It was discussed whether an easement or purchase of right of way would be required to place a wider pathway. WYDOT does not require that the City purchase right of way. Those present felt that a permanent easement would be fine. If any WYDOT signs needed to be located outside of the right of way – they would need to be located in a permanent easement. Randy asked if property owners had to pay taxes on land which had a permanent easement on it.**
7. **Public art, landscaping and amenities – is there any concern by WYDOT for types of these features inside the right of way?**
- a. **Buffers between back of path and parking lots**
 - b. **Art/landscaping in “Y” at Highway 130/230 intersection**
 - c. **Landscaping improvements around the I-80 ramps**
 - d. **Options for a buffer between edge of asphalt and pathway on east side of Interstate**
 - e. **All present were in favor of beautifying the corridor, including the area around the interchange and the 130/230 intersection.**
 - f. **All art and beautification items must be located outside of the clear zone (4' from back of curb.)**
 - g. **All art, landscaping and beautification items must be outside of the sight triangles. Note that the requirements for sight triangles are contained in the access policy and include a driver’s eye at 15’ from back of curb, 3.5’ driver eye height and a 220’ sight line for a 30 mph speed limit.**
 - h. **Any landscaping and beautification items must have an approved Landscaping Agreement prior to construction.**
 - i. **Refer to Operating Policy 20-1 for landscaping requirement/criteria.**

WYOMING DEPARTMENT OF TRANSPORTATION	OPERATING POLICY
ISSUED: April 1, 2009	POLICY NUMBER: 20-1
	AUTHORITY: Director 

SUBJECT: Roadside Landscape

I. Purpose

This operating policy:

- A. Establishes guidelines for roadside landscaping on Wyoming Department of Transportation (WYDOT) rights-of-way.
- B. Establishes guidelines for Department participation in landscaping work.
- C. Defines goals for landscaping and vegetation management as they apply to rural and urban highway rights-of-way, including:
 1. Reducing maintenance costs;
 2. Enhancing or protecting aesthetics, endangered species, natural habitats, and plant communities;
 3. Defining WYDOT's xeriscape philosophy;
 4. Maintaining community relationships;
 5. Protecting native flora and fauna in rural areas;
 6. Re-establishing native and indigenous grasses, forbs, and shrubs; and
 7. Controlling noxious or toxic weeds.
- D. Establishes procedures for permitting the work.

In all cases the motoring public's safety is the paramount concern.

The Department cooperates with local public entities and adjacent landowners in landscaping highway rights-of-way within available funding limits.

II. Responsibility

The district engineer administers this policy. The permittee must ensure that all beautification work within rights-of-way comply with all existing WYDOT policies and procedures, state statutes, and local regulations.

The approved local government entity or adjacent landowner is responsible for maintaining landscaping done by permit within rights-of-way. A local government entity may transfer maintenance responsibilities to an adjacent landowner or others by mutual agreement. In all

cases, the permittee specified in the signed landscaping agreement or license retains responsibility for maintaining landscaped areas, even though others may be doing the work.

The Department is not responsible for routine upkeep and maintenance.

To ensure public safety, WYDOT reserves a 35-foot-wide zone in rural locations, measured from the edge of traveled-way outwardly, for roadside maintenance purposes.

Permittees allowed to landscape indemnify the Department and hold it harmless from injuries sustained or property damage resulting from approved landscaping. All individuals working within highway rights-of-way must adhere to applicable safety standards.

III. Procedure

A local government entity or adjacent landowner desiring to landscape within a highway right-of-way submits Form M-26 to the appropriate district engineer for review and approval.

For work on an expanded scale involving right-of-way in front of several different landowners' property, a governmental entity submits a formal letter of request with Form M-26 to the district engineer. WYDOT considers landscaping requests from Wyoming municipalities, counties, or adjacent landowners only. Formal landscape requests must provide a detailed landscape plan, state the goals and scope of the desired landscaping and the amount of desired Department funding, and include a statement that the applicant accepts maintenance responsibility. The district engineer works with the applicant to complete a written landscaping agreement specifying duties and responsibilities. The district engineer retains authority and responsibility for approving the overall project, including but not limited to the location, size, and type of all proposed landscape features.

Surface drainage within landscaped areas must be maintained.

District personnel review all landscape permits to ensure no adverse impact on highway safety occurs. Landscape features must provide safe sight distances, shall not restrict the view of any highway signage, or be located to violate any ADA access guidelines, as determined by the district traffic engineer. Within municipalities, landscape features must comply with local codes

Shrubbery or trees planted within the right-of-way having a trunk diameter of greater than 4 inches at maturity must comply with the clear zone criteria for a rural section in the WYDOT design guides. Any part of a tree's canopy within 2 feet of the back of curb or extending over the roadway shall be pruned and maintained to be not less than 19 feet above the roadway surface. The district will review the landscape permit to eliminate trees not allowed because of undesirable characteristics—such as shallow, destructive root systems; suckering plants; size given the right-of-way width available; and so forth. Conifers and cottonwoods will not be allowed within the right-of-way in any circumstance.

Shrubs, grasses, and other low lying plants shall be, at maturity, a minimum of 2 feet behind the back of curb to allow opening of car doors. These plants must also be less than 2.5 feet tall when located in areas that may restrict sight distance for intersections and accesses.

If the local government entity proposes trees that will overhang or otherwise encroach onto adjacent private property, written assurance must be provided to WYDOT that the adjacent landowner concurs with the trees being planted and the encroachment.

IV. Wildflowers and Native Vegetation

The Department encourages and allows all municipalities, counties, adjacent landowners, and approved local groups to secure wildflower and native vegetation landscaping permits (Form M-26) and the Wyoming Cooperative Highway Landscape Grant Application. It also recommends use of the Wyoming Cooperative Highway Landscape Program description for planting wildflowers and native vegetation. WYDOT encourages using low maintenance xeriscape landscaping where practical. For additional information on xeriscape landscaping, contact the Department's agronomist.

Incidental plantings of wildflowers and native vegetation are handled case by case. The permittee is responsible for whatever maintenance is required.

WYDOT may consider introducing wildflowers and native vegetation as a part of a project revegetation plan on construction projects. For non-construction projects, interested parties desiring Department participation in obtaining wildflower seeds, native plants, or xeriscapes must submit a Wyoming Cooperative Highway Landscaping Program application, supplement of the M-26, to the appropriate district engineer.

V. Monetary Participation by WYDOT on Construction Projects

On construction projects, WYDOT replaces existing landscaping features in kind; and, where feasible, participates in upgrading landscaping features as requested by the local government entity or adjacent landowner and approved by the district engineer. Upgrading is considered when the interested party initiates a timely, written agreement with the district engineer requesting modification of the existing or proposed roadway landscape features.

For work on an expanded scale within urban limits, involving right-of-way adjacent to the property of several different landowners, the local government entity is encouraged to lead the landscaping effort. Within urban limits, local government entities are responsible for obtaining and installing trees, shrubs, sod, sprinkler systems, and any other landscaping features with their own resources, unless an agreement is executed with the Department to participate in a portion of the landscape features under an existing construction contract. The local government entity monitors and maintains these landscape features once they are placed.

VI. Monetary Participation by the Department Other Than on Construction Projects

It is not the Department's intent to initiate landscaping features in non-construction project locations.

Funding for approved landscaping projects along Wyoming's highways is defined in the annual operating budget as special maintenance or other categories as appropriate.

VII. Monetary Participation by the Department Outside the Highway Right-of-Way

WYDOT does not participate in landscaping work outside the right-of-way.

VIII. Responsibility and Obligations

The Department works to retain the original or existing landscaping features or maintain the present quality level; however, the traveling public's safety and convenience is always given priority. WYDOT is not responsible for other authorized organizations that may damage approved landscape areas within rights-of-way.

Reference: WYDOT Construction Program, Wyoming Department of Transportation Design Guides.

APPENDIX D

Public Meeting No. 1: Power Point presentation, Sign in Sheets and Comments received



SNOWY RANGE ROAD PATHWAY OPEN HOUSE

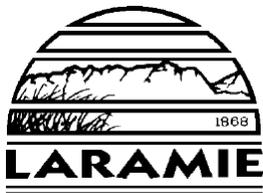
Wednesday, **September 21st 5:30PM - 7:30PM**

Linford Elementary: 120 S Jefferson St.

15 Minute Presentations at 5:30 & 6:30 PM

The City of Laramie Parks & Recreation Department is conducting a Feasibility Study for a **Shared Use Pathway** along Snowy Range Road from Cleveland St. to Garfield St.

We need your ideas on where to place the path, how to accommodate bicycles and pedestrians, and enhancements (landscaping, art, & signage).



SNOWY RANGE ROAD PATHWAY OPEN HOUSE

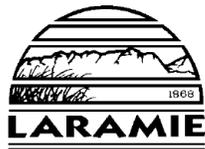
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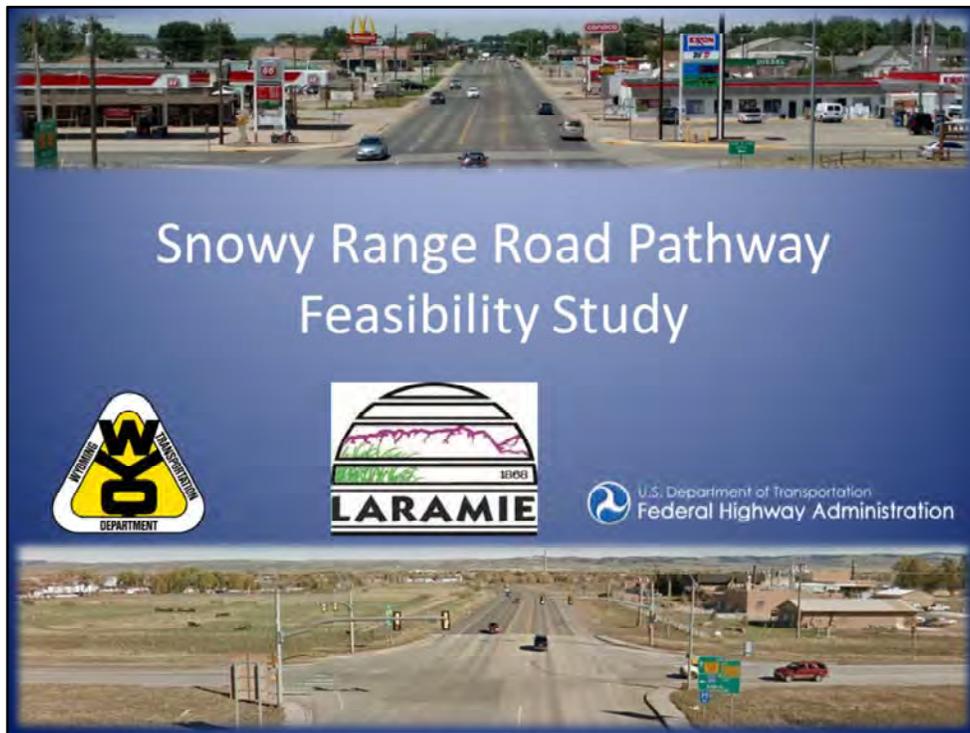
We need your ideas!

Feasibility Study for a **Shared Use Pathway** along
Snowy Range Road from Cleveland St. to Garfield St.



COFFEY
ENGINEERING & SURVEYING

AYRES
ASSOCIATES



Discuss TAP Grant and where funding came from. Discuss that there are currently no funds for construction, only funds for the study to provide a recommendation for the future improvements.

Snowy Range Road Pathway Feasibility Study, Public Meeting #1, Sept. 21, 2016



Improvements are recommended in the Parks and Recreation Master Plan. We want to provide greater connectivity to pathways which are already in place such as the Laramie River Greenbelt and the shared use path on Colorado Avenue.

Snowy Range Road Pathway Feasibility
Study, Public Meeting #1, Sept. 21, 2016



This feasibility study includes a conceptual pathway alignment between Cleveland Street and Garfield Street. We want this pathway and the improvements to reflect what the users and the adjacent homes and businesses want. This is often a balancing act because the users and the adjacent land uses see the improvements thru a different lens. Users are often looking at connectivity and the “experience” the pathway offers. Adjacent businesses are often considering safety and impacts to their businesses. The project team will be evaluating all of these opportunities and constraints. We are here today to hear what you have to say about where to place the path and what it should look like.

Snowy Range Road Pathway Feasibility
Study, Public Meeting #1, Sept. 21, 2016



The image shows a Google Map of Laramie, Wyoming, with a 'Walk Score Map' overlay. The map is color-coded by walkability score, with a legend in the top right corner showing a scale from 25 (yellow) to 100 (green). Three blue arrows point to specific areas on the map with their respective scores: 21, 25, and 36. The area with a score of 36 is highlighted in green and is located near the University of Wyoming. The map also shows major roads like I-25 and I-76, and landmarks like the University of Wyoming.

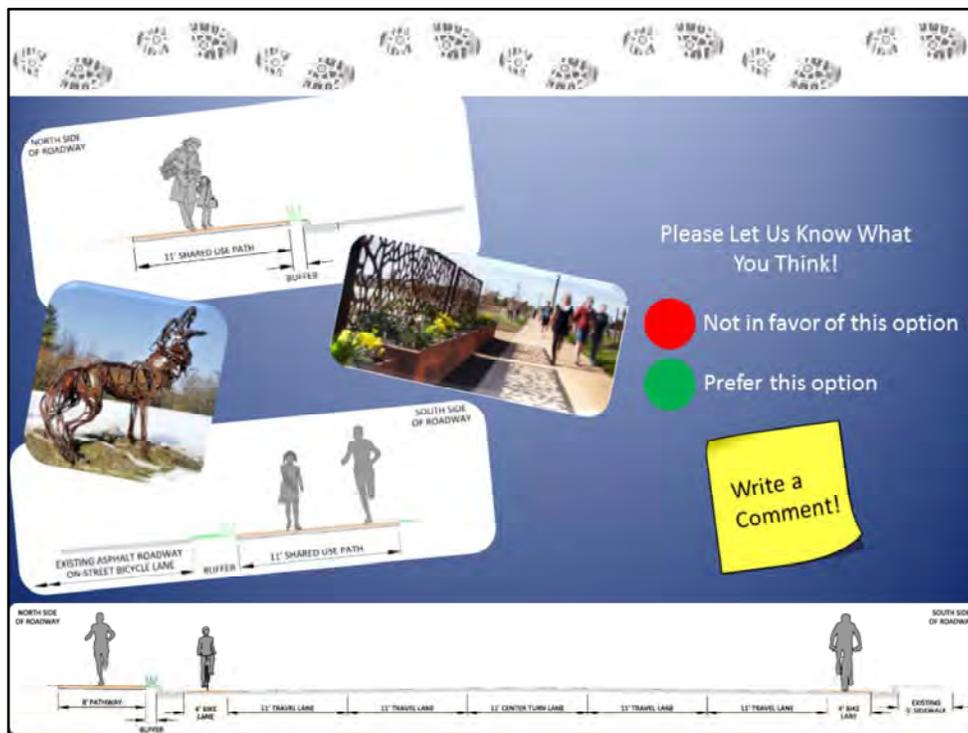
“The Mispillion River Greenway is credited with inspiring downtown investment and a net gain in new businesses.” – *Economic Benefits of Trails and Greenways*, published by Rails-to-Trails Conservancy (2003)

“One point increase in Walk Score was associated with between \$700 and \$3,000 increase in home values” – Joe Cortright, Impresa, Inc. (2009) *Walking the Walk*, CEOs for Cities

“In Minneapolis, the Midtown Greenway has spurred development of new housing and businesses to take advantage of the desirable location adjacent to the trail.” – Trails and Economic Development, Rails-to-Trails Conservancy (August 2007)

This section of Laramie has quite a bit of vacant properties and in some cases under utilized lots where you have a large lots with smaller homes. Bringing a pathway to this area can potentially bring economic development with it. Research has shown that the walkability of a neighborhood can increase home values, as well as making the area more attractive to businesses and developers. I have a binder which contains several articles related to the economic benefits of walkability, bicycle accommodations, and trails. Please take a look, if you would like me to email copies of these articles to you, just let me know.

Snowy Range Road Pathway Feasibility Study, Public Meeting #1, Sept. 21, 2016



How should the improvements be configured? On-Street bike lanes? Pathway width? Location? Thank you for being here. Please take the time to help us by “voting” for items you like or don’t like, write comments on a sticky note and paste it to the boards or the roll plot, or please fill out the comment sheet. We will take your input and make a plan for the pathway location and configuration. We will bring these ideas back to you at another public meeting. You can then tell us if we heard you correctly, or if we need to make more tweaks to the conceptual plans. This is an iterative process and we need your input to make this project a success.



Snowy Range Road Pathway Feasibility Study

Public Open House #1 (Linford Elementary School), September 21, 2016

NAME	ADDRESS	E-MAIL ADDRESS	HOW DID YOU HEAR ABOUT THIS MEETING?
Joe Lord	Laramie	joelord@cowboys-wyo.edu	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> Radio / TV News <input type="checkbox"/> Facebook Other _____
Anthony Gonzales	LARAMIE	136 Cleveland Street	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input checked="" type="checkbox"/> Newspaper <input type="checkbox"/> Radio / TV News <input type="checkbox"/> Facebook Other _____
Jesse Barela	Laramie	127 Cleveland St	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> Radio / TV News <input type="checkbox"/> Facebook Other _____
Julia Lawrence	Laramie	Julia-lawrence@hotmail.com	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> Radio / TV News <input type="checkbox"/> Facebook Other <u>WORK</u>
KATE & HARRP	Lamie	Packer pike@hotmail.com	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> Radio / TV News <input type="checkbox"/> Facebook Other _____
Nathan & Mary Fleming	Laramie	nathanfleming307@gmail.com	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input checked="" type="checkbox"/> Newspaper <input type="checkbox"/> Radio / TV News <input type="checkbox"/> Facebook Other _____
Brandon Specht	1657 Snowy Range Laramie, WY 82070		<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> Radio / TV News <input type="checkbox"/> Facebook Other _____
Ben McKay	1151 Banock Dr	bmckay1987@gmail.com	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input checked="" type="checkbox"/> Newspaper <input type="checkbox"/> Radio / TV News <input type="checkbox"/> Facebook Other <u>Planning Comm. Meeting</u>
MaryFick Monteith	2252 Monroe St.	peak2pub@msn.com	<input checked="" type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input checked="" type="checkbox"/> Newspaper <input type="checkbox"/> Radio / TV News <input type="checkbox"/> Facebook Other _____
Crystal Vogel	1951 Snowy Range	wvogel4053@aol.com	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> Radio / TV News <input type="checkbox"/> Facebook Other <u>Flier</u>
Jackie R. Gonzales	136 Cleveland	acclerkgonzales@yahoo.com	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input checked="" type="checkbox"/> Newspaper <input type="checkbox"/> Radio / TV News <input type="checkbox"/> Facebook Other _____
Kara Reynolds	416 Arthur St.	Kara.reynolds87@gmail.com	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> Radio / TV News <input checked="" type="checkbox"/> Facebook Other _____

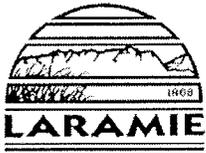


Snowy Range Road Pathway Feasibility Study

Public Open House #1 (Linford Elementary School), September 21, 2016

Send PDFs of displays

NAME	ADDRESS	E-MAIL ADDRESS	HOW DID YOU HEAR ABOUT THIS MEETING?
Casey Wood	520 S. 12 th 82070	wood.casey@gmail.com	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input checked="" type="checkbox"/> Newspaper <input type="checkbox"/> Radio / TV News <input type="checkbox"/> Facebook Other _____
Betty Wills	1408 BEAUFORT 82072	bswills@gmail.com	<input checked="" type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input checked="" type="checkbox"/> Newspaper <input type="checkbox"/> Radio / TV News <input type="checkbox"/> Facebook Other _____
Jerry Bucher	" "	gbucher1@uwyo.edu	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input checked="" type="checkbox"/> Newspaper <input type="checkbox"/> Radio / TV News <input type="checkbox"/> Facebook Other _____
William Carter	336 Cleveland		<input checked="" type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> Radio / TV News <input type="checkbox"/> Facebook Other _____
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			<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> Radio / TV News <input type="checkbox"/> Facebook Other _____



SNOWY RANGE ROAD PATHWAY

Wednesday, September 21, 2016

COMMENTS



1. Four viable options have been presented for the location, size, and type of pathway improvements along Snowy Range Road, west of Interstate 80. Please rank these options.

1 indicates your PREFERRED option, 4 indicates your LEAST FAVORITE option

	Shared Use Path (11' wide) on NORTH side of Snowy Range Road
	Shared Use Path (11'-7' wide) on SOUTH side of Snowy Range Road
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	On-Street Bicycle Lanes and Pathway on NORTH (8' wide) and SOUTH (8'-7' wide) side of Snowy Range Road

2. Please tell us about your rankings or describe an alternative: Would this mean tree removal?

3. Three options have been presented for the location and size of pathway improvements along Snowy Range Road, east of Interstate 80. Please rank these options.

1 indicates your PREFERRED option, 3 indicates your LEAST FAVORITE option

	Shared Use Path (11' wide) on NORTH side of Snowy Range Road
	Shared Use Path (11' wide) on SOUTH side of Snowy Range Road
	Pathway (8' wide) on NORTH and SOUTH side of Snowy Range Road

4. Please tell us about your rankings or describe an alternative: _____

5. If public art displays can be incorporated into the project, what type of art would you like to see?

6. Enhancements such as signage, pavement, markers, art, sculptures, and screening have been presented. Which of these items would you like to see incorporated into the project?

Beware of screens/fences becoming snow fences!

7. Landscaping Enhancement concepts will be developed in conjunction with this project to enhance the appearance of the corridor at the Interstate 80 interchange and the Highway 130 / 230 Intersection. What type of improvements would you like to see at these locations?

Will property owners have any say? Will it be consistent or whatever?

8. General Comments. Please provide any additional comments you would like to share.

For people - walking & on wheels, bikes & horses.

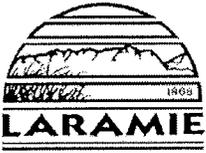
9. Which of the following best describes you? (Please make all that apply.)

- Home owner along the proposed pathway
- Business owner along the proposed pathway
- Commercial property owner along the proposed pathway
- Home owner, Business owner, Employee or Renter in the area
- Potential pathway user
- Other (Please specify) _____

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THANK YOU! Thank you for coming and sharing your thoughts. It is our goal to develop a plan for this pathway which will suit the community. Your feedback is vital to making this happen!





SNOWY RANGE ROAD PATHWAY

Wednesday, September 21, 2016

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2. Please tell us about your rankings or describe an alternative: AS A CYCLIST I WOULD REALLY LIKE TO SEE ON-STREET BICYCLE LANES ON NORTH & SOUTH SIDE. IF ONLY ONE PATHWAY CAN EXIST, HAVING ONE LINK TO THE GREEN BELT WOULD BE PREFERABLE

3. Three options have been presented for the location and size of pathway improvements along Snowy Range Road, east of Interstate 80. Please rank these options.

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1	Pathway (8' wide) on NORTH and SOUTH side of Snowy Range Road

4. Please tell us about your rankings or describe an alternative: _____

5. If public art displays can be incorporated into the project, what type of art would you like to see?
IT WOULD BE FUN TO HAVE ART REFLECTING THE USE, LIKE CYCLING, WALKING, JOGGING

6. Enhancements such as signage, pavement, markers, art, sculptures, and screening have been presented. Which of these items would you like to see incorporated into the project?

SIGNAGE IS IMPORTANT SINCE NOT EVERY ONE MIGHT KNOW THE AREA, I'D LIKE TO SEE SCREENING & ART TO MAKE IT MORE ATTRACTIVE

7. Landscaping Enhancement concepts will be developed in conjunction with this project to enhance the appearance of the corridor at the Interstate 80 interchange and the Highway 130 / 230 Intersection. What type of improvements would you like to see at these locations?

SINCE THE I-80 INTERSECTION IS REALLY BARE WOULD BE GREAT TO SEE ALMOST ANYTHING, TREES COULD BE PLANTED IN AREAS WHERE TRAFFIC LINE OF SIGHT WOULD NOT BE AFFECTED

8. General Comments. Please provide any additional comments you would like to share.

9. Which of the following best describes you? (Please make all that apply.)

- Home owner along the proposed pathway _____
- Business owner along the proposed pathway _____
- Commercial property owner along the proposed pathway _____
- Home owner, Business owner, Employee or Renter in the area _____
- Potential pathway user _____
- Other (Please specify) LONG TIME CYCLIST IN CARAMIE



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2. Please tell us about your rankings or describe an alternative: _____

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3	Pathway (8' wide) on NORTH and SOUTH side of Snowy Range Road

4. Please tell us about your rankings or describe an alternative: The shoulder on Snowy Range Rd @ East of the highway is already comfortably wide. I definitely think the focus should be on the west side of the highway.

5. If public art displays can be incorporated into the project, what type of art would you like to see?
wood carvings
anything interactive for kids.

6. Enhancements such as signage, pavement, markers, art, sculptures, and screening have been presented. Which of these items would you like to see incorporated into the project?

Maps & directions
distance markers

7. Landscaping Enhancement concepts will be developed in conjunction with this project to enhance the appearance of the corridor at the Interstate 80 interchange and the Highway 130 / 230 Intersection. What type of improvements would you like to see at these locations?

A nicer Welcome to Laramie sign

8. General Comments. Please provide any additional comments you would like to share.

I am very excited about a shared use path. I live on the west end of Snowy Range Rd. and I like to bike with my kids to Optimist Park/the greenbelt trail. Riding on the sidewalk on the south side of SR Rd makes me nervous? It barely feels wide enough for my bike trailer. A wider path would be great.

9. Which of the following best describes you? (Please make all that apply.)

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2. Please tell us about your rankings or describe an alternative: I think having access on both sides of the street would be optimal to help reduce pedestrian crossings. Given the gas stations on the north, I also think keeping pedestrians on the south would be optimal

3. Three options have been presented for the location and size of pathway improvements along Snowy Range Road, east of Interstate 80. Please rank these options.

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2	Shared Use Path (11' wide) on SOUTH side of Snowy Range Road
1	Pathway (8' wide) on NORTH and SOUTH side of Snowy Range Road

4. Please tell us about your rankings or describe an alternative: Same as above.

5. If public art displays can be incorporated into the project, what type of art would you like to see?

6. Enhancements such as signage, pavement, markers, art, sculptures, and screening have been presented. Which of these items would you like to see incorporated into the project?

I think basic infrastructure will be most important on the onrset. Art & sculptures would be nice additions

7. Landscaping Enhancement concepts will be developed in conjunction with this project to enhance the appearance of the corridor at the Interstate 80 interchange and the Highway 130 / 230 Intersection. What type of improvements would you like to see at these locations?

I think landscaping to help screen & beautify would be most optimal

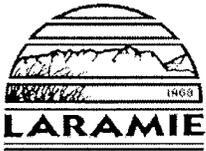
8. General Comments. Please provide any additional comments you would like to share.

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	Pathway (8' wide) on NORTH and SOUTH side of Snowy Range Road

4. Please tell us about your rankings or describe an alternative: _____

5. If public art displays can be incorporated into the project, what type of art would you like to see?

6. Enhancements such as signage, pavement, markers, art, sculptures, and screening have been presented. Which of these items would you like to see incorporated into the project?

7. Landscaping Enhancement concepts will be developed in conjunction with this project to enhance the appearance of the corridor at the Interstate 80 interchange and the Highway 130 / 230 Intersection. What type of improvements would you like to see at these locations?

8. General Comments. Please provide any additional comments you would like to share.

*Decrease effort on Snowy Range and and
move proposal pathway to Wyoming.
The pathway would then run from
Snowy Range to the green belt. This
moves the pathway away to a safer
location.*

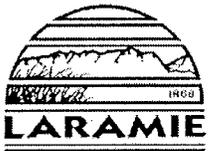
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- Home owner along the proposed pathway _____
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2. Please tell us about your rankings or describe an alternative: _____

Bike-commuting is our main concern.

3. Three options have been presented for the location and size of pathway improvements along Snowy Range Road, east of Interstate 80. Please rank these options.

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4. Please tell us about your rankings or describe an alternative: _____

5. If public art displays can be incorporated into the project, what type of art would you like to see?

*Murals
Sculptured BIKE RACKS*

6. Enhancements such as signage, pavement, markers, art, sculptures, and screening have been presented. Which of these items would you like to see incorporated into the project?

7. Landscaping Enhancement concepts will be developed in conjunction with this project to enhance the appearance of the corridor at the Interstate 80 interchange and the Highway 130 / 230 Intersection. What type of improvements would you like to see at these locations?

More trees

8. General Comments. Please provide any additional comments you would like to share.

Possibly develop the dirt path ~~to~~ that connects Adams street to McCue street along the old railroad grade that goes under the interstate.

9. Which of the following best describes you? (Please make all that apply.)

- Home owner along the proposed pathway _____
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4. Please tell us about your rankings or describe an alternative: _____

5. If public art displays can be incorporated into the project, what type of art would you like to see?

6. Enhancements such as signage, pavement, markers, art, sculptures, and screening have been presented. Which of these items would you like to see incorporated into the project?

Payment
Signs marking

7. Landscaping Enhancement concepts will be developed in conjunction with this project to enhance the appearance of the corridor at the Interstate 80 interchange and the Highway 130 / 230 Intersection. What type of improvements would you like to see at these locations?

Removal of garbage

8. General Comments. Please provide any additional comments you would like to share.

9. Which of the following best describes you? (Please make all that apply.)

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4. Please tell us about your rankings or describe an alternative: _____

5. If public art displays can be incorporated into the project, what type of art would you like to see?

6. Enhancements such as signage, pavement, markers, art, sculptures, and screening have been presented. Which of these items would you like to see incorporated into the project?

Signage

7. Landscaping Enhancement concepts will be developed in conjunction with this project to enhance the appearance of the corridor at the Interstate 80 interchange and the Highway 130 / 230 Intersection. What type of improvements would you like to see at these locations?

8. General Comments. Please provide any additional comments you would like to share.

9. Which of the following best describes you? (Please make all that apply.)

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4. Please tell us about your rankings or describe an alternative: _____

5. If public art displays can be incorporated into the project, what type of art would you like to see?

6. Enhancements such as signage, pavement, markers, art, sculptures, and screening have been presented. Which of these items would you like to see incorporated into the project?

PAVEMENT

MARKERS

SIGNAGE

7. Landscaping Enhancement concepts will be developed in conjunction with this project to enhance the appearance of the corridor at the Interstate 80 interchange and the Highway 130 / 230 Intersection. What type of improvements would you like to see at these locations?

Removal of weeds & TRASH

8. General Comments. Please provide any additional comments you would like to share.

would like to see more road maintenance
& SNOW REMOVAL

9. Which of the following best describes you? (Please make all that apply.)

- Home owner along the proposed pathway _____
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- Commercial property owner along the proposed pathway _____
- Home owner, Business owner, Employee or Renter in the area _____
- Potential pathway user _____
- Other (Please specify) live in general AREA



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2. Please tell us about your rankings or describe an alternative: The South side options are preferred as the amount of traffic coming out of Big D Exxon on the North side of the street will be high in volume, which might be a detriment to pedestrians / bicyclists.

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2	Pathway (8' wide) on NORTH and SOUTH side of Snowy Range Road

4. Please tell us about your rankings or describe an alternative: See above reasoning.

5. If public art displays can be incorporated into the project, what type of art would you like to see? Local art, would be great to see what the art majors at the college are producing!

6. Enhancements such as signage, pavement, markers, art, sculptures, and screening have been presented. Which of these items would you like to see incorporated into the project?

Sculptures enhance the aesthetic appeal of any area and I think signs will help if this is to be a pathway to connect both sides of Laramie.

7. Landscaping Enhancement concepts will be developed in conjunction with this project to enhance the appearance of the corridor at the Interstate 80 interchange and the Highway 130 / 230 Intersection. What type of improvements would you like to see at these locations?

I think putting natural flora and fauna from Wyoming would both spruce up the area and make it a more inviting stretch of interstate /highway. Also, you can never have enough trees!!

8. General Comments. Please provide any additional comments you would like to share.

It should be noted that Big D Exxon will be opening a new store with additional fast food places, which will most likely increase traffic on top of the fact that it is a truck stop. Therefore, high pedestrian flow could be potentially dangerous. The South side will also connect in a safer way to the Green Belt as there are no major intersections to cross.

9. Which of the following best describes you? (Please make all that apply.)

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2. Please tell us about your rankings or describe an alternative: no Art work.

3. Three options have been presented for the location and size of pathway improvements along Snowy Range Road, east of Interstate 80. Please rank these options.

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3	Shared Use Path (11' wide) on SOUTH side of Snowy Range Road
3	Pathway (8' wide) on NORTH and SOUTH side of Snowy Range Road

4. Please tell us about your rankings or describe an alternative: Do not change a damn thing. Move all streets. Move where Blake Trosky court is.

5. If public art displays can be incorporated into the project, what type of art would you like to see? now at all. This person does not know what art work is.

6. Enhancements such as signage, pavement, markers, art, sculptures, and screening have been presented. Which of these items would you like to see incorporated into the project?

None

7. Landscaping Enhancement concepts will be developed in conjunction with this project to enhance the appearance of the corridor at the Interstate 80 interchange and the Highway 130 / 230 Intersection. What type of improvements would you like to see at these locations?

Light trees. No trees.

8. General Comments. Please provide any additional comments you would like to share.

Please stop all this damn improvement and leave the people property alone.
You been served stop while you are ahead.

9. Which of the following best describes you? (Please make all that apply.)

- Home owner along the proposed pathway _____
- Business owner along the proposed pathway _____
- Commercial property owner along the proposed pathway _____
- Home owner, Business owner, Employee or Renter in the area _____
- Potential pathway user _____
- Other (Please specify) None in town



Please submit this form at tonight's meeting, or e-mail to: HendonD@AyresAssociates.com, or mail to: Darci Hendon, 214 W. Lincolnway, Suite 22, Cheyenne, WY 82001

THANK YOU! Thank you for coming and sharing your thoughts. It is our goal to develop a plan for this pathway which will suit the community. Your feedback is vital to making this happen!

APPENDIX E

Public Meeting No. 2: Power Point presentation, Sign in Sheets and Comments received



SNOWY RANGE ROAD PATHWAY OPEN HOUSE

Thursday, November 3rd 6:00PM - 7:00PM

Linford Elementary: 120 S Jefferson St.

10 Minute Presentation at 6:10 PM

The City of Laramie Parks & Recreation Department is conducting a Feasibility Study for a **Shared Use Pathway** along Snowy Range Road from Cleveland St. to Garfield St.

We received your comments from the first public meeting.

**Come see what we have proposed,
and let us know if we heard you correctly!**

We need your feedback on the landscaping enhancement concepts for gateway beautification.



SNOWY RANGE ROAD PATHWAY OPEN HOUSE

Thursday, November 3rd 6:00PM - 7:00PM

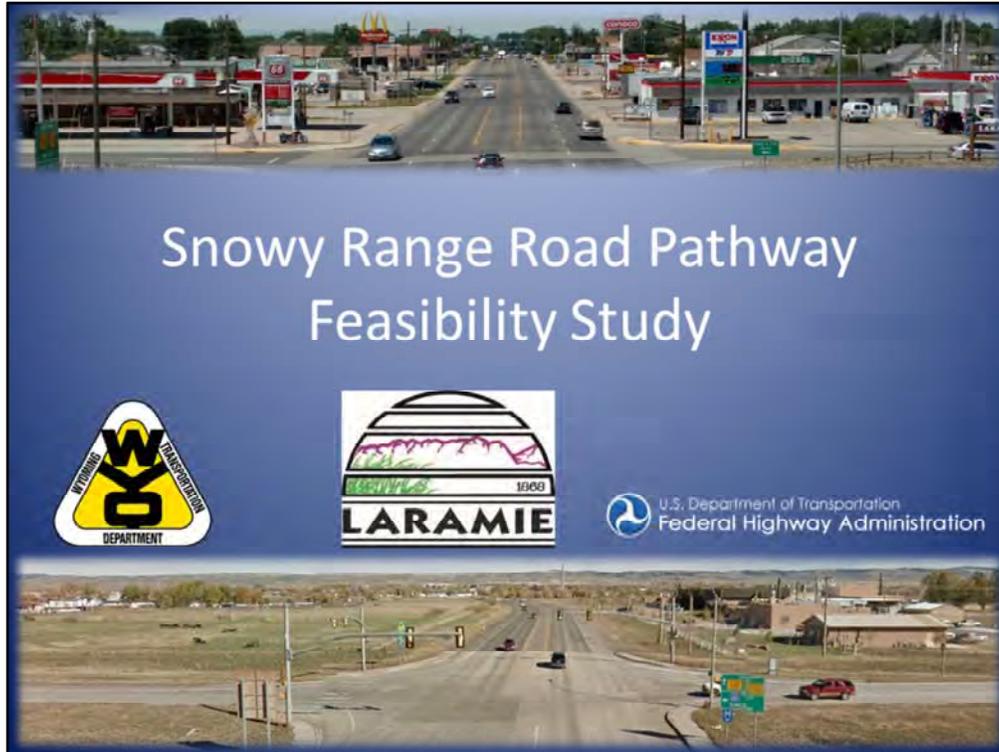
Linford Elementary: 120 S Jefferson St.

10 Minute Presentation at 6:10 PM

**Come see what we have planned for
pathway location and enhancements!**

Feasibility Study for a **Shared Use Pathway** along
Snowy Range Road from Cleveland St. to Garfield St.





Overview: Discuss TAP Grant and where funding came from. Discuss that there are currently no funds for construction, only funds for the study to provide a recommendation for the future improvements. This is the 2nd public meeting. We are here today to show you the preliminary recommendations based on what we heard during the first public meeting, and to get feedback on these recommendations to see if we are on the right track.

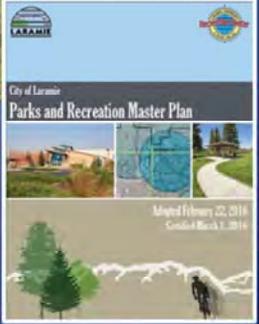




Bicyclists and Pedestrians are already
using this area
WE WANT TO MAKE IT SAFER FOR THIS USE



Snowy Range Road Pathway Feasibility Study, Public Meeting #2, Nov. 3, 2016



Pedestrian and Bicycle Lane improvements are recommended in the Parks and Recreation Master Plan: Service Areas 3 and 12

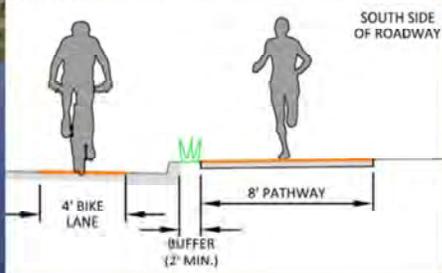


We have assimilated some preliminary recommendations for the improvements based on comments we received at the first public meeting and at subsequent meetings with landowners. These are preliminary recommendations – we need your comments on these items to see if we are on the right track and to determine what the feasibility study should recommend.

PHASE 1 PRELIMINARY RECOMMENDATIONS



8' wide separated pathway on south side of Snowy Range Road – Adams Street to Colorado Boulevard



SOUTH SIDE OF ROADWAY

4' BIKE LANE

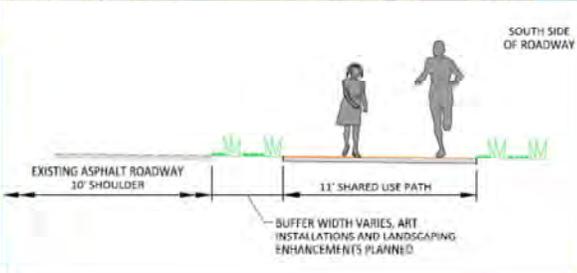
8' PATHWAY

BUFFER (2' MIN.)

PHASE 1 PRELIMINARY RECOMMENDATIONS



11' wide shared use pathway on south side of Snowy Range Road – Adams Street to Laramie River Greenbelt Trail



SOUTH SIDE OF ROADWAY

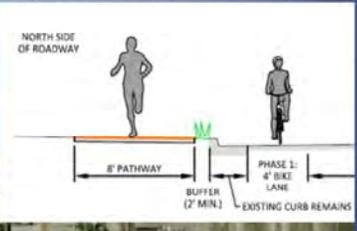
EXISTING ASPHALT ROADWAY
10' SHOULDER

11' SHARED USE PATH

BUFFER WIDTH VARIES, ART INSTALLATIONS AND LANDSCAPING ENHANCEMENTS PLANNED

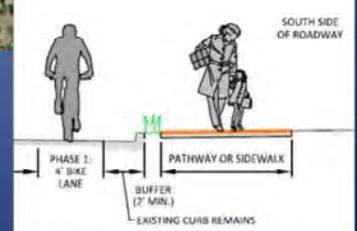
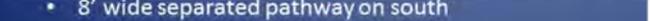
PHASE 2 PRELIMINARY RECOMMENDATIONS

- 8' wide separated pathway on north side of Snowy Range Road – Adams Street to Cleveland Street

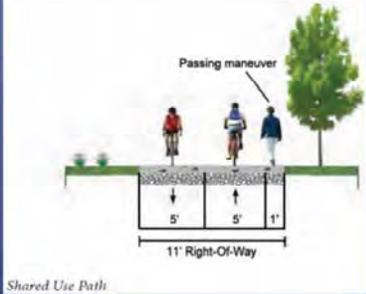


PHASE 2 PRELIMINARY RECOMMENDATIONS

- 8' wide separated pathway on south side of Snowy Range Road – Colorado Boulevard to Jefferson Street
- 5' wide separated sidewalk on south side of Snowy Range Road – Jefferson Street to Cleveland Street



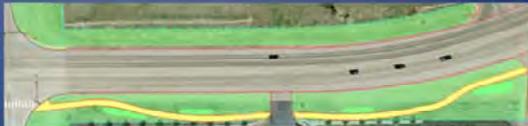
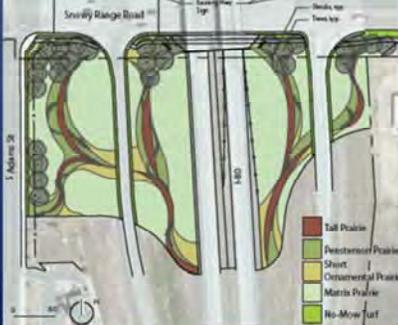
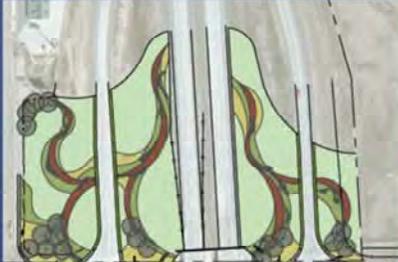
PHASE 2 PRELIMINARY RECOMMENDATIONS



Shared Use Path

11' wide shared use pathway north on Adams Street to Madison Street to Laramie River Greenbelt Trail





LANDSCAPING AND ART OPPORTUNITIES

Write a Comment!

Please Let Us Know What You Think!

- Tall Prairie
- Restoration Prairie
- Short
- Ornamental Prairie
- Matrix Prairie
- No-Mow Turf



Snowy Range Road Pathway Feasibility Study

Public Open House #2 (Linford Elementary School), November 3, 2016

NAME	ADDRESS	E-MAIL ADDRESS	HOW DID YOU HEAR ABOUT THIS MEETING?
Troy Baker	334 S Johnson	TADNIKIN4@AOL.COM	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input type="checkbox"/> Facebook <input checked="" type="checkbox"/> Other
Judy Pasek	2666 Wyoming Ave.	pasekj@comcast.net	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input checked="" type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input type="checkbox"/> Facebook <input type="checkbox"/> Other
KLAUS + LISA HALBSGUT	1973 SNOWY RANGE RD	IMPORTAUTO1@LIVE.COM	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input checked="" type="checkbox"/> E-mail <input type="checkbox"/> Facebook <input type="checkbox"/> Other
Andy Thompson	2061 Snowy	TNT	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input type="checkbox"/> Facebook <input type="checkbox"/> Other
BRIAN THOMSEN	2061 SNOWY RANGE	TNT	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input type="checkbox"/> Facebook <input type="checkbox"/> Other
Brandon Specht	1657 Snowy Range	Brandon@flystore.net	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input type="checkbox"/> Facebook <input checked="" type="checkbox"/> Other
Joe Lord	Laramie	joelord@cowboys.uwyo.edu	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input checked="" type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input type="checkbox"/> Facebook <input type="checkbox"/> Other
Larry Foianini	Laramie	larryfoi@bresnan.net	<input type="checkbox"/> Mailing <input checked="" type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input checked="" type="checkbox"/> E-mail <input type="checkbox"/> Facebook <input type="checkbox"/> Other
Ty Blake	Laramie.		<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input checked="" type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input type="checkbox"/> Facebook <input type="checkbox"/> Other
Paul Weaver			<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input type="checkbox"/> Facebook <input type="checkbox"/> Other
JOHN DAUS	719 E GRAND #1	jdau571@uwyo.edu	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input checked="" type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input type="checkbox"/> Facebook <input type="checkbox"/> Other
			<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input type="checkbox"/> Facebook <input type="checkbox"/> Other



Snowy Range Road Pathway Feasibility Study

Public Open House #2 (Linford Elementary School), November 3, 2016

NAME	ADDRESS	E-MAIL ADDRESS	HOW DID YOU HEAR ABOUT THIS MEETING?
Tyson MARKHAM	1668 N. 28TH ST. LARAMIE, WY 82072	Tmarkham@trhydro.com	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input checked="" type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input checked="" type="checkbox"/> Facebook Other _____
Crystal Vogel	1951 Snowy Range	wvogel1053@aol.com	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input type="checkbox"/> Facebook Other _____
The Butcher Block Salli Johnson	1968 Snowy Range Rd	anniesal30@msn.com	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input type="checkbox"/> Facebook Other <u>Flyer / In Person</u>
Nathan Fleming	2408 Jefferson	nathanfleming307@gmail.com	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input checked="" type="checkbox"/> Newspaper <input checked="" type="checkbox"/> E-mail <input type="checkbox"/> Facebook Other _____
Julie McKim	341 S. Johnson St	mupholstery@wtmail.com	<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input type="checkbox"/> Facebook Other <input checked="" type="checkbox"/>
			<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input type="checkbox"/> Facebook Other _____
			<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input type="checkbox"/> Facebook Other _____
			<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input type="checkbox"/> Facebook Other _____
			<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input type="checkbox"/> Facebook Other _____
			<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input type="checkbox"/> Facebook Other _____
			<input type="checkbox"/> Mailing <input type="checkbox"/> Web Site <input type="checkbox"/> Newspaper <input type="checkbox"/> E-mail <input type="checkbox"/> Facebook Other _____



SNOWY RANGE ROAD PATHWAY

Thursday, November 3, 2016

COMMENTS



1. Short Term Improvements for Pathway implementation calls for:

- a. An 11' wide shared use pathway between Adams Street and Garfield Street on the SOUTH side of Snowy Range Road
- b. On-street bike lanes on Snowy Range Road between Adams Street and Cleveland Street
- c. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Adams Street and Colorado Avenue.

Do you agree with the Short Term concepts? Yes or No? Please explain your answer. _____

a. is good & acceptable.

b. unsafe due to high traffic.

c. would be acceptable.

2. Long Term Improvements for the Pathway implementation calls for:

- a. An 8' wide separated pathway on the NORTH side of Snowy Range Road between Adams Street and Cleveland Street.
- b. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Colorado Avenue and Johnson Street.
- c. A 5' wide separated sidewalk on the SOUTH side of Snowy Range Road between Johnson Street and Cleveland Street.
- d. An 11' wide shared use pathway on Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate 80, crossing McCue Street, and intersecting the Laramie River Greenbelt.

Do you agree with the Long Term Concepts? Yes or No? Please explain your answer. _____

Lets look more at an alternate route (Wyoming)

3. Landscaping improvements are planned as shown on the displays. Are you in favor of what is shown? Why or Why Not? If you don't agree with what is proposed provide alternate ideas below:

Landscaping of any kind would be good.



SNOWY RANGE ROAD PATHWAY

Locations have been selected for public displays. Please describe what type of art you would like to see or how you would like to see art incorporated into this area.

Thursday, November 3, 2016

COMMENTS

1. Short Term Improvements for Pathway implementation calls for:

5. General Comments. Please provide any additional comments you would like to share.
a. An 11' wide shared use pathway between Adams Street and Garfield Street on the SOUTH side of Snowy Range Road

b. On-street bike lanes on Snowy Range Road between Adams Street and Cleveland Street

c. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Adams Street and Colorado Avenue.

Do you agree with the Short Term concepts? Yes or No? Please explain your answer.

6. Which of the following best describes you? (Please make all that apply.)

2. Long Term Improvements for the Pathway implementation calls for:

a. An 8' wide separated pathway on the NORTH side of Snowy Range Road between Adams Street and Cleveland Street.
Business owner along the proposed pathway

b. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Colorado Avenue and Johnson Street.
Commercial property owner

c. A 5' wide separated sidewalk on the SOUTH side of Snowy Range Road between Johnson Street and Cleveland Street.
Home owner, Business owner, Employee or Renter in the area

d. An 11' wide shared use pathway on Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate 80, crossing McCue Street and

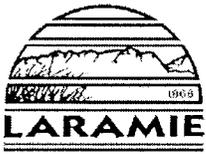
Other (Please specify) intersecting the Laramie River Greenbelt.
Potential on-street bicycle lane user

Do you agree with the Long Term Concepts? Yes or No? Please explain your answer.

Please submit this form at tonight's meeting, or e-mail to: HendonD@AyresAssociates.com, or mail to: Darci Hendon, 214 W. Lincolnway, Suite 22, Cheyenne, WY 82001

3. Landscaping improvements are planned as shown on the displays. Are you in favor of what is shown? Why or Why Not? If you don't agree with what is proposed provide alternate ideas below:

THANK YOU! Thank you for coming and sharing your thoughts. It is our goal to develop a plan for this pathway which will suit the community. Your feedback is vital to making this happen!



SNOWY RANGE ROAD PATHWAY

Thursday, November 3, 2016

COMMENTS

1. Short Term Improvements for Pathway implementation calls for:

- An 11' wide shared use pathway between Adams Street and Garfield Street on the SOUTH side of Snowy Range Road
- On-street bike lanes on Snowy Range Road between Adams Street and Cleveland Street
- An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Adams Street and Colorado Avenue.

Do you agree with the Short Term concepts? Yes or No? Please explain your answer. No,

I like the concept of expanding pedestrian and bicycle access in West Laramie overall. The problem is the existing traffic patterns along the Snowy Range corridor. There are likely other areas that would work better.

2. Long Term Improvements for the Pathway implementation calls for:

- An 8' wide separated pathway on the NORTH side of Snowy Range Road between Adams Street and Cleveland Street.
- An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Colorado Avenue and Johnson Street.
- A 5' wide separated sidewalk on the SOUTH side of Snowy Range Road between Johnson Street and Cleveland Street.
- An 11' wide shared use pathway on Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate 80, crossing McCue Street, and intersecting the Laramie River Greenbelt.

Do you agree with the Long Term Concepts? Yes or No? Please explain your answer. Option

D has some merit and could possibly be incorporated in another plan. This could be the foundation of a path with more public support.

3. Landscaping improvements are planned as shown on the displays. Are you in favor of what is shown? Why or Why Not? If you don't agree with what is proposed provide alternate ideas below:

In general landscaping improvements would be a welcome addition to this area of Laramie.

4. Locations have been selected for public art displays. Please describe what type of art you would like to see or how you would like to see art incorporated into this area.

This is great,

art of any kind would be wonderful if properly matched to community sentiment.

5. General Comments. Please provide any additional comments you would like to share.

The idea of improved pedestrian and cyclists access is wonderful. a different approach is required at this time.

6. Which of the following best describes you? (Please make all that apply.)

Home owner along the proposed pathway _____

Business owner along the proposed pathway _____

Commercial property owner along the proposed pathway _____

Home owner, Business owner, Employee or Renter in the area

Potential pathway user _____

Potential on-street bicycle lane user _____

Other (Please specify) Community member



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THANK YOU! Thank you for coming and sharing your thoughts. It is our goal to develop a plan for this pathway which will suit the community. Your feedback is vital to making this happen!



SNOWY RANGE ROAD PATHWAY

Thursday, November 3, 2016

COMMENTS



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- c. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Adams Street and Colorado Avenue.

Do you agree with the Short Term concepts? Yes or No? Please explain your answer. _____

2. Long Term Improvements for the Pathway implementation calls for:

- a. An 8' wide separated pathway on the NORTH side of Snowy Range Road between Adams Street and Cleveland Street.
- b. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Colorado Avenue and Johnson Street.
- c. A 5' wide separated sidewalk on the SOUTH side of Snowy Range Road between Johnson Street and Cleveland Street.
- d. An 11' wide shared use pathway on Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate 80, crossing McCue Street, and intersecting the Laramie River Greenbelt.

Do you agree with the Long Term Concepts? Yes or No? Please explain your answer. _____

3. Landscaping improvements are planned as shown on the displays. Are you in favor of what is shown? Why or Why Not? If you don't agree with what is proposed provide alternate ideas below:

4. Locations have been selected for public art displays. Please describe what type of art you would like to see or how you would like to see art incorporated into this area.

5. General Comments. Please provide any additional comments you would like to share.

WOULD A BABY-STEP BE TO PAINT A BIKE LANE
ON THE STREET ON BOTH SIDES?

6. Which of the following best describes you? (Please make all that apply.)

Home owner along the proposed pathway _____

Business owner along the proposed pathway _____

Commercial property owner along the proposed pathway _____

Home owner, Business owner, Employee or Renter in the area _____

Potential pathway user _____

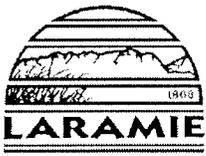
Potential on-street bicycle lane user _____

Other (Please specify) _____



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THANK YOU! Thank you for coming and sharing your thoughts. It is our goal to develop a plan for this pathway which will suit the community. Your feedback is vital to making this happen!



SNOWY RANGE ROAD PATHWAY

Thursday, November 3, 2016

COMMENTS

1. Short Term Improvements for Pathway implementation calls for:

- An 11' wide shared use pathway between Adams Street and Garfield Street on the SOUTH side of Snowy Range Road
- On-street bike lanes on Snowy Range Road between Adams Street and Cleveland Street
- An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Adams Street and Colorado Avenue.

Do you agree with the Short Term concepts? Yes or No? Please explain your answer. _____

Absolutely, specifically the on-street bike lanes. A great start & I would be satisfied w/ just these three improvements.

2. Long Term Improvements for the Pathway implementation calls for:

- An 8' wide separated pathway on the NORTH side of Snowy Range Road between Adams Street and Cleveland Street.
- An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Colorado Avenue and Johnson Street.
- A 5' wide separated sidewalk on the SOUTH side of Snowy Range Road between Johnson Street and Cleveland Street.
- An 11' wide shared use pathway on Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate 80, crossing McCue Street, and intersecting the Laramie River Greenbelt.

Do you agree with the Long Term Concepts? Yes or No? Please explain your answer. _____

I think one pathway on either side of Snowy Range would suffice. I like the idea of the pathway north on Adams to Madison then east to McCue.

3. Landscaping improvements are planned as shown on the displays. Are you in favor of what is shown? Why or Why Not? If you don't agree with what is proposed provide alternate ideas below:

I'm not terribly concerned w/ the landscaping improvements as much as the bike safety improvements. If there is money for the landscaping, great, if not, focus on the bike safety & pathways

4. Locations have been selected for public art displays. Please describe what type of art you would like to see or how you would like to see art incorporated into this area.

Metawork

5. General Comments. Please provide any additional comments you would like to share.

- The shoulder of ^{the} road at its interface w/ the gutter needs some extensive repairs to allow bicyclists to avoid going too far into the car lanes to avoid these areas.

- I like the idea paving Wyoming Ave & putting all the bike & pathways there, but I realize that would be much more expensive

6. Which of the following best describes you? (Please make all that apply.)

Home owner along the proposed pathway _____

Business owner along the proposed pathway _____

Commercial property owner along the proposed pathway _____

Home owner, Business owner, Employee or Renter in the area

Potential pathway user _____

Potential on-street bicycle lane user

Other (Please specify) _____



Please submit this form at tonight's meeting, or e-mail to: HendonD@AyresAssociates.com, or mail to: Darci Hendon, 214 W. Lincolnway, Suite 22, Cheyenne, WY 82001

THANK YOU! Thank you for coming and sharing your thoughts. It is our goal to develop a plan for this pathway which will suit the community. Your feedback is vital to making this happen!



SNOWY RANGE ROAD PATHWAY

Thursday, November 3, 2016

26 BUSINESSES

mmq

COMMENTS



1. Short Term Improvements for Pathway implementation calls for:

- a. An 11' wide shared use pathway between Adams Street and Garfield Street on the SOUTH side of Snowy Range Road
- b. On-street bike lanes on Snowy Range Road between Adams Street and Cleveland Street
- c. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Adams Street and Colorado Avenue.

Do you agree with the Short Term concepts? Yes or No? Please explain your answer. _____

LIKE THE IDEA OF PED/BIKE IMPROVEMENTS. Would prefer TO SEE ONLY PHASE I IMPROVEMENTS TO KEEP NORTHERN BUSINESSES UNIMPACTED. - OR - LOOK AT ALTERNATIVE ROUTES, ~~THE~~ SNOWY RANGE ROAD INCLUDES TOO MUCH TRAFFIC.

2. Long Term Improvements for the Pathway implementation calls for:

- a. An 8' wide separated pathway on the NORTH side of Snowy Range Road between Adams Street and Cleveland Street.
- b. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Colorado Avenue and Johnson Street.
- c. A 5' wide separated sidewalk on the SOUTH side of Snowy Range Road between Johnson Street and Cleveland Street.
- d. An 11' wide shared use pathway on Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate 80, crossing McCue Street, and intersecting the Laramie River Greenbelt.

Do you agree with the Long Term Concepts? Yes or No? Please explain your answer. _____

PREFER SIDE STREETS Adjacent to SNOWY RANGE FOR ROUTING

3. Landscaping improvements are planned as shown on the displays. Are you in favor of what is shown? Why or Why Not? If you don't agree with what is proposed provide alternate ideas below:

LANDSCAPING IS ~~ALREADY UNDERWAY~~ GOOD. Prefer the money gets spent there.

4. Locations have been selected for public art displays. Please describe what type of art you would like to see or how you would like to see art incorporated into this area.

BENCHES, LANDSCAPING, GATEWAY/MONUMENT SIGNAGE

5. General Comments. Please provide any additional comments you would like to share.

6. Which of the following best describes you? (Please make all that apply.)

Home owner along the proposed pathway _____

Business owner along the proposed pathway _____

Commercial property owner along the proposed pathway _____

Home owner, Business owner, Employee or Renter in the area X

Potential pathway user X

Potential on-street bicycle lane user X

Other (Please specify) _____

Please submit this form at tonight's meeting, or e-mail to: HendonD@AyresAssociates.com, or mail to: Darci Hendon, 214 W. Lincolnway, Suite 22, Cheyenne, WY 82001

THANK YOU! Thank you for coming and sharing your thoughts. It is our goal to develop a plan for this pathway which will suit the community. Your feedback is vital to making this happen!



SNOWY RANGE ROAD PATHWAY

Thursday, November 3, 2016

COMMENTS

11/3/16
11/3/16
11/3/16
11/3/16
11/3/16

1. Short Term Improvements for Pathway implementation calls for:

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- b. On-street bike lanes on Snowy Range Road between Adams Street and Cleveland Street
- c. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Adams Street and Colorado Avenue.

Do you agree with the Short Term concepts? Yes or No? Please explain your answer. _____

Not safe for pedestrians or bicycler. Major impact on business on the street. Better ideas I'm sure can be found.

2. Long Term Improvements for the Pathway implementation calls for:

- a. An 8' wide separated pathway on the NORTH side of Snowy Range Road between Adams Street and Cleveland Street.
- b. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Colorado Avenue and Johnson Street.
- c. A 5' wide separated sidewalk on the SOUTH side of Snowy Range Road between Johnson Street and Cleveland Street.
- d. An 11' wide shared use pathway on Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate 80, crossing McCue Street, and intersecting the Laramie River Greenbelt.

Do you agree with the Long Term Concepts? Yes or No? Please explain your answer. _____

SEE ABOVE

3. Landscaping improvements are planned as shown on the displays. Are you in favor of what is shown? Why or Why Not? If you don't agree with what is proposed provide alternate ideas below:

No, let the residents + business decide what ~~improvements~~ improvements are needed.

4. Locations have been selected for public art displays. Please describe what type of art you would like to see or how you would like to see art incorporated into this area.

I prefer tree's + flowers

5. General Comments. Please provide any additional comments you would like to share.

Fix the drainage problems on the street during winter.

6. Which of the following best describes you? (Please make all that apply.)

Home owner along the proposed pathway _____

Business owner along the proposed pathway _____

Commercial property owner along the proposed pathway _____

Home owner, Business owner, Employee or Renter in the area

Potential pathway user _____

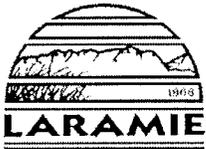
Potential on-street bicycle lane user _____

Other (Please specify) _____



Please submit this form at tonight's meeting, or e-mail to: HendonD@AyresAssociates.com, or mail to: Darci Hendon, 214 W. Lincolnway, Suite 22, Cheyenne, WY 82001

THANK YOU! Thank you for coming and sharing your thoughts. It is our goal to develop a plan for this pathway which will suit the community. Your feedback is vital to making this happen!



SNOWY RANGE ROAD PATHWAY

Thursday, November 3, 2016

COMMENTS



1. Short Term Improvements for Pathway implementation calls for:

- a. An 11' wide shared use pathway between Adams Street and Garfield Street on the SOUTH side of Snowy Range Road
- b. On-street bike lanes on Snowy Range Road between Adams Street and Cleveland Street
- c. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Adams Street and Colorado Avenue.

Do you agree with the Short Term concepts? Yes or No? Please explain your answer. _____

on Snowy Range Rd!

Too much traffic, take away property, not a good place for a bike path! We see traffic every day driving too fast + emergency vehicles are running that road a LOT!

2. Long Term Improvements for the Pathway implementation calls for:

- a. An 8' wide separated pathway on the NORTH side of Snowy Range Road between Adams Street and Cleveland Street.
- b. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Colorado Avenue and Johnson Street.
- c. A 5' wide separated sidewalk on the SOUTH side of Snowy Range Road between Johnson Street and Cleveland Street.
- d. An 11' wide shared use pathway on Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate 80, crossing McCue Street, and intersecting the Laramie River Greenbelt.

Do you agree with the Long Term Concepts? Yes or No? Please explain your answer. _____

Anything on the north side will require trees to be cut down. Stop! Would you put this on Grand Ave! No!

3. Landscaping improvements are planned as shown on the displays. Are you in favor of what is shown? Why or Why Not? If you don't agree with what is proposed provide alternate ideas below:

Yes - those areas ~~are~~ are ~~already~~ already established. Ok with cleaning these up.

4. Locations have been selected for public art displays. Please describe what type of art you would like to see or how you would like to see art incorporated into this area.

Let's use funds for ~~the~~ improved infrastructure, fix broken water lines - we don't need art to function.

5. General Comments. Please provide any additional comments you would like to share.

Please look at another road - even one road over - possibly Monroe or ~~Jefferson~~ Wyoming

6. Which of the following best describes you? (Please make all that apply.)

- Home owner along the proposed pathway
- Business owner along the proposed pathway
- Commercial property owner along the proposed pathway
- Home owner, Business owner, Employee or Renter in the area
- Potential pathway user
- Potential on-street bicycle lane user
- Other (Please specify) _____



Please submit this form at tonight's meeting, or e-mail to: HendonD@AyresAssociates.com, or mail to: Darci Hendon, 214 W. Lincolnway, Suite 22, Cheyenne, WY 82001

THANK YOU! Thank you for coming and sharing your thoughts. It is our goal to develop a plan for this pathway which will suit the community. Your feedback is vital to making this happen!

APPENDIX F

Comments received via e-mail, US Mail, or from the various Commission and Board Meetings



Big D Oil Co.

Mailing Address

Physical Address

Phone 605-342-6777

P.O. Box 1378

3685 Sturgis Road

Fax 605-342-4873

Rapid City, SD 57709

Rapid City, SD 57702

Email: dpolicky@bigdoil.com

September 14, 2016

Derek T. Teini, AICP
Planning Manager
City of Laramie, Planning Division
307-721-5245
Dteini@cityoflaramie.org

Re: West Laramie Pathway

During the past few years Big D Oil has worked tirelessly to arrive a site and building plan that correlates with WYDOT and the City of Laramie. As you know, we are in the process of completing this building this Fall.

We are most concerned that any new path on the north side of Snowy Range would cause safety issues. As our site plan shows, we have the capacity for many cars and trucks to easily flow across our property development. This is was not designed to include a Pathway. Possibly bypassing our store to north along Adams is a solution or look to the south side of Snowy Range.

Please contact me or Christie Roberts (Gertsch Baker) if you have questions you would like to discuss.

Sincerely,

Don Policky
President

DMH left message on Don Policky's voicemail on 9-21-2016 asking for a call back to discuss his concerns and the project.
Don called DMH back on 9-21-2016. His concerns are:
-they went through several years of getting the site plan approved, and the pathway was never discussed at that time.
- The site will have more traffic than it has now which will create more conflicts for pedestrians
DMH will get back with Don after the public meeting and landowner meetings (Don isn't able to meet on the 21st or the 28th of Sept.) and let him know what the feedback was from the public at these meetings. If public opinion is that the path would be best located on the north side of the road then the team will meet with Don to discuss and address his safety concerns.

Hendon, Darci

From: Hendon, Darci
Sent: Thursday, October 20, 2016 10:52 AM
To: 'dpolicky@bigdoil.com'
Cc: 'Todd Feezer'; Derek Teini
Subject: Snowy Range Road Pathway Feasibility Study - Laramie, WY
Attachments: Snowy Range Public Mtg#2.pdf

Mr. Policky,

I spoke with you on the phone several weeks ago regarding your concerns about the possibility of placing a pathway on Snowy Range Road in front of the Big D station.

We have had one public meeting and plan on having another one on November 3rd (I have attached the invitation to that meeting.)

We received comments about the pathway and have come up with some preliminary recommendations. The purpose of the meeting is to share these recommendations and take any additional comments so we can tweak the recommendations.

The concerns you mentioned are safety related – your site will have lots of vehicle and truck traffic, creating potential conflict with pathway users. This concern was mentioned by other folks as well. For this reason we have recommended that the short term/phase 1 approach is to put the pathway on the south side of the roadway.

The preliminary recommendations we are going to be sharing are broken up into two phases.

Phase 1/Short Term:

- Place an 11' wide shared use pathway on the south side of Snowy Range Road between Garfield Street and Adams Street.
- Place an 8' wide separated pathway on the south side of Snowy Range Road between Adams Street and Colorado Avenue. A separated pathway means that the pathway is not immediately adjacent to the back of curb, but separated by a landscape buffer to create distance between vehicles and pathway users.
- Re-stripe Snowy Range Road such that there will be 11' wide vehicle lanes and 4' bicycle lanes. The bicycle lanes will be on both sides of the roadway and the roadway will continue to have two travel lanes in each direction with a center turn lane.

Phase 2/Long Term:

- Continue the 8' wide separated pathway on the south side of Snowy Range Road from Colorado Avenue to Johnson Street. At Johnson Street the pathway becomes 5' wide but still separated from the curb. This 5' separated sidewalk continues to Cleveland Street.
- Place an 8' wide separated pathway on the north side of Snowy Range Road between Adams Street and Cleveland Street.
- Place an 11' wide shared use path on the east side of Adams Street from Snowy Range Road to Monroe Street, go under the Interstate at an existing bridge structure and head east to connect to the Laramie River Greenbelt.

Please let me know if you have comments about these recommendations, as we are still tweaking the plan. Additionally, all comments we receive will be included in the final plan document so that when funds become available for the design and construction of the project those implementing the plan can have a complete picture of how the recommendations were formed.

Thank you, Darci



Darci Hendon, PE

Civil Engineer

Ayres Associates

214 W. Lincolnway, Suite 22 • Cheyenne, WY 82001

Office: 307.634.9888, Ext. 3593 • Direct: 970.797.3593

HendonD@AyresAssociates.com

www.AyresAssociates.com

IMPORT AUTO REPAIR
1973 SNOWY RANGE RD
LARAMIE, WY. 82070
307-721-2961

Councilman Paul Weaver,

Thank you for taking my call last week about the proposed development on Snowy Range Road. I personally feel that this is a feel good proposal on paper, but in the end will create more problems than anticipated. It will have a detrimental impact on businesses in this area. It will be a unsafe corridor for bike & pedestrian traffic. The benefit cost ratio I believe will render this project a failure.

First off, at my business as well as the other businesses on Snowy Range, parking for our customers is at a premium. I have already lost street parking thanks to the center turn lane. Which by the way doesn't work, I have had multiple drivers honk their horn, flip me off or both when turning left out of my parking lot. The loss of street parking/ buffer zone has caused problems with suppliers making deliveries, tow truck companies attempting to access my property. Many times carriers have had to park around the corner. The city now wants to eliminate even more parking. My interior lot sits substantially higher than the street, which will make access more difficult, unless substantial investment is made to lower the parking lot. Spending lots of money to get less, is the goverment way, but not the private sectors way of doing business.

If you look back at the old city plot plans for this side of town, you will find that Jackson street as Snowy Range used to be known was a two lane road. When it was expanded to four lanes my family lost substantial amount of frontage property. I know goverment will say it was for the greater good, eminent domain, wasn't your property anyway, or whatever sounded good at the time. I'm sure those will be the same excuses this time. Ten, twenty years from now I wonder what the excuse will be then?

My wife Lisa & I personally have had the pleasure of our children & grandchildren growing up in Laramie, and unless you close traffic to Snowy Range I would personally never ever ride a bike with them on this street. It doesn't matter how much property you annex, this street is unsafe! Traffic frequently speeds & weaves up & down the street. The amount of people I see distracted driving on this street is frightening. If this bike path goes thru, you will need a 24/7 police presence just to protect the people using it. This street also is major highway that is the main conduit for law enforcement, fire & medical vehicles. On a daily basis, emergency vehicle are travelling at a high rate of speed to help the good citizens of Laramie. I don't think a lot of parents, no matter how many trees & rocks we place along the path are going to feel secure with their kids on a major highway.

I unfortunately was out of town when employee's from the city & state came by earlier this month & discussed these proposals with my wife Lisa Halbsgut & neighbor Crystal Vogel from the Boardwalk. I believe at that time they both expressed displeasure with said proposal. Recently I have had the good fortune to speak with some of my neighbors & fellow (Snowy Range north side) business owners, some were surprised to hear of this proposal as they were not personally contacted. Not ONE thought this was a good idea, This includes Rob & Crystal Vogel-Boardwalk, Lew Shinstine-Westgate Sports & Trading Post, Brian Thompsen-TnT Motorsports, Andy Thompson-TnT Motorsports & Gary & Julie McKim-McKim's Upholstery. I have every intention to speak with as many owners & citizens on this street in order to oppose this "Boulder Colorado" style fantasy. The city must realize we are not made of money, nor do the good people of Laramie want a "Boulder Colorado" style community. We are one of the poorest counties in a economically challenged state. A bike path isn't going to bring in new business or lower our taxes. We need to be more business friendly &

maybe reduce some of these crazy regulations & proposals that continue to hold down expansion of local businesses & prevent new ones from entering our wonderful community.

I personally believe that the community & West Laramie would receive a greater benefit from paving the dirt roads on this side of town. If we truly want to be a first class city, it is confusing to me that this hasn't already been addressed. Paved streets would be easier to maintain for both the city & citizens. This would also add a lot of safer roads for our families to walk or ride bikes on. West Laramie residents pay taxes that benefit the whole city, it is about time that the whole city does something to benefit West Laramie.

Thank you again Councilman Paul Weaver for listening to me, please feel free to give a copy of this to fellow council members, city planning officials, state officials, etc.. This is just the tip of the iceberg so to speak, I have many more thoughts on this, but thought for now I should just include these. I will be more than glad to discuss this further with you or any official.

Many thanks,

Klaus Halbsgut
Import Auto Repair
1973 Snowy Range Rd
Laramie, WY 82070
307-721-2961
ImportAuto1@live.com

ALL CITY OF LARAMIE ELECTRONIC CORRESPONDENCE AND ATTACHMENTS MAY BE TREATED AS PUBLIC RECORDS AND SUBJECT TO PUBLIC DISCLOSURE

ALL CITY OF LARAMIE ELECTRONIC CORRESPONDENCE AND ATTACHMENTS MAY BE TREATED AS PUBLIC RECORDS AND SUBJECT TO PUBLIC DISCLOSURE

ALL CITY OF LARAMIE ELECTRONIC CORRESPONDENCE AND ATTACHMENTS MAY BE TREATED AS PUBLIC RECORDS AND SUBJECT TO PUBLIC DISCLOSURE

Hendon, Darci

From: Hendon, Darci
Sent: Thursday, October 20, 2016 3:50 PM
To: Klaus Halbsgut; Todd Feezer
Cc: pweaver@cityoflaramie.org; tnt@tnt-motorsports.com; wvogel1053@aol.com; LewShinstine@netscape.net; mupholstery@hotmail.com
Subject: Re: Snowy Range Road Pathway Feasibility Study - Public Meeting #2

Klaus,

Thank you for your email. We have NO PLANS to widen the roadway. The existing curb and gutter will remain. We are trying to place a wider sidewalk behind the curb.

WYDOT will allow restriping of the road to fit on street bike lanes as well as the existing travel lanes and center turn lane. This will be done without changing the width of the road.

Nothing is yet finalized or decided, please come hear the current thoughts and help us to come to a determination about where to place the path.

Thank you,

Darci

Darci Hendon, PE
Ayres Associates
214 W. Lincolway, Suite 22
Cheyenne, WY 82001
307.634.9888 ext. 3593

From: Klaus Halbsgut <importauto1@live.com>
Sent: Thursday, October 20, 2016 3:32:45 PM
To: Hendon, Darci
Cc: pweaver@cityoflaramie.org; tnt@tnt-motorsports.com; wvogel1053@aol.com; LewShinstine@netscape.net; mupholstery@hotmail.com
Subject: Re: Snowy Range Road Pathway Feasibility Study - Public Meeting #2

Ms. Hendon

Thank you for contacting me with information on the meeting. I will let my neighbors & fellow business owners know about the meeting. I personally will make every effort to attend.

I am concerned about what difference it will make as the last two sentences of your e-mail gives the impression that this is already a done deal. Let me be clear, I am not in favor of any widening of the street that infringes upon the ability of me to run my business. I will not presume to speak for my neighbors, but my impression is they feel the same way.

Thank you again for responding & I look forward to meeting you.

Klaus Halbsgut
Import Auto Repair
1973 Snowy Range Rd
Laramie, Wy 82070
307-721-2961
ImportAuto1@live.com

From: Hendon, Darci <HendonD@AylesAssociates.com>
Sent: Thursday, October 20, 2016 12:19 PM
To: importauto1@live.com
Cc: Todd Feezer
Subject: Snowy Range Road Pathway Feasibility Study - Public Meeting #2

Mr. and Mrs. Halbsgut,

I received the e-mail you sent to Councilman Weaver. Councilman Weaver forwarded it to Todd Feezer, Head of Parks and Recreation, and Todd forward it on to me and other members of the feasibility study team.

I would like to invite you to the public meeting we will be having for this project. The meeting will be held Thursday, November 3rd from 6-7 p.m. at Linford School. I have attached a meeting invitation to this e-mail.

I understand the concerns you mentioned in your letter. I'd like to discuss with you the conceptual plans for the pathway improvements and how we can accommodate some of the items you mentioned.

The letter you sent to Councilman Weaver will be included in the final feasibility study document so that when funds become available for the design and construction of the project those implementing the plan can have a complete picture of how the recommendations were formed.

Thank you, Darci Hendon



Darci Hendon, PE

Civil Engineer

Ayles Associates

214 W. Lincolnway, Suite 22 • Cheyenne, WY 82001

Office: 307.634.9888, Ext. 3593 • Direct: 970.797.3593

HendonD@AylesAssociates.com

www.AylesAssociates.com

Hendon, Darci

From: Casey Wood <wood.casey@gmail.com>
Sent: Thursday, September 29, 2016 8:58 AM
To: Hendon, Darci
Subject: Re: Snowy Range Pathway Feasibility Study - Exhibits from public meeting #1

Thank you for sending these, Darci.

I will pass them along to the two cycle groups I know.

By the way, we were riding out 130 over the weekend, and got to Kiwanis Park from downtown Laramie without using Snowy Range Road at all.

We used the footbridge over the RR, the greenbelt, and Adams, Venture Dr., Colorado, (Harrison or Monroe) Johnson and Wyoming streets. And we could use the light at Colorado to cross Snowy Range safely.

There is only one or two blocks of smooth dirt street on the entire route.

A safe way for families to get to Kiwanis.

Venture is busy with WyoTech traffic sometimes, but not at the times people need it most for recreation, it seems to me.

With a little striping, it could be a fine bike route - Colorado already has a designated bike path.

It doesn't solve the route problem from Garfield west on SRR, but it's a start.

Thanks!

-- Casey Wood

On Thu, Sep 22, 2016 at 12:52 PM, Hendon, Darci <HendonD@ayresassociates.com> wrote:

Casey,

Thank you for coming to the public meeting last night! It was beneficial for some of the other attendees to hear how you use the area as a fitness biker.

Attached are the exhibits from the meeting, as well as a comment form. Please have comment forms and/or questions returned to me for inclusion in the feasibility study.

Thank you again! I appreciate your input and distributing this information to others in the biking community!

- Darci Hendon



SNOWY RANGE ROAD PATHWAY

PTR Advisory Board - 11.9.16

COMMENTS

1. Short Term Improvements for Pathway implementation calls for:

- a. An 11' wide shared use pathway between Adams Street and Garfield Street on the SOUTH side of Snowy Range Road
- b. On-street bike lanes on Snowy Range Road between Adams Street and Cleveland Street
- c. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Adams Street and Colorado Avenue.

Do you agree with the Short Term concepts? Yes or No? Please explain your answer. ENJOYED

THE FIGURE 6 CONCEPT, SAFETY IS PRIORITY #1.

2. Long Term Improvements for the Pathway implementation calls for:

- a. An 8' wide separated pathway on the NORTH side of Snowy Range Road between Adams Street and Cleveland Street.
- b. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Colorado Avenue and Johnson Street.
- c. A 5' wide separated sidewalk on the SOUTH side of Snowy Range Road between Johnson Street and Cleveland Street.
- d. An 11' wide shared use pathway on Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate 80, crossing McCue Street, and intersecting the Laramie River Greenbelt.

Do you agree with the Long Term Concepts? Yes or No? Please explain your answer. _____

CAN IT ATTACH INTO NEW HARVEY BRIDGE?

3. Landscaping improvements are planned as shown on the displays. Are you in favor of what is shown? Why or Why Not? If you don't agree with what is proposed provide alternate ideas below:

YES, CAN WE ADD CITY OF LARAMIE GATEWAY SIGNS ON I-80 EXIT RAMP

4. Locations have been selected for public art displays. Please describe what type of art you would like to see or how you would like to see art incorporated into this area.

ART IS GREAT

5. General Comments. Please provide any additional comments you would like to share.

6. Which of the following best describes you? (Please make all that apply.)

Home owner along the proposed pathway _____

Business owner along the proposed pathway _____

Commercial property owner along the proposed pathway _____

Home owner, Business owner, Employee or Renter in the area _____

Potential pathway user

Potential on-street bicycle lane user

Other (Please specify) _____



Please submit this form at todays meeting, or e-mail to: tfeezer@cityoflaramie.org

THANK YOU! Thank you for sharing your thoughts. It is our goal to develop a plan for this pathway which will suit the community. Your feedback is vital to making this happen!



SNOWY RANGE ROAD PATHWAY

PTR Advisory Board - 11.9.16

COMMENTS

1. Short Term Improvements for Pathway implementation calls for:

- a. An 11' wide shared use pathway between Adams Street and Garfield Street on the SOUTH side of Snowy Range Road
- b. On-street bike lanes on Snowy Range Road between Adams Street and Cleveland Street
- c. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Adams Street and Colorado Avenue.

Do you agree with the Short Term concepts? Yes or No? Please explain your answer. _____

- yes
 - Alternatives south could be considered
 STRIPE IT GREEN to make it more obvious

2. Long Term Improvements for the Pathway implementation calls for:

- a. An 8' wide separated pathway on the NORTH side of Snowy Range Road between Adams Street and Cleveland Street.
- b. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Colorado Avenue and Johnson Street.
- c. A 5' wide separated sidewalk on the SOUTH side of Snowy Range Road between Johnson Street and Cleveland Street.
- d. An 11' wide shared use pathway on Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate 80, crossing McCue Street, and intersecting the Laramie River Greenbelt.

Do you agree with the Long Term Concepts? Yes or No? Please explain your answer. _____

yes
 I more Bike ways the better
 But instead of white separator line
 make it green for obvious SAFETY.

3. Landscaping improvements are planned as shown on the displays. Are you in favor of what is shown? Why or Why Not? If you don't agree with what is proposed provide alternate ideas below:

yes

4. Locations have been selected for public art displays. Please describe what type of art you would like to see or how you would like to see art incorporated into this area.

5. General Comments. Please provide any additional comments you would like to share.

⇒ Stop Green for Safety.

6. Which of the following best describes you? (Please make all that apply.)

- Home owner along the proposed pathway _____
- Business owner along the proposed pathway _____
- Commercial property owner along the proposed pathway _____
- Home owner, Business owner, Employee or Renter in the area _____
- Potential pathway user
- Potential on-street bicycle lane user
- Other (Please specify) _____



Please submit this form at today's meeting, or e-mail to: tfeezer@cityoflaramie.org

THANK YOU! Thank you for sharing your thoughts. It is our goal to develop a plan for this pathway which will suit the community. Your feedback is vital to making this happen!



SNOWY RANGE ROAD PATHWAY

Online Form – Due 11.18.16

COMMENTS



1. Short Term Improvements for Pathway implementation calls for:

- a. An 11' wide shared use pathway between Adams Street and Garfield Street on the SOUTH side of Snowy Range Road
- b. On-street bike lanes on Snowy Range Road between Adams Street and Cleveland Street
- c. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Adams Street and Colorado Avenue.

Do you agree with the Short Term concepts? Yes or No? Please explain your answer. _____

I think the short term ideas are a good start. However, on-street bike lanes are great for adult riders, but still dangerous for kids and adults pulling bike trailers. It is a start, but hopefully not a final answer.

2. Long Term Improvements for the Pathway implementation calls for:

- a. An 8' wide separated pathway on the NORTH side of Snowy Range Road between Adams Street and Cleveland Street.
- b. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Colorado Avenue and Johnson Street.
- c. A 5' wide separated sidewalk on the SOUTH side of Snowy Range Road between Johnson Street and Cleveland Street.
- d. An 11' wide shared use pathway on Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate 80, crossing McCue Street, and intersecting the Laramie River Greenbelt.

Do you agree with the Long Term Concepts? Yes or No? Please explain your answer. _____

I think a wider, separated sidewalk on the south side of Snowy Range Rd. is the best solution. The current sidewalk is in poor condition, and barely wide enough to accommodate a bike trailer (I know, I use one!). Then this could hook up with the short-term plan of a pathway between Adams and Garfield Streets.

I don't think improvements need to be made on both sides of Snowy Range Rd. if the path on the south side is wide enough. You can pick up the greenbelt trail from the south side at Garfield St. easily enough.

3. Landscaping improvements are planned as shown on the displays. Are you in favor of what is shown? Why or Why Not? If you don't agree with what is proposed provide alternate ideas below: I don't have strong feelings about the landscaping.

4. Locations have been selected for public art displays. Please describe what type of art you would like to see or how you would like to see art incorporated into this area.

Same as above. I think public art would be great, but I don't have strong feelings about where or what kind.

5. General Comments. Please provide any additional comments you would like to share.

I've heard that some business owners and residents don't support a bike path, and it's very disappointing. I've lived in West Laramie for 4 years, and I love the peace and quiet, but it's time to admit that our side of town could really use some improvements and beautification. A bike path makes West Laramie more family friendly!

6. Which of the following best describes you? (Please make all that apply.)

Home owner along the proposed pathway _____

Business owner along the proposed pathway _____

Commercial property owner along the proposed pathway _____

Home owner, Business owner, Employee or Renter in the area __X__

Potential pathway user __X__

Potential on-street bicycle lane user __X__

Other (Please specify) _____



Please submit this form by 11.18.16 at 5:00 pm to: tfeezer@cityoflaramie.org

THANK YOU! Thank you for coming and sharing your thoughts. It is our goal to develop a plan for this pathway which will suit the community. Your feedback is vital to making this happen!



SNOWY RANGE ROAD PATHWAY

Online Form - Due 11.18.16

COMMENTS

1. Short Term Improvements for Pathway implementation calls for:

- a. An 11' wide shared use pathway between Adams Street and Garfield Street on the SOUTH side of Snowy Range Road
- b. On-street bike lanes on Snowy Range Road between Adams Street and Cleveland Street
- c. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Adams Street and Colorado Avenue.

Do you agree with the Short Term concepts? Yes or No? Please explain your answer. _____

Yes. I like that bike lanes can be added on Snowy Range Road without expanding the pavement. Narrower lanes also serve as a traffic calming measure which will help slow the traffic down. I also like the idea of expanding the a shared use pathway from the river path to West Laramie.

2. Long Term Improvements for the Pathway implementation calls for:

- a. An 8' wide separated pathway on the NORTH side of Snowy Range Road between Adams Street and Cleveland Street.
- b. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Colorado Avenue and Johnson Street.
- c. A 5' wide separated sidewalk on the SOUTH side of Snowy Range Road between Johnson Street and Cleveland Street.
- d. An 11' wide shared use pathway on Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate 80, crossing McCue Street, and intersecting the Laramie River Greenbelt.

Do you agree with the Long Term Concepts? Yes or No? Please explain your answer. _____

I do not think that there should be two pathways along Snowy Range. We will already have the bike lanes on the road for the commuters. I think a shared use separate pathway should only be located on the South side, with a sidewalk for pedestrians on the North side of Snowy Range. The businesses along the North are already too close to the roadway because of previous widening. For beautification on the North, you could possibly add planters in areas where they do not hinder parking and driveways for the businesses.

3. Landscaping improvements are planned as shown on the displays. Are you in favor of what is shown? Why or Why Not? If you don't agree with what is proposed provide alternate ideas below:

I like the idea of landscaping

4. Locations have been selected for public art displays. Please describe what type of art you would like to see or how you would like to see art incorporated into this area.

It should be something that reflects the character of Laramie and Wyoming as a western town in a western state with cowboy ways

5. General Comments. Please provide any additional comments you would like to share.

Keep in mind that too much emphasis on pathways is not applicable in this area. It is important that all modes of travel are accessible and safe but don't over do it with bike lanes and multiple shared use paths. I don't think you will see that much volume of pedestrian and leisure bicycle travel. Granted, there will be some because people will be more inclined to use the access because it will be safer than it is now, but now so much since this is more of a rural part of town. So most likely the pedestrian and leisure bicycle users with will be from the West Laramie population which is not that much.

6. Which of the following best describes you? (Please make all that apply.)

Home owner along the proposed pathway

Business owner along the proposed pathway

Commercial property owner along the proposed pathway

Home owner, Business owner, Employee or Renter in the area

Potential pathway user

Potential on-street bicycle lane user

Other (Please specify) _____





SNOWY RANGE ROAD PATHWAY

Online Form - Due 11.18.16

COMMENTS



1. Short Term Improvements for Pathway implementation calls for:

- a. An 11' wide shared use pathway between Adams Street and Garfield Street on the SOUTH side of Snowy Range Road
- b. On-street bike lanes on Snowy Range Road between Adams Street and Cleveland Street
- c. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Adams Street and Colorado Avenue.

Do you agree with the Short Term concepts? Yes or No? Please explain your answer. _____
I believe anything we can do to promote healthy lifestyles, and enjoyment of the outdoors, while at the same time providing a safe environment within which these activities can be carried out is a good thing.

2. Long Term Improvements for the Pathway implementation calls for:

- a. An 8' wide separated pathway on the NORTH side of Snowy Range Road between Adams Street and Cleveland Street.
- b. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Colorado Avenue and Johnson Street.
- c. A 5' wide separated sidewalk on the SOUTH side of Snowy Range Road between Johnson Street and Cleveland Street.
- d. An 11' wide shared use pathway on Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate 80, crossing McCue Street, and intersecting the Laramie River Greenbelt.

Do you agree with the Long Term Concepts? Yes or No? Please explain your answer. _____
I would again echo my comment regarding the short term improvements.

3. Landscaping improvements are planned as shown on the displays. Are you in favor of what is shown? Why or Why Not? If you don't agree with what is proposed provide alternate ideas below:

I still remember how pleased I was with the initial landscaping, and I am even more excited with this expanded plan. It provides a softness to otherwise sterile surroundings. I also think that those passing through on the interstate will be left with a more positive opinion of Laramie.

4. Locations have been selected for public art displays. Please describe what type of art you would like to see or how you would like to see art incorporated into this area.

I don't have a clear opinion as to what type of art might be incorporated, however, a thought that came to mind when I read this question was something which represents Laramie happenings or history, as well as, art that captures the western lifestyle and/or ideals.

5. General Comments. Please provide any additional comments you would like to share.

I am very much in favor of this pathway, and the future possibility of a future figure eight loop. I live in West Laramie, and drive Snowy Range almost daily. I can't tell you how many times I have seen pedestrians making a "dash for it" across the road. Not to mention the number of times I have seen two cars enter the turn lane, only to find themselves facing each other, and each needing to turn beyond the position of the car facing them. Snowy Range is a highly trafficked road, and anything that can be done to improve the safety of the road would be welcomed. Another thing that might help would be a crosswalk in the area of the McDonalds and Fly Store.

6. Which of the following best describes you? (Please make all that apply.)

- Home owner along the proposed pathway _____
- Business owner along the proposed pathway _____
- Commercial property owner along the proposed pathway _____
- Home owner, Business owner, Employee or Renter in the area X
- Potential pathway user _____
- Potential on-street bicycle lane user _____
- Other (Please specify) _____



Please submit this form by 11.18.16 at 5:00pm to: tfeezer@cityoflaramie.org

THANK YOU! Thank you for sharing your thoughts. It is our goal to develop a plan for this pathway which will suit the community. Your feedback is vital to making this happen!



SNOWY RANGE ROAD PATHWAY

Online Form - Due 11.18.16

COMMENTS



1. Short Term Improvements for Pathway implementation calls for:

- a. An 11' wide shared use pathway between Adams Street and Garfield Street on the SOUTH side of Snowy Range Road
- b. On-street bike lanes on Snowy Range Road between Adams Street and Cleveland Street
- c. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Adams Street and Colorado Avenue.

Do you agree with the Short Term concepts? Yes or No? Please explain your answer. _____

2. Long Term Improvements for the Pathway implementation calls for:

- a. An 8' wide separated pathway on the NORTH side of Snowy Range Road between Adams Street and Cleveland Street.
- b. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Colorado Avenue and Johnson Street.
- c. A 5' wide separated sidewalk on the SOUTH side of Snowy Range Road between Johnson Street and Cleveland Street.
- d. An 11' wide shared use pathway on Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate 80, crossing McCue Street, and intersecting the Laramie River Greenbelt.

Do you agree with the Long Term Concepts? Yes or No? Please explain your answer. _____

3. Landscaping improvements are planned as shown on the displays. Are you in favor of what is shown? Why or Why Not? If you don't agree with what is proposed provide alternate ideas below:

4. Locations have been selected for public art displays. Please describe what type of art you would like to see or how you would like to see art incorporated into this area.

5. General Comments. Please provide any additional comments you would like to share.

6. Which of the following best describes you? (Please make all that apply.)

Home owner along the proposed pathway _____

Business owner along the proposed pathway _____

Commercial property owner along the proposed pathway _____

Home owner, Business owner, Employee or Renter in the area _____

Potential pathway user _____

Potential on-street bicycle lane user _____

Other (Please specify) _____



Please submit this form by 11.18.16 at 5:00pm to: tfeezer@cityoflaramie.org

THANK YOU! Thank you for sharing your thoughts. It is our goal to develop a plan for this pathway which will suit the community. Your feedback is vital to making this happen!



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- c. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Adams Street and Colorado Avenue.

Do you agree with the Short Term concepts? Yes or No? Please explain your answer. No
Why waste money - Do long term agreements + implemnts

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- d. An 11' wide shared use pathway on Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate 80, crossing McCue Street, and intersecting the Laramie River Greenbelt.

Do you agree with the Long Term Concepts? Yes or No? Please explain your answer. No D.
staying away from Snowy Range Road is the best
option. The traffic, Teachers, Fishermen, Snowmobilers, will
end up killing someone if there are bike lanes on Snowy
Range.

3. Landscaping improvements are planned as shown on the displays. Are you in favor of what is shown? Why or Why Not? If you don't agree with what is proposed provide alternate ideas below:

Yes, it looks very nice

4. Locations have been selected for public art displays. Please describe what type of art you would like to see or how you would like to see art incorporated into this area.

I Think it should be a theme of the Snowys - Either all animal art / Fishing Art / Rock Art / Winter Art / This ART should be so touchable and photographic that everyone wants pictures with it, Kids want to ride it, etc.

5. General Comments. Please provide any additional comments you would like to share.

Please think with your engineers : not with your money - do it right.

6. Which of the following best describes you? (Please make all that apply.)

- Home owner along the proposed pathway
- Business owner along the proposed pathway
- Commercial property owner along the proposed pathway
- Home owner, Business owner, Employee or Renter in the area
- Potential pathway user
- Potential on-street bicycle lane user
- Other (Please specify) _____



Please submit this form by 11.18.16 at 5:00pm to: tfezer@cityofflagstaff.org

THANK YOU! Thank you for sharing your thoughts. It is our goal to develop a plan for this pathway which will suit the community. Your feedback is vital to making this happen!



SNOWY RANGE ROAD PATHWAY

Online Form - Due 11.18.16

COMMENTS



1. Short Term Improvements for Pathway implementation calls for:

- a. An 11' wide shared use pathway between Adams Street and Garfield Street on the SOUTH side of Snowy Range Road
- b. On-street bike lanes on Snowy Range Road between Adams Street and Cleveland Street
- c. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Adams Street and Colorado Avenue.

Do you agree with the Short Term concepts? Yes or No? Please explain your answer. _____

Agree - Short term should concentrate first on on-street bike lanes then South side of SRR followed by the development of the SOUTH side pathways. Additionally, a quick win would be the development of the connector from the LRG going West under I80 to Madison. This would extend the Greenbelt and be, by far, the safest route to West Laramie

2. Long Term Improvements for the Pathway implementation calls for:

- a. An 8' wide separated pathway on the NORTH side of Snowy Range Road between Adams Street and Cleveland Street.
- b. An 8' wide separated pathway on the SOUTH side of Snowy Range Road between Colorado Avenue and Johnson Street.
- c. A 5' wide separated sidewalk on the SOUTH side of Snowy Range Road between Johnson Street and Cleveland Street.
- d. An 11' wide shared use pathway on Adams Street from Snowy Range Road north to Madison Street, continuing east on Madison Street under Interstate 80, crossing McCue Street, and intersecting the Laramie River Greenbelt.

Do you agree with the Long Term Concepts? Yes or No? Please explain your answer. _____

I would not bother with the North side of SRR until all other pathways are completed. An extension of Madison from the connector noted above SOUTH crossing SRR and continuing down to Trihydro would provide a loop back to the LRG and increase the overall greenbelt. The shared use pathway between Adams, under I80 to McCue and east to the LRG parking needs a high priority due to safety concerns on SRR.

3. Landscaping improvements are planned as shown on the displays. Are you in favor of what is shown? Why or Why Not? If you don't agree with what is proposed provide alternate ideas below:

Good placement and use of plantings - low maintenance and water

4. Locations have been selected for public art displays. Please describe what type of art you would like to see or how you would like to see art incorporated into this area.

I'm not certain about types of art but they could be placed in areas where walkers and bikers can stop (benches?) and rest. They should also not be a distraction for

5. General Comments. Please provide any additional comments you would like to share.

Safety and connectivity should be the main drivers as priorities are established

6. Which of the following best describes you? (Please make all that apply.)

Home owner along the proposed pathway

Business owner along the proposed pathway

Commercial property owner along the proposed pathway

Home owner, Business owner, Employee or Renter in the area

Potential pathway user

Potential on-street bicycle lane user

Other (Please specify) PTRAB member



Please submit this form by 11.18.16 at 5:00pm to: tfeezzer@cityoflaramie.org

THANK YOU! Thank you for sharing your thoughts. It is our goal to develop a plan for this pathway which will suit the community. Your feedback is vital to making this happen!

APPENDIX G

Cator, Ruma, and Associates Lighting Study and Recommendations

WEST LARAMIE BIKE PATH Feasibility Study

CATOR, RUMA & ASSOCIATES
420 WEST LINCOLNWAY; CHEYENNE, WY 82001
CRA# 2016-381

December 02, 2016

EXECUTIVE SUMMARY:

Cator, Ruma, and Associates (CRA) are pleased to present this Engineering Feasibility Study pertaining to the development of an extension to the existing Laramie River Greenbelt Trails by the City of Laramie Department of Parks and Recreation. This letter summarizes the methodology used in preparing this study, as well as the findings and conclusions of our work. It also serves to identify possibilities for electrical upgrades to improve visibility and aesthetics along the path. It is not intended to cover all systems in their entirety, but to be used as a guide and basis for which the options can be evaluated for inclusion into further study or schematic design. The study effort was carried out as a cooperative effort among City of Laramie Parks and Recreation Department, Ayres Associates, Coffey Engineering, and CRA.

FINDINGS AND CONCLUSIONS

Based on our studies, we offer the following statements and conclusions:

- Existing sub distribution lines lend themselves toward many options for new electrical services.
- WYDoT pole lighting currently offers illumination at all intersections.
- Quality of light at intersections can be improved to increase visual acuity and pedestrian safety.
- Integrated power centers are more expensive but provide a cleaner finished product and can be fit into less real estate.
- Bollard lighting can generally be figured at \$2,175 per luminaire (including service and wiring) and should be installed twenty-five (25) feet on centers.
- Pedestrian lighting can generally be figured at \$7,850 per luminaire (including pole, foundations, service and wiring) and should be installed seventy-five (75) feet on centers.
- Pedestrian poles would cost about 20% more than bollards.
- Cost for accent lighting in the art park is estimated to be approximately \$37,000.
- In-ground fixture for higher vandal resistance will cost an additional \$20,000.
- Relocating utility drop pole will requiring further investigation and coordination.
- Relocating existing cobra heads would be around \$1,800 per pole, assuming existing pole cannot be reused.

DIVISION 26 – ELECTRICAL:

The electrical system plays a small role in the extension of the pedestrian trails; but can have a huge impact in the trail's success after construction. Bollard and pedestrian pole lighting systems improve visibility and foster a sense of security. Art installations and landscaping can be accented with electric lighting to improve aesthetics and encourage visitation over extended hours. Solid state lighting offers many advantages to increase the overall appeal of the trail as well as the surrounding neighborhoods.

SCOPE

We were tasked with evaluating the possibility for adding pathway and accent lighting along the proposed extension to the Laramie River Greenbelt Trails. In order to make this determination, conceptual designs for each system were to be evaluated for performance, cost, and durability. We have only provided conceptual level design recommendations, and not recommendations regarding construction techniques. This work should be detailed once these ideas have been properly evaluated for merit and cost.

ANALYSIS

The existing conditions were gathered from casual field observations only. Should the design progress into the Schematic Design phase coordination with Rocky Mountain Power and Wyoming Department of Transportation will need to take place to ensure requirements and/or requests of both entities have been properly vetted with the governing authorities and project stakeholders. During our site visit we found ample power locations as well as existing lighting at each of the intersections along the proposed corridor.

EXISTING POWER

A three phase, 15kV, high voltage, sub transmission line runs along the south side of Snowy Range Road from the existing trail (Garfield Street) to the interstate ramps.

Sub transmission lines are run at 15kV along the east side Fillmore Street in a single phase configuration for the residential services in the area.

High voltage lines ran at 15kV for sub transmission are ran along the west side of Grant Street for three phase power to the commercial business area.

EXISTING LIGHTING

Street lighting "cobra heads" are located along Snowy Range Road from the Interstate ramps to the 130/230 junction. Most are mounted to wooden poles and are fed from overhead lines off of existing pole mounted transformers. The major intersections at I-25, Colorado Blvd and Highway 30/230 Junction are fed from underground conductors. All lighting is assumed to be owned by Wyoming Department of Transportation. All intersections have at least a single luminaire that provide some illumination for pedestrians.

APPROACH

The lighting systems were modeled using computerized photometric analysis in accordance with the current standards of the Illuminating Engineering Society (IES). Consideration was given to the recommendations of the international Dark Sky Association for back-light, up-light, and glare; as well as light trespass onto adjacent property lines.

Cumulative voltage drops were evaluated, in generality, to assess the number of different service drops needed along the 1.3 mile path along Snowy Range Road from the existing trail at Garfield to the Junction of State Highways 130 and 230. Service drops were located for convenience of systems along with considerations to facilitate future path extensions.

Cost opinions were created with historical data from projects of similar type and scope. Costs were then checked with industry data published in RS Means. Cost opinions are based on systems "assemblies" and do not represent a complete project cost inclusive of design fees, bidding service, and contract administration.

NEW POWER SERVICES

The overhead power lines will run parallel to the pathway in front of the Wyoming State Veterinary-Laboratory Complex. The new service drop could be located just west of the intersection with McCue Street. Three of the utility poles in front of the complex already contain utility transformers. A new drop pole would have to be set near the utility line to hold the mast and metering equipment. A small post can be set by the drop pole, and the branch circuit panel and lighting control would be mounted to this new service pedestal. The service can be built with a solid back and facing the Complex side, shielding the view from the pathway.

The pole at the southwest corner of Pierce Street and Snowy Range Road also has existing utility transformers that may have available capacity. Building a pedestal, as described above for the art park, would be challenging here because this location is already congested with other equipment. A new integral control cabinet would be proposed for this service, and would look much the same as the cabinet for the intersection lighting located on the northwest corner of this intersection.

Rocky Mountain Power could potentially install new transformer on the pole located at the southwest corner of Snowy Range Road and Grant Street. Existing driveways and fire hydrants make building a service at this location problematic as well. A cabinet as described for Pierce/Snowy would be recommended for this location as well. It could easily be located adjacent to the pathway.

Alternately, a single service could be provided on the east side Buchanan Street, south of the pathway. There appears to be enough space in the easement for a new drop pole and pedestal. This would be off the pathway and therefore, less conspicuous to the casual observer. There would be additional cost for conduit and wiring to account for the power quality over long spans, but there would be one less service point to build and for maintenance crews to keep up.

ART LIGHTING

There are two basic options for lighting the art installations in front of the Vet-Lab Complex. The first option is to install flush mounted cans recessed into the concrete with directional lamps enclosed and adjusted to accent the artwork. The other option is to provide smaller concrete bases and use miniature flood lights above grade. The recessed luminaires offer better vandal resistance but come at a premium price.

The lighting will be solid state LED modules operating around a 60 lumen per watt efficacy. Color rendering will be approximately 85% of daylight with a 4000 degree Kelvin corrected color temperature. Housings will be corrosion resistant metal or plastic (where recessed in concrete). Optics will be full cutoff with a 101 BUG rating. Fixture will be sealed and gasketed for exterior use. Both luminaire types should be able to run for 100,000 hours and still produce at least 85% of the rated light output.

In-ground lighting is estimated to cost about \$1,200 per luminaire while the flood lights are coming in closer to \$450 per luminaire.

PATHWAY LIGHTING

There are overhead lines crossing just about every intersection, so bollard lighting was originally assumed to be the best fit for this application. They provide pathway illumination as well as a physical barrier from the traffic. We also looked at installing pedestrian height pole lighting. The poles are able to be spaced three times the distance of the bollards and provide a more inviting feel to the West Laramie Business District.

We kept within the same 4000 degree color temperature as the "blue" light provides better visual acuity. The efficacy of the pole lights are about 90 lumens per watt; with the bollards being about half that value. This means the bollard design will have a higher operating cost than the decorative poles. The fixtures are full cutoff to reduce glare and light spill. Luminaire is advertised to operate at 85% output for 100,000 hours. Light engines and drivers will be in aluminum housings, and the pole lighting will be mounted on a twelve foot, round aluminum pole. We will match the color rendering of art park lighting to tie it in with the rest of the pathway.

The bollard lighting appears to be the more cost effective option at about \$700 per fixture; whereas, the pole lighting is priced around \$3,100 per fixture including pole/foundation and integral controls. If we consider that there will be four bollards for every pole we can see the bollard cost over the same distance becomes \$2,100.

UTILITY POLE RELOCATION

There is a drop pole located on Snowy Rang Road, halfway between Buchanan Street and Lincoln Street. The pole has been set very close to the road and would impede the proposed pathway routing. The drop pole appears to feed WYDoT lighting at Snowy/Lincoln, as well as a light pole across the street at the Boardwalk Shops. It also appears to be tied into the service for residences on Buchanan Street. A few of the light poles are stamped with RMP tags. Clear lines of ownership are difficult to determine and would have to be investigated further.

The relocation of this pole would have to be carefully coordinated with a few different entities. Without understanding the full consequence of relocating the pole it would be very difficult to assign a budgetary cost to this work.

POLE LIGHTING RELOCATION

All street lights, except at the major intersection, are fed from overhead lines and mounted to wooden poles. Relocating these out of the path should be without complication. Poles would be set at new location and circuiting extended to new pole. Heads would be reused and mounted to new pole. Power and control would remain as they currently exist and would just be extended to the new locations.

While the final cost will be dependent of the new location, it can generally be figured to cost about \$1,800 for each pole that needs to be relocated.

EVALUATION

The summary of costs for the accent lighting using the above grade fixtures in the art park is summarized below:

• Service, Pedestal & Panel	\$ 5,500	
• Luminaires (x16)	\$ 11,500	
• In-Ground Luminaires (x16)		\$31,500
• Lighting Controls	\$ 500	
• <u>Wiring, Raceway, Trenching</u>	<u>\$ 19,500</u>	
• TOTAL	\$ 37,000	\$ 57,000

The summary of costs for the bollard lighting is summarized below based on a 1,000 foot run and normalized to a per fixture cost:

• Service / Control Cabinet	\$ 8,500	
• Luminaires (x40)	\$ 46,500	
• Base	\$ 8,500	
• <u>Wiring, Raceway, Trenching</u>	<u>\$ 23,500</u>	
• TOTAL / 40	\$ 2,175 per bollard (approx.)	

The summary of costs for the pedestrian pole lighting is summarized below based on a 1,000 foot run and normalized to a per fixture cost:

• Service / Control Cabinet	\$ 8,500	
• Luminaires/Poles (x10)	\$ 38,500	
• Foundations	\$ 8,000	
• <u>Wiring, Raceway, Trenching</u>	<u>\$ 23,500</u>	
• TOTAL / 10	\$ 7,850 per pole (approx.)	

REVIEW AND RECOMMENDATIONS

Any of the solutions discussed in this report would be pretty standard for a contractor to integrate. The biggest hurdle, from an electrical standpoint, would be funding. The system could

be built in phases as monies become available. The infrastructure could be installed with the initial construction so power and controls would be present for future use. It might also be prudent to install all underground conduits while the area is being disturbed for the bike path.

The area has plenty of 15kv lines that can be used to drop a new service at any of the streets intersecting Snowy Range Road. Some of these poles will have to be evaluated for relocation to facilitate the new pathway, but the amount of available options should make relocation relatively convenient. Service can be built fairly cost effective on pedestals, but there will be multiple boxes visible at the pedestal location. An integrated power center with overcurrent protection, branch circuits, surge protection, and lighting controls would provide a more tidy power location but it would come at a higher initial cost.

It does not appear that any of the utility poles contain lighting will have to be addressed with Rocky Mountain Power; as we believe the cobra heads are owned by WYDoT. Having their lights at each intersection will allow the City to phase the lighting while still providing illumination along the pathway. Bollard lighting is more cost effective and would provide the pathway patrons with additional safety from traffic. Pole lighting would improve the curb appeal of many of the businesses as well as the overall aesthetic of the neighborhood.

ATTACHMENTS

- In-Ground Accent Light Cut Sheet
- Ground Mount Flood Cut Sheet
- Bollard Cut Sheet
- Pedestrian Pole Light Cut Sheet

DOCUMENT CONTROL

CMI/ef
P:\Wyoming\2016\2016-381 West Laramie Bike Path Feasibility Study\Sup\Docs\Reports\16.381_Elec.Study_1202.16.doc

DESCRIPTION

Sanibel 301 is a small, line voltage dimmable LED and halogen MR16 luminaire with integral 12V step-down transformer. It features a fully adjustable side swivel stem and built-in adjustable shroud to control glare. Side swivel provides 340° tilt and 360° rotation. Various lenses, louvers and color or dichroic filters can be combined - up to three at once - to create multiple lighting effects.

Catalog #		Type
Project		
Comments		Date
Prepared by		

SPECIFICATION FEATURES

A ... Material

Hood and mounting stem are precision-machined from corrosion-resistant 6061-T6 aluminum billet. Housing is spun from corrosion-resistant silicone aluminum alloy.

B ... Finish

Fixtures are double protected by an ROHS compliant chemical film undercoating and polyester powdercoat paint finish, surpassing the rigorous demands of the outdoor environment. A variety of standard colors are available.

C ... Hood

Adjustable hood provides glare control and is removable for easy relamping. Hood accepts up to three internal accessories at once (lenses, louvers, filters) to achieve multiple lighting effects. Flush lens prevents water and mineral stains from collecting on the lens, even in the straight-up position.

D ... Gasket

Housing and hood are sealed with a high temperature silicone o-ring gasket to prevent water intrusion.

E ... Lens

Tempered glass lens, factory sealed with high temperature adhesive to prevent water intrusion and breakage due to thermal shock.

F ... Mounting Stem

Adjustable side-mounted swivel stem provides 340° tilt and 360° rotation for easy aiming. Equipped with standard 1/2" NPS threaded male fitting. Stainless steel aim-locking mechanisms are standard.

G ... Hardware

Stainless steel hardware is standard to provide maximum corrosion-resistance.

H ... Socket

Ceramic socket with 250° C Teflon® coated lead wires and GU5.3 bi-pin base.

I ... Electrical

Integral 50 VA class "H" 120/12V, 220/12V, 230/12V, 240/12V or 277/12V step-down dimmable core & coil transformer is standard.

J ... Lamp

Halogen lamp not included. Available from Lumière as an accessory - see reverse side of this page. LED modules are included and are available in four color temperatures (2700, 3000, 4000, and 5700) and three distributions (spot, narrow, and flood). Both color temperature and distribution must be specified when ordering - see reverse side for details and catalog logic.

K ... Labels & Approvals

UL and cUL listed, standard wet label. Manufactured to ISO 9001-2000 Quality Systems Standard. IBEW union made.

L ... Warranty

Lumière warrants its fixtures against defects in materials & workmanship for three (3) years. Auxiliary equipment such as transformers, ballasts and lamps carry the original manufacturer's warranty.



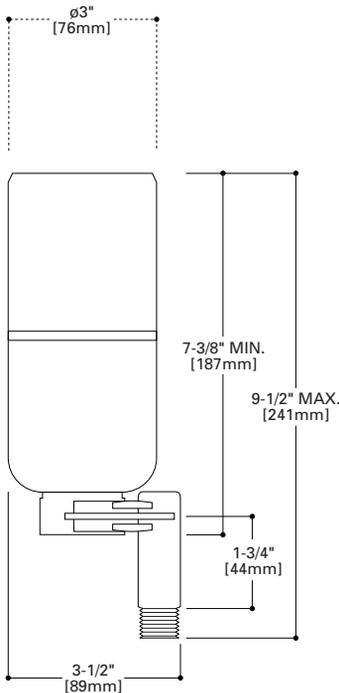
SANIBEL

301

10W LED
6W LED
50W (max.) MR16

Halogen
Line Voltage

Accent/Flood



Sanibel 301

ORDERING INFORMATION

Sample Number: 301-10LED3012-120/12-BK-F70

Series

301=LED or MR16 Sanibel Accent Fixture w/Adjustable Shroud and Integral Transformer

Source

50MR16: 50W Max Halogen MR16, GU5.3 Base
6LED2712: 6W 2700K, 12 Degree Spot, GU5.3 Base
6LED2721: 6W 2700K, 21 Degree Narrow, GU5.3 Base
6LED2741: 6W 2700K, 41 Degree Wide, GU5.3 Base
6LED3012: 6W 3000K, 12 Degree Spot, GU5.3 Base
6LED3021: 6W 3000K, 21 Degree Narrow, GU5.3 Base
6LED3041: 6W 3000K, 41 Degree Wide, GU5.3 Base
6LED4012: 6W 4000K, 12 Degree Spot, GU5.3 Base
6LED4021: 6W 4000K, 21 Degree Narrow, GU5.3 Base
6LED4041: 6W 4000K, 41 Degree Wide, GU5.3 Base
6LED5712: 6W 5700K, 12 Degree Spot, GU5.3 Base
6LED5721: 6W 5700K, 21 Degree Narrow, GU5.3 Base
6LED5741: 6W 5700K, 41 Degree Wide, GU5.3 Base
10LED2712: 10W 2700K, 12 Degree Spot, GU5.3 Base
10LED2721: 10W 2700K, 21 Degree Narrow, GU5.3 Base
10LED2741: 10W 2700K, 41 Degree Wide, GU5.3 Base
10LED3012: 10W 3000K, 12 Degree Spot, GU5.3 Base
10LED3021: 10W 3000K, 21 Degree Narrow, GU5.3 Base
10LED3041: 10W 3000K, 41 Degree Wide, GU5.3 Base
10LED4012: 10W 4000K, 12 Degree Spot, GU5.3 Base
10LED4021: 10W 4000K, 21 Degree Narrow, GU5.3 Base
10LED4041: 10W 4000K, 41 Degree Wide, GU5.3 Base
10LED5712: 10W 5700K, 12 Degree Spot, GU5.3 Base
10LED5721: 10W 5700K, 21 Degree Narrow, GU5.3 Base
10LED5741: 10W 5700K, 41 Degree Wide, GU5.3 Base

Voltage

120/12=120V to 12V Integral Transformer
220/12=220V to 12V Integral Transformer
230/12=230V to 12V Integral Transformer
240/12=240V to 12V Integral Transformer
277/12=277V to 12V Integral Transformer

Finish**Painted**

BK: Black
BZ: Bronze
CS: City Silver
VE: Verde
WT: White

Accessories**Filters**

F71=Peach Dichroic Filter, 2.00" Dia
F73=Green Dichroic Filter, 2.00" Dia
F75=Yellow Dichroic Filter, 2.00" Dia
F77: Dark Blue Dichroic Filter, 2.00" Dia
F79: Neutral Density Dichroic Filter, 2.00" Dia
F22: Red Color Filter, 2.00" Dia
F44: Green Color Filter, 2.00" Dia
F66: Mercury Vapor Color Filter, 2.00" Dia

Optical Lenses

LSL: Linear Spread Lens (elongate standard beam spread), 2.00" Dia
DIF: Diffused Lens (provide even illumination), 2.00" Dia

Optical Louver

LVR: Hex Cell Louver (reduce glare), 2.00" Dia

Lamps

EZX: 20W MR16 GU5.3 Bi-Pin Very Narrow Spot
BAB: 20W MR16 GU5.3 Bi-Pin Flood
FRA: 35W MR16 GU5.3 Bi-Pin Spot
EXT: 50W MR16 GU5.3 Bi-Pin Narrow Spot
EXN=50W MR16 GU5.3 Bi-Pin Flood

F72=Amber Dichroic Filter, 2.00" Dia
F74=Medium Blue Dichroic Filter, 2.00" Dia
F76=Red Dichroic Filter, 2.00" Dia
F78: Light Blue Dichroic Filter, 2.00" Dia
F80: Magenta Dichroic Filter, 2.00" Dia
F33: Blue Color Filter, 2.00" Dia
F55: Yellow Color Filter, 2.00" Dia

OSL: Overall Spread Lens (increase beam spread), 2.00" Dia

ESX: 20W MR16 GU5.3 Bi-Pin Narrow Spot
FRB: 35W MR16 GU5.3 Bi-Pin Narrow Spot
FMW: 35W MR16 GU5.3 Bi-Pin Flood
EXZ: 50W MR16 GU5.3 Bi-Pin Narrow Flood
FNV=50W MR16 GU5.3 Bi-Pin Very Wide Flood

- Notes:**
- Lamp not included in MR16 version.
 - Includes 12V integral transformer.
 - See ACCESSORIES & TECHNICAL DATA section of the Lumière catalog for Mounting Accessories.
 - Consult your Cooper Lighting representative for additional options and finishes.

PHOTOMETRIC DATA

Sanibel 301
Lamp=50MR16/NSP
(EXT)
CBCP=11,000

Cone of Light		
Distance to Illuminated Plane	Initial Nadir Footcandles	Beam Diameter
15'0"	45	4'0"
10'0"	102	3'0"
8'0"	159	2'0"
6'0"	283	1'6"
4'0"	638	1'0"
2'0"	2550	0'6"

Lamp Wattage Multiplier
20W x 0.32

Sanibel 301
Lamp=50MR16/NFL
(EXZ)
CBCP=3200

Cone of Light		
Distance to Illuminated Plane	Initial Nadir Footcandles	Beam Diameter
15'0"	13	10'0"
10'0"	29	6'6"
8'0"	45	5'0"
6'0"	81	4'0"
4'0"	181	2'6"
2'0"	725	1'0"

Lamp Wattage Multiplier
42W x 0.72

Sanibel 301
Lamp=50MR16/FL
(EXN)
CBCP=2000

Cone of Light		
Distance to Illuminated Plane	Initial Nadir Footcandles	Beam Diameter
15'0"	7	12'0"
10'0"	17	8'0"
8'0"	27	6'6"
6'0"	48	5'0"
4'0"	106	3'0"
2'0"	431	1'6"

Lamp Wattage Multiplier
20W x 0.30
35W x 0.57

Sanibel 301
Lamp=50MR16/WFL
(FNV)
CBCP=1200

Cone of Light		
Distance to Illuminated Plane	Initial Nadir Footcandles	Beam Diameter
15'0"	5	17'0"
10'0"	11	11'6"
8'0"	17	9'0"
6'0"	30	7'0"
4'0"	67	4'6"
2'0"	269	2'0"

NOTES AND FORMULAS

- Beam diameter is to 50% of maximum footcandles, rounded to the nearest half-foot.
- Footcandle values are initial. Apply appropriate light loss factors where necessary.



KBR8 LED

LED Specification Bollard

Catalog
Number

Notes

Type

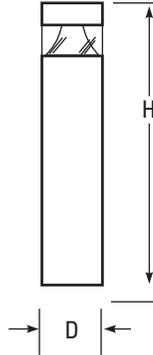
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Specifications

8" Round
(20.3 cm)

Height: 40"
(101.6 cm)

Weight (max): 27 lbs
(12.25 kg)



Introduction

The KBR8 Bollard is a stylish, fully integrated LED solution for walkways. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 70% in energy savings over comparable 100W metal halide luminaires, the KBR8 Bollard is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information

EXAMPLE: KBR8 LED 16C 700 40K SYM MVOLT DDBXD

KBR8 LED														
Series	LEDs	Drive current		Color temperature		Distribution		Voltage	Control options	Other options	Finish <i>(required)</i>			
KBR8 LED	Asymmetric 12C 12 LEDs ¹	350	350 mA	30K	3000 K	ASY	Asymmetric ¹	MVOLT ⁵	Shipped installed PE Photoelectric cell, button type	Shipped installed SF Single fuse (120, 277, 347V) ^{4,7}	DWHXD	White		
		450	450 mA ^{3,4}	40K	4000 K	SYM	Symmetric ²	120 ⁵			DNAXD	Natural aluminum		
		530	530 mA	50K	5000 K			208 ⁵			DDBXD	Dark bronze		
	Symmetric 16C 16 LEDs ²	700	700 mA	AMBPC	Amber phosphor converted			240 ⁵	DMG 0-10V dimming driver (no controls)	H24 24" overall height H30 30" overall height H36 36" overall height	DF Double fuse (208, 240V) ^{4,7}	DBLXD	Black	
				AMBLW	Amber limited wavelength ^{3,4}			277 ⁵				ELCW Emergency battery backup ⁶	DBBTXD	Textured dark bronze
								347 ⁴				FG Ground-fault festoon outlet	DBLBXD	Textured black
									L/AB Without anchor bolts (3 bolt base)	DNATXD	Textured natural aluminum			
									L/AB4 4 bolt retrofit base without anchor bolts ⁸	DWHGXD	Textured white			

Accessories

Ordered and shipped separately.

MRAB U Anchor bolts for KBR8 LED⁸

NOTES

- 1 Only available in the 12C, ASY version.
- 2 Only available in the 16C, SYM version.
- 3 Only available with 450 AMBLW version.
- 4 Not available with ELCW.
- 5 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
- 6 Not available with 347V. Not available with fusing. Not available with 450 AMBLW.
- 7 Single fuse (SF) requires 120, 277, or 347 voltage option. Double fuse (DF) requires 208 or 240 voltage option.
- 8 MRAB U not available with L/AB4 option.



Performance Data

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-480V +/- 10%.

Light Engines	Drive Current	System Watts	3000 K					4000 K					5000 K					Limited Wavelength Amber					
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	
Asymmetric 3 Engines (12 LEDs)	350	16	641	40	1	1	1	809	51	1	1	1	870	54	1	1	1						
	530	22	947	43	1	1	1	1,191	54	1	1	1	1,282	58	1	1	1						
	700	31	1,214	40	1	1	1	1,527	51	1	1	1	1,646	55	1	1	1						
	Amber 450	16																324	20	0	1	0	
Symmetric 4 Engines (16 LEDs)	350	20	888	44	1	0	0	1,116	56	1	0	0	1,203	60	1	0	0						
	530	28	1,254	45	1	0	0	1,598	57	1	0	1	1,719	61	1	0	1						
	700	39	1,608	41	1	0	1	2,022	52	1	0	1	2,180	56	2	0	1						
	Amber 450	20																374	19	0	0	0	

Note: Available with phosphor-converted amber LED's (nomenclature AMBPC). These LED's produce light with 97+% >530 nm. Output can be calculated by applying a 0.7 factor to 4000 K lumen values and photometric files.

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.00	0.98	0.97	0.95

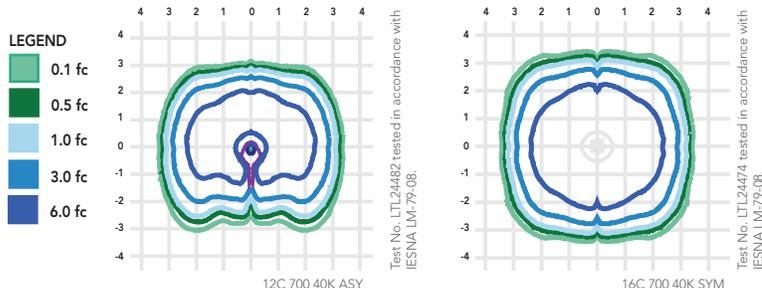
Electrical Load

Light Engines	Drive Current (mA)	System Watts	Current (A)				
			120	208	240	277	347
12C	350	16W	0.158	0.118	0.114	0.109	0.105
	530	22W	0.217	0.146	0.136	0.128	0.118
	700	31W	0.296	0.185	0.168	0.153	0.139
	Amber 450	16W	0.161	0.120	0.115	0.110	0.106
16C	350	20W	0.197	0.137	0.128	0.121	0.114
	530	28W	0.282	0.178	0.162	0.148	0.135
	700	39W	0.385	0.231	0.207	0.185	0.163
	Amber 450	20W	0.199	0.139	0.130	0.123	0.116

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [KBR8 Bollard homepage](#).

Isofootcandle plots for the KB LED Bollards. Distances are in units of mounting height (3').



FEATURES & SPECIFICATIONS

INTENDED USE

The rugged construction and clean lines of the KBA bollard is ideal for illuminating building entryways, walking paths, and pedestrian plazas, as well as any other location requiring a low mounting height light source with fully cutoff illumination.

CONSTRUCTION

One-piece 8-inch round extruded aluminum shaft with thick side walls for extreme durability, a high-impact clear acrylic lens and welded top cap. Die-cast aluminum mounting ring allows for easy leveling even in sloped locations and a full 360-degree rotation for precise alignment during installation. Three 1/2" x 11" anchor bolts with double nuts and washers and 3/4" bolt circle template ensure stability. Overall height is 42" standard.

FINISH

Exterior parts are protected by a zinc-infused super durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering for maximum retention of gloss and luster. A tightly controlled multi-stage process ensures a minimum 3-mil thickness for a finish that can withstand the elements without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Two fully cutoff optical distributions are available: symmetrical and asymmetrical. IP66 sealed LED light engine provides smoothly graduated illumination without any uplight. Light engines are available in standard 4000 K (>70 CRI) or optional 3000 K (>80 CRI) or 5000 K (67 CRI). Limited-wavelength amber LEDs are also available.

ELECTRICAL

Light engines consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (L95/100,000 hours at 700mA at 25°C). Class 2 electronic drivers are designed for an expected life of 100,000 hours with < 1% failure rate. Electrical components are mounted on a removable power tray.

LISTINGS

CSA certified to U.S. and Canadian standards. Light engines are IP66 rated. Rated for -40°C minimum ambient. Cold-weather emergency battery backup rated for -20°C minimum ambient.

WARRANTY

Five-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Specifications subject to change without notice.



DESCRIPTION

Monaco 3000 series is a small scale, versatile, LED, HID or incandescent inground illuminator for use with T4.5, T6, T3.5; PAR20 and PAR30 metal halide lamps or LED. The adjustable versions, 3000A, 3001A and 3002A provide up to 25° tilt and 360° rotation of the lamp beam allowing for precision aiming. The non-adjustable versions, 3000N, 3001N and 3002N provide a fixed uplight. The Monaco 3000 is ideal for uplighting building facades, trees, columns, and other interesting site features.

Catalog #		Type
Project		
Comments		Date
Prepared by		

SPECIFICATION FEATURES

Material

Recessed housing is constructed from corrosion-proof, injection molded polyphenylene sulfide (PPS). Trim ring is constructed from corrosion-resistant brass or stainless steel.

Finish

Painted trim rings are constructed from solid brass with a polyester powdercoat paint finish. A variety of standard colors is available. Machined natural brass or stainless steel trim rings are unpainted and available in either round or square forms. Brass will patina naturally over time.

Lens

Domed 1/2" thick tempered glass lens, factory sealed with high temperature gasket to prevent water intrusion. Suitable for drive-over applications to 5000 lbs.

Hardware

Stainless steel hardware is standard to provide maximum corrosion-resistance. Outer trim ring includes captive fasteners.

Electrical

LED fixtures include an integral, universal input driver (120V - 277V).

LED Light Engine

LED light engine is included and comes equipped with (7) 3-watt white LEDs. Factory configurable optics allow for four optical distributions. High CRI of 85 with excellent color consistency of +/-50K color temperature.

Dimming

The LED light engine is dimmable to 15% with electronic low voltage equipment (ELV dimmers need a neutral connection in the wall box).

Warranty

Lumière warrants its fixtures against defects in materials & workmanship for three (3) years. Driver carries the original manufacturer's warranty.

Recessed Housing

Recessed housing is provided with two 3/4 inch NPS threaded conduit entries. The recessed housing is available to ship in advance of complete fixture for rough-in purposes. Specify option -LBB and order recessed housing and accompanying components from below:

Recessed housing:
3000-BBR
3000-BBS

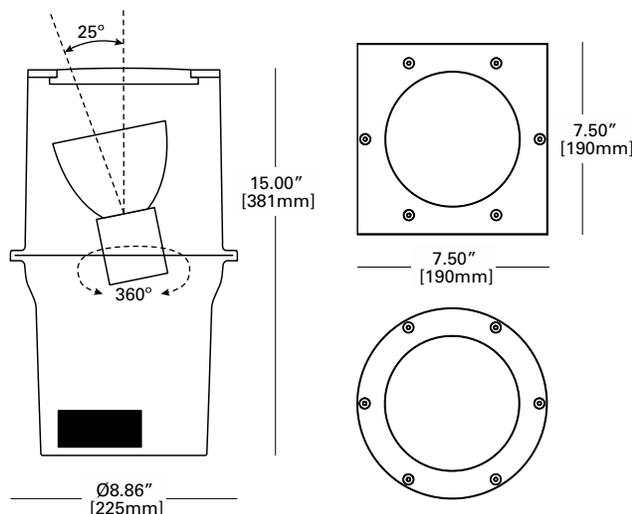
Recessed housing with fusing:
3000-BBR-FUS
3000-BBS-FUS



MONACO

3002A
LED

APPLICATIONS:
ADJUSTABLE INGROUND



CERTIFICATION DATA

UL and cUL Wet Location Listed
LM79 / LM80 Compliant
ROHS Compliant
IP67 Ingressed Protection Rated

TECHNICAL DATA

18 Watt Max. LED
40°C Maximum Temperature Rating

ORDERING INFORMATION

Sample Number: 3002A-RD-18LED3000-MFL-CLR-UNV-BZ

Series	Trim	Source	Distribution	Top Glass	Voltage	Finish ¹	Other
3002A=Monaco 3002 LED Adjustable Aiming	RD=Round SQ=Square	18LED3000=18W LED, 3000K, 85 CRI 18LED4000=18W LED, 4000K, 85 CRI	SP=9° Spot NFL=15° Narrow Flood MFL=25° Medium Flood WFL=40° Wide Flood	CLR=Clear Top Glass DIF=Diffuse Top Glass NSL=Non-Slip Lens	UNV=120-277V 50/60Hz, electronic driver	Painted BK=Black BZ=Bronze CS=City Silver VE=Verde WT=White Premium Material NSS=Natural Stainless Steel NBR=Natural Brass	LBB=Less Back Box FUS=Fusing

ACCESSORIES

Filters (4.95" Diameter)	Optical Lenses (4.95" Diameter)	Optical Louvers (4.95" Diameter)	Light Control	Electrical
F71-38 = Peach Dichroic F72-38 = Amber Dichroic F73-38 = Green Dichroic F74-38 = Medium Blue F75-38 = Yellow Dichroic F76-38 = Red Dichroic F77-38 = Dark Blue Dichroic F78-38 = Light Blue Dichroic F79-38 = Neutral Density Dichroic F80-38 = Magenta Dichroic F22-38 = Red Color F33-38 = Blue Color F44-38 = Green Color F55-38 = Yellow Color F66-38 = Mercury Vapor	LSL-38 =Linear Spread Lens (elongates standard beam spread) DIF-38 =Diffused Lens (provides even illumination) OSL-38 =Overall Spread Lens (increases standard beam spread)	LVR-38 =45° Hex Cell Louver (reduces glare)	3000-RG =Rock Guard 3000-SG =Straight Glare Shield	3000-FUS =Fusing Package

PHOTOMETRY

3002A-18LED3000-SP				
Test No.	P166840			
CCT	3000K			
Lumens	967 Lm			
Watts	16.6 W			
LPW	58.3 Lm/W			
Beam Angle	8.9°			
Field Angle	17.2°			
CBCP	30118 cd			
CONE OF LIGHT				
D	FC	L	W	
10'	301.2	1.4	1.4	
20'	75.3	3	3	
30'	33.5	4.6	4.6	
40'	18.8	6.2	6.2	

3002A-18LED3000-NFL				
Test No.	P166839			
CCT	3000K			
Lumens	971 Lm			
Watts	16.6 W			
LPW	58.5 Lm/W			
Beam Angle	13.9°			
Field Angle	24°			
CBCP	14995 cd			
CONE OF LIGHT				
D	FC	L	W	
10'	149.9	2.4	2.4	
20'	37.5	4.8	4.8	
30'	16.7	7.2	7.2	
40'	9.4	9.6	9.6	

3002A-18LED3000-MFL				
Test No.	P166838			
CCT	3000K			
Lumens	912 Lm			
Watts	16.6 W			
LPW	55.5 Lm/W			
Beam Angle	22.8°			
Field Angle	48.7°			
CBCP	4010 cd			
CONE OF LIGHT				
D	FC	L	W	
10'	40.1	3.8	3.8	
20'	10	7.6	7.6	
30'	4.5	11.4	11.4	
40'	2.5	15.2	15.2	

3002A-18LED3000-WFL				
Test No.	P166841			
CCT	3000K			
Lumens	947 Lm			
Watts	16.6 W			
LPW	57.0 Lm/W			
Beam Angle	36.2°			
Field Angle	53.2°			
CBCP	2674 cd			
CONE OF LIGHT				
D	FC	L	W	
10'	26.7	6	6	
20'	6.7	12	12	
30'	3	18	18	
40'	1.7	23.4	23.4	

3002A-18LED4000-SP				
Test No.	P166844			
CCT	4000K			
Lumens	1113 Lm			
Watts	16.7 W			
LPW	66.6 Lm/W			
Beam Angle	8.9°			
Field Angle	17.4°			
CBCP	34797 cd			
CONE OF LIGHT				
D	FC	L	W	
10'	348	1.4	1.4	
20'	87	3	3	
30'	38.7	4.6	4.6	
40'	21.7	6	6	

3002A-18LED4000-NFL				
Test No.	P166843			
CCT	4000K			
Lumens	1130 Lm			
Watts	16.6 W			
LPW	68.1 Lm/W			
Beam Angle	14.1°			
Field Angle	24.2°			
CBCP	17220 cd			
CONE OF LIGHT				
D	FC	L	W	
10'	172.2	2.4	2.4	
20'	43.1	4.8	4.8	
30'	19.1	7.2	7.2	
40'	10.8	9	9	

3002A-18LED4000-MFL				
Test No.	P166842			
CCT	4000K			
Lumens	964 Lm			
Watts	16.6 W			
LPW	58.1 Lm/W			
Beam Angle	21.3°			
Field Angle	46.2°			
CBCP	4753 cd			
CONE OF LIGHT				
D	FC	L	W	
10'	47.5	3.4	3.4	
20'	11.9	7	7	
30'	5.3	10.6	10.6	
40'	3	14.2	14.2	

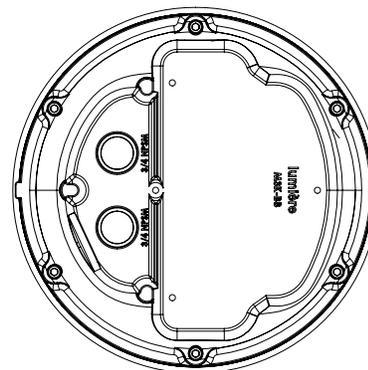
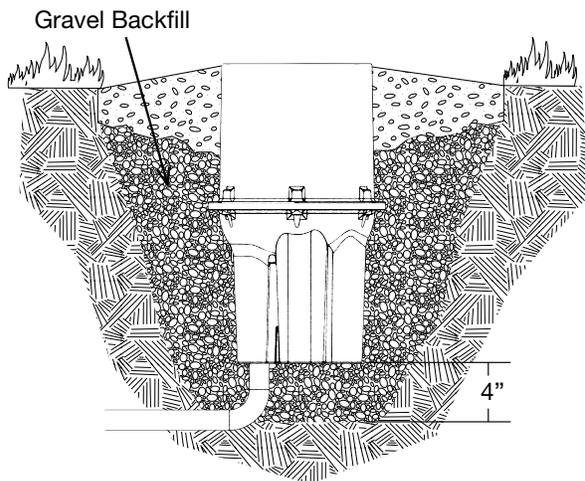
3002A-18LED4000-WFL				
Test No.	P166845			
CCT	4000K			
Lumens	1070 Lm			
Watts	16.7 W			
LPW	64.0 Lm/W			
Beam Angle	36°			
Field Angle	53.8°			
CBCP	2880 cd			
CONE OF LIGHT				
D	FC	L	W	
10'	28.8	5.8	5.8	
20'	7.2	11.8	11.8	
30'	3.2	17.8	17.8	
40'	1.8	23.4	23.4	

TECHNICAL NOTES

INSTALLATION NOTES

Caution: To prevent water, dirt and debris from collecting, install fixture to allow runoff. Do not install fixture in areas where water can collect for long periods of time. Appropriate drainage must be provided.

Excavated hole must be approximately 15" in diameter by 20" in depth. Fixture must be installed with a minimum 4" depth of pea gravel or equivalent drainage base. Backfill an additional 8" depth of pea gravel on lower portion of fixture for soil stability. For more detailed installation instructions and warnings consult factory.



Bottom view of recessed housing showing two 3/4 inch NPS conduit entries.



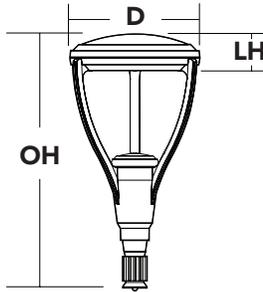
MRP LED

LED Area Luminaire



Specifications

EPA:	1.125 ft ² (0.105 m ²)
Luminaire Height:	6-3/8" (16.2 cm)
Overall Height:	32" (81.3 cm)
Diameter:	18" (45.7 cm)
Weight (max):	37.5 lbs (17 kg)



Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The Omero™ family of luminaires blends a traditional round dayform with contemporary, low-profile styling to accent architectural elements in a variety of applications.

The MRP LED combines the latest in LED technology with the designer aesthetic of the Omero™ family for stylish, high-performance illumination that lasts. The MRP LED is ideal for replacing 100-250W metal halide in area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: MRP LED 42C 700 40K SR5 MVOLT DDBXD

MRP LED	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting
MRP LED	42C 42 LEDs (one engine)	530 530mA 700 700mA 1000 1000mA (1A)	30K 3000K 40K 4000K 50K 5000K	SR2 Type II SR3 Type III SR4 Type IV SR5 Type V	MVOLT ¹ 277 ¹ 120 ¹ 347 208 ¹ 480 240 ¹	Shipped included (blank) Fits 4"OD round pole Shipped separately² MRPT20 2-3/8" tenon slipfitter MRPT25 2-7/8" tenon slipfitter MRPT30 3-1/2" tenon slipfitter MRPT35 4" tenon slipfitter MRPF3 3"OD round pole adapter MRPF5 5"OD round pole adapter ³
Control options				Other options		Finish (required)
Shipped installed PER NEMA twist-lock receptacle only (no controls) PNMTDD3 Part night, dim till dawn ⁷ PER5 Five-wire receptacle only (no controls) ⁴ PNMT5D3 Part night, dim 5 hrs ⁷ PER7 Seven-wire receptacle only (no controls) ⁴ PNMT6D3 Part night, dim 6 hrs ⁷ DMG 0-10V dimming driver (no controls) ⁵ PNMT7D3 Part night, dim 7 hrs ⁷ BL30 Bi-level switched dimming, 30% ^{6,7} BL50 Bi-level switched dimming, 50% ^{6,7}				SF Single fuse (120, 277, 347V) ¹ DF Double fuse (208, 240, 480V) ¹ DFL Diffusing lens		DDBXD Dark bronze DDBTXD Textured dark bronze DBLXD Black DBLBXD Textured black DNAXD Natural aluminum DNATXD Textured natural aluminum DWHXD White DWHGXD Textured white

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ⁸
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ⁸
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ⁸
SCU	Shorting cap ⁸
MRPT20 DDBXD U	2-3/8" tenon slipfitter (specify finish)
MRPT25 DDBXD U	2-7/8" tenon slipfitter (specify finish)
MRPT30 DDBXD U	3-1/2" tenon slipfitter (specify finish)
MRPT35 DDBXD U	4" tenon slipfitter (specify finish)
MRPF3 DDBXD U	3"OD round pole adapter (specify finish)
MRPF5 DDBXD U	5"OD round pole adapter (specify finish) ³

For more control options, visit [DTL](#) and [ROAM](#) online.

NOTES

- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Single fuse (SF) requires 120 or 277 voltage option. Double fuse (DF) requires 208 or 240 voltage option.
- Also available as a separate accessory; see Accessories information at left.
- Maximum pole wall thickness is 0.156".
- If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls.
- Not available with 347 or 480V.
- Requires an additional switched line.
- Dimming driver standard. Not available with 347V, 480V, SF, DF, PER5 or PER7.
- Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item.



Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	40 K (4000 K, 70 CRI)				
				Lumens	B	U	G	LPW
42C (42 LEDs)	530	75W	SR2	6,605	1	2	1	88
			SR3	6,581	1	1	2	88
			SR4	6,537	1	1	2	87
			SR5	6,959	3	1	3	93
	700	100W	SR2	8,026	2	2	2	80
			SR3	7,997	1	2	2	80
			SR4	7,943	1	2	2	79
			SR5	8,456	3	2	3	85
	1000	151W	SR2	9,885	2	2	2	65
			SR3	9,848	2	2	2	65
			SR4	9,782	2	2	2	65
			SR5	10,414	4	2	4	69

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.06
10°C	50°F	1.04
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.96

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **MRP LED 42C 700** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

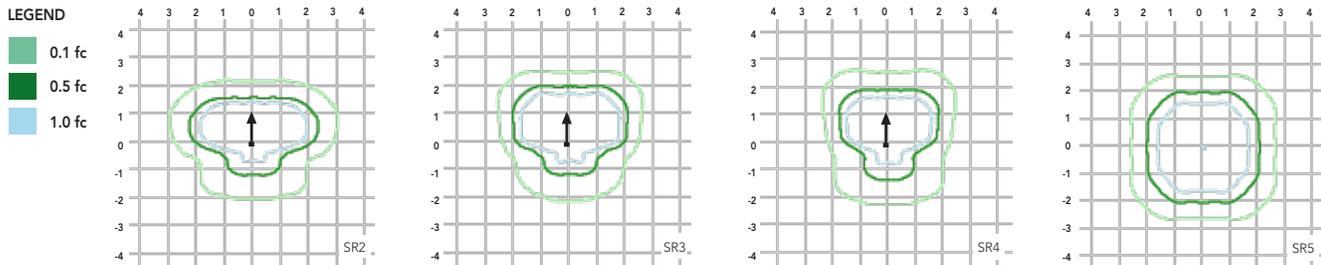
To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.96	0.92	0.85

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [MRP LED homepage](#).

Isofootcandle plots are considered to be representative of available optical distributions.



FEATURES & SPECIFICATIONS

INTENDED USE

Streets, walkways, parking lots and surrounding areas.

CONSTRUCTION

Single-piece die-cast aluminum housing with nominal wall thickness of .012". Die-cast top access doorframe has impact-resistant, tempered glass lens (3/16" thick). Doorframe is fully gasketed with one-piece tubular silicone.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Standard Super Durable colors include dark bronze, black, natural aluminum and white. Available in textured and non-textured finishes.

OPTICS

Precision acrylic refractive optics for optimum light distribution through the flat glass lens. Light engines are available in standard 4000K or optional 3000K or 5000K (70 CRI) configurations.

ELECTRICAL

Light engine consists of 42 high-efficacy LEDs mounted to a metal-core circuit board and aluminum heat sink, ensuring optimal thermal management and long life. Class 1 electronic driver has a power factor >90%, THD <20%, and has an expected life of 100,000 hours with <1% failure rate. Easily-serviceable surge protection device meets a minimum Category C Low for operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Standard post-top mounting configuration fits into a 4" OD open pole top (round pole only). Multiple options and accessories are available for other mounting needs.

LISTINGS

CSA certified to U.S. and Canadian standards. Luminaire is IP65 rated. Rated for -40°C minimum ambient. **U.S. Patent No. D556,357.**

WARRANTY

Five year limited warranty. Full warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.



APPENDIX H

Economic Development Resources / References

American Trails Magazine, Summer 2011 - Economic Benefits of Trails
Trail Towns Benefit from Visitor Spending
Shasta Living Streets – Supporting Community Values

American Trails: The Economic Benefits of Recreational Trails

Advocacy Advance, July 2012 - Bicycling Means Business

Complete Streets: Guide to Answering the Costs Question

Active Living Research: The Economic Benefits of Open Space, Recreation Facilities and Walkable Community Design, May 2012

Omaha Recreational Trails: Their Effect of Property Values and Public Safety, June 2000

Greenways Stimulate Economic Development (City of Greensboro pamphlet for greenway improvements)

Rails to Trails Conservancy, Trails and Economic Development, August 2007

AARP – 10 Ways Bicycle-Friendly Streets are Good For People Who Don't Ride Bicycles

Walk Score Data Services: Walkability, Real Estates, and Public Health Data

Greenways Inc. – Benefits of Greenways (web site) <http://www.greenways.com/benefits-of-greenways>

American Trails – Economic Benefits of Trails, Jan 2011

Walking the Walk – How Walkability Raises Home Values in U.S. Cities, Aug 2009

APPENDIX I

Opinion of Probable Costs

Priority 1 - 11' Shared Use Pathway from Adams Street to Garfield Street, south side of Snowy Range Road

Description	Unit	Estimated Quantity	Estimated Unit Cost	Estimated Total Cost
Contract Bond (1%)	LS	Lump Sum	\$ 6,150.00	\$ 6,150.00
Mobilization (10%)	LS	Lump Sum	\$ 62,100.00	\$ 62,100.00
Traffic Control	LS	Lump Sum	\$ 18,000.00	\$ 18,000.00
Erosion Control and Storm Water Management	LS	Lump Sum	\$ 10,000.00	\$ 10,000.00
Unclassified Excavation	CY	1070	\$ 15.00	\$ 16,050.00
Import Fill	CY	2120	\$ 20.00	\$ 42,400.00
Removal of Concrete Sidewalk	SY	340	\$ 6.50	\$ 2,210.00
Remove and Replace Fence (Along UW property where grading will be required)	LF	1300	\$ 5.25	\$ 6,825.00
Crushed Base - 6" under path	TON	1080	\$ 22.00	\$ 23,760.00
6" Concrete Path	SF	28910	\$ 7.50	\$ 216,825.00
Detectable Warning Plates	SF	180	\$ 50.00	\$ 9,000.00
Thermoplastic Pavement Markings - Crosswalks (New installation on Garfield St, replace at I-80 ramps)	SF	390	\$ 22.00	\$ 8,580.00
Pedestrian Push Button with Warning Lights (at Garfield Street mid-block crossing)	EA	2	\$ 8,000.00	\$ 16,000.00
Extend Culvert Under Pathway	EA	1	\$ 800.00	\$ 800.00
Seeding - Dry Land Mix (Assumes that landscaping beautification will be concurrent. Seeding is only from McCue to Garfield.)	AC	0.6	\$ 2,500.00	\$ 1,500.00
Block Wall Under I-80 Bridge:				
Removal of Bridge Slope Paving	SY	600	\$ 10.00	\$ 6,000.00
Dry Excavation	CY	2490	\$ 33.00	\$ 82,170.00
Crusher Run Sub-Base	CY	190	\$ 46.00	\$ 8,740.00
Precast Wall Component System (MSE Block Wall)	SF	4800	\$ 30.00	\$ 144,000.00
Remove and Replace Deck Drain Outlet Pan	EA	2	\$ 600.00	\$ 1,200.00

Total \$ 682,310.00
 12% Engineering Design \$ 82,000.00
 15% Contingency \$ 114,650.00

TOTAL ESTIMATED COST: PRIORITY 1 - SHARED USE PATHWAY (GARFIELD ST. TO ADAMS ST.) \$ 878,960.00

Amenities:

Description	Unit	Estimated Quantity	Estimated Unit Cost	Estimated Total Cost
Bench* - assume 5: at connection to greenbelt trail, one at each of the 4 art installations near the UW Veterinary Lab	EA	3	\$ 2,300.00	\$ 6,900.00
Trash Receptacle* - assume 6: one by each bench and one at Adams Street	EA	6	\$ 1,300.00	\$ 7,800.00
Way Finding Signage	EA	4	\$ 1,200.00	\$ 4,800.00
Lighting (Two Options):				
Bollard Lighting - fixture spacing = 25', from Garfield St. to east-bound I-80 ramps	EA	86	\$ 2,175.00	\$ 187,050.00
--OR--				
Pedestrian Lighting - fixture spacing = 75', from Garfield St. to east-bound I-80 ramps	EA	28	\$ 7,850.00	\$ 219,800.00

* Note: Estimated bench and trash receptacle unit costs are based on contractor purchase and install, including a concrete pad under each item.

Priority 1 - On-Street Bicycle Lanes

Description	Unit	Estimated Quantity	Estimated Unit Cost	Estimated Total Cost
Contract Bond (1%)	LS	Lump Sum	\$ 780.00	\$ 780.00
Mobilization (10%)	LS	Lump Sum	\$ 7,900.00	\$ 7,900.00
Traffic Control	LS	Lump Sum	\$ 10,000.00	\$ 10,000.00
Epoxy Pavement Line - 6" Solid White	LF	5903	\$ 1.25	\$ 7,378.75
Epoxy Pavement Line - 6" Skip White	LF	80	\$ 1.25	\$ 100.00
Pavement Marking, MMA Acrylic, Bike Lane Green at 130/230 Intersection	SF	405	\$ 10.00	\$ 4,050.00
Pavement Marking, MMA Acrylic, Bike Lane Green at each driveway	SF	5310	\$ 10.00	\$ 53,100.00
Bike Lane Symbol	EA	19	\$ 150.00	\$ 2,850.00

Total \$ 86,158.75
15% Contingency \$ 12,923.81

TOTAL ESTIMATED COST: PRIORITY 1 - ON-STREET BICYCLE LANES \$ 99,082.56

Priority 2 - 8' Separated Pathway from Adams Street to Colorado Avenue, south side of Snowy Range Road

Description	Unit	Estimated Quantity	Estimated Unit Cost	Estimated Total Cost
Contract Bond (1%)	LS	Lump Sum	\$ 3,100.00	\$ 3,100.00
Mobilization (10%)	LS	Lump Sum	\$ 31,300.00	\$ 31,300.00
Traffic Control	LS	Lump Sum	\$ 22,000.00	\$ 22,000.00
Erosion Control and Storm Water Management	LS	Lump Sum	\$ 10,000.00	\$ 10,000.00
Unclassified Excavation	CY	540	\$ 15.00	\$ 8,100.00
Removal of Concrete Sidewalk & Approaches	SY	1550	\$ 6.50	\$ 10,075.00
Remove and Reset Chain link Fence (SE corner Colorado and Snowy Range Road)	LF	100	\$ 4.25	\$ 425.00
Remove and Reset Industrial Fence (Fat Boys)	LF	220	\$ 12.00	\$ 2,640.00
Crushed Base - 6" under path & approaches	TON	720	\$ 22.00	\$ 15,840.00
6" Concrete Path	SF	14200	\$ 7.50	\$ 106,500.00
8" Concrete Approach	SF	5000	\$ 8.00	\$ 40,000.00
Detectable Warning Plates	SF	200	\$ 50.00	\$ 10,000.00
Asphalt Patching - Assume 2' wide at each approach and parking lot, includes saw cut, removal of asphalt and 6" of crushed base	SY	170	\$ 55.00	\$ 9,350.00
Remove and Rebuilt Steps - at south east corner of Buchanan St. and Snowy Range Road	LS	Lump Sum	\$ 650.00	\$ 650.00
Landscape Buffer - includes 12" topsoil and plantings (See Note 1)	SF	3520	\$ 12.00	\$ 42,240.00
Repair Irrigation at McDonalds property	LS	Lump Sum	\$ 1,600.00	\$ 1,600.00
Relocate Utility Drop Pole (See Note 2)	EA	3	\$ 5,000.00	\$ 15,000.00
Relocate COBRA Head Light Pole	EA	1	\$ 1,800.00	\$ 1,800.00
Remove and Replace No Parking Sign	EA	12	\$ 250.00	\$ 3,000.00
Remove Mailbox Installation and Reinstall on New Bracket	EA	2	\$ 850.00	\$ 1,700.00
Private Sign Relocation	EA	2	\$ 1,100.00	\$ 2,200.00
Relocate WYDOT Sign	EA	2	\$ 1,200.00	\$ 2,400.00
Relocate Utility Meter	EA	1	\$ 850.00	\$ 850.00
Trim Trees / Shrubs	LS	Lump Sum	\$ 600.00	\$ 600.00
Sod Replacement (at McDonalds)	SF	2010	\$ 0.90	\$ 1,809.00
Seeding - Dry Land Mix	AC	0.1	\$ 2,500.00	\$ 250.00

Total \$ 343,429.00
 12% Engineering Design \$ 42,000.00
 15% Contingency \$ 57,820.00

TOTAL ESTIMATED COST: PRIORITY 2 - SEPARATED PATHWAY ADAMS ST. TO COLORADO AVE. \$ 443,249.00

NOTES:

- Planting strips will require watering during the first year, until establishment. Cost of watering has not been included. Plantings are estimated based on a 1 QT container spaced every 18" O.C.
- Cost of utility drop pole relocations is dependent on size of pole and number and type of utilities on each individual pole. Estimated unit cost is approximate.
- Cost of easements has not been included

Amenities:

Description	Unit	Estimated Quantity	Estimated Unit Cost	Estimated Total Cost
Bench* - assume 1: at Colorado Avenue	EA	1	\$ 2,300.00	\$ 2,300.00
Trash Receptacle* - assume 2: Colorado Avenue and Adams Street	EA	2	\$ 1,300.00	\$ 2,600.00
Way Finding Signage	EA	1	\$ 1,200.00	\$ 1,200.00
Lighting (Two Options):				
Bollard Lighting - fixture spacing = 25', assume 14 per block for 6 blocks, Adams St. to Colorado Ave.	EA	84	\$ 2,175.00	\$ 182,700.00
--OR--				
Pedestrian Lighting - fixture spacing = 75', assume 4 per block for 6 blocks, Adams St. to Colorado Ave.	EA	24	\$ 7,850.00	\$ 188,400.00

* Note: Estimated bench and trash receptacle unit costs are based on contractor purchase and install, including a concrete pad under each item.

Priority 3 - 11' Shared Use Pathway on north side of Snowy Range Road from west bound I-80 ramps to Adams, then on East side of Adams Street to Madison Street, under I-80, Across McCue to Greenbelt

Description	Unit	Estimated Quantity	Estimated Unit Cost	Estimated Total Cost
Contract Bond (1%)	LS	Lump Sum	\$ 9,040.00	\$ 9,040.00
Mobilization (10%)	LS	Lump Sum	\$ 91,300.00	\$ 91,300.00
Traffic Control	LS	Lump Sum	\$ 10,000.00	\$ 10,000.00
Erosion Control and Storm Water Management	LS	Lump Sum	\$ 10,000.00	\$ 10,000.00
Unclassified Excavation	CY	4480	\$ 15.00	\$ 67,200.00
Removal of Concrete Sidewalk	SY	370	\$ 6.50	\$ 2,405.00
Crushed Base - 6" under path	TON	2370	\$ 22.00	\$ 52,140.00
6" Concrete Path	SF	63800	\$ 7.50	\$ 478,500.00
Detectable Warning Plates	SF	120	\$ 50.00	\$ 6,000.00
Thermoplastic Pavement Markings - Crosswalks (New installations across Snowy Range Road at westbound ramps, across ramps, and across McCue St.)	SF	645	\$ 22.00	\$ 14,190.00
Pedestrian Push Button with Warning Lights (at McCue mid-block crossing)	EA	2	\$ 8,000.00	\$ 16,000.00
Traffic Signal Upgrades - Pedestrian push buttons (2), Signal Face (2) and Wiring	LS	Lump Sum	\$ 1,350.00	\$ 1,350.00
Signage at Historical RR Crossing	EA	1	\$ 1,200.00	\$ 1,200.00
Extend Culvert Under Pathway	EA	1	\$800	\$ 800.00
Seeding - Dry Land Mix	AC	0.6	\$2,500	\$ 1,500.00
Block Wall Under I-80 Bridge:				
Removal of Bridge Slope Paving	SY	600	\$ 10.00	\$ 6,000.00
Dry Excavation	CY	2490	\$ 33.00	\$ 82,170.00
Crusher Run Sub-Base	CY	190	\$ 46.00	\$ 8,740.00
Precast Wall Component System (MSE Block Wall)	SF	4800	\$ 30.00	\$ 144,000.00
Remove and Replace Deck Drain Outlet Pan	EA	2	\$ 600.00	\$ 1,200.00

Total \$ 1,003,735.00
 12% Engineering Design \$ 121,000.00
 15% Contingency \$ 168,720.00

TOTAL ESTIMATED COST: PRIORITY 3 - SHARED USE PATH UP ADAMS TO MADISON STREET AND EAST TO LARAMIE RIVER GREENBELT TRAIL \$ 1,293,455.00

Amenities:

Description	Unit	Estimated Quantity	Estimated Unit Cost	Estimated Total Cost
Bench* - assume 3: corner of Adams and Snowy Range Road, at historic railroad underpass, and at connection to greenbelt trail	EA	3	\$ 2,300.00	\$ 6,900.00
Trash Receptacle* - assume 3: one by each bench	EA	3	\$ 1,300.00	\$ 3,900.00
Way Finding Signage	EA	3	\$ 1,200.00	\$ 3,600.00

* Note: Estimated bench and trash receptacle unit costs are based on contractor purchase and install, including a concrete pad under each item.

Landscaping Beautification at Highway 130/230 "Y" and Interstate-80 gateway areas as shown on Sheet L01

Description	Unit	Estimated Quantity	Estimated Unit Cost	Estimated Total Cost
Contract Bond (1%)	LS	Lump Sum	\$ 2,950.00	\$ 2,950.00
Mobilization (10%)	LS	Lump Sum	\$ 29,800.00	\$ 29,800.00
Traffic Control	LS	Lump Sum	\$ 5,000.00	\$ 5,000.00
Erosion Control and Storm Water Management	LS	Lump Sum	\$ 13,860.00	\$ 13,860.00
Clearing and Grubbing	SF	343780	\$ 0.15	\$ 51,567.00
Restoration Prep (Includes fine grading, topsoil and soil amendments as needed)	SY	38198	\$ 3.00	\$ 114,594.00
No-Mow Lawn Seeding	SY	1860	\$ 2.00	\$ 3,720.00
Shade Tree	EA	48	\$ 315.00	\$ 15,120.00
Shrub	EA	501	\$ 30.00	\$ 15,030.00
Prairie Seeding	AC	8	\$ 3,500.00	\$ 28,000.00
Vegetation Establishment and First Year Maintenance (Includes watering as needed for establishment, mowing 1-3x per year to prevent weeds and invasive species from going to seed, and spot treatment with herbicide or manual removal of invasive species as needed.)	AC	8	\$ 6,000.00	\$ 48,000.00

Total \$ 327,641.00
15% Contingency \$ 49,150.00

TOTAL ESTIMATED COST: LANDSCAPING BEAUTIFICATION \$ 376,791.00

The landscape beautification concept shown on Sheet L01 of the Feasibility Study consists of 8 acres total. The landscaping shown at the Highway 130/230 "Y" Intersection is 0.2 acres. The remainder is at the I-80 / Snowy Range Road gateway area.

Including the contingency and all items listed above, the cost for landscaping beautification is \$47,100 per acre (\$9.75 per square yard). However, piecing out the landscaping areas into smaller sections will likely result in higher unit costs from contractors as compared to an 8 acre site/project.

The conceptual plan, shown on Sheets C01, C02, and C03 of the Feasibility Study show additional beautification areas on either side of Snowy Range Road, east of the Interstate-80 right of way. The breakdown of landscaping beautification costs per square yard for these areas is listed below.

Location	Area (SY)	Total Estimated Cost
South side of Snowy Range Road, UW Veterinary Lab frontage to access road opposite of McCue Street (Note that this area is planned for art installations.)	3755	\$ 36,611.25

South side of Snowy Range Road, access road opposite of McCue Street to Garfield Street (Note that the majority of this area has a steep slope between the edge of Snowy Range Road and the ROW fence. This is likely not an ideal location for tree and shrub plantings.)	1602	\$ 15,619.50
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North side of Snowy Range Road, east of I-80 ROW to McCue Street (Note that this area has several existing small diameter trees. Landscaping beautification costs will likely be lower in this area as the square yardage unit cost includes trees.)	2444	\$ 23,829.00
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North side of Snowy Range Road from McCue Street to Wyoming Territorial Park main entrance	2152	\$ 20,982.00
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