

CITY OF MILLS – PLANNING DEPT.

Wyoming Classical Academy Expansion



Development Plan Review
Finding and Considerations

Development Plan Review –

A development plan review is an elevated site plan review process for larger commercial, industrial, or multi-family residential developments; enlargement of a parking lot or storage area; and additions over 5,000 square feet.

Development plans are reviewed through Review Process 3.

Table 10.10-1
Procedural Types and Review Processes

Action	Administrative		City Council
	Process 1	Process 2	Process 3
Pre-Application Meeting	None	Recommended	Recommended
Notification Requirement (Section 10.20)	None	Required	Required
Public Hearing (Section 10.70)	None	Required if Elevated to Planning Commission	Required
Recommendation Review	Applicable Director	Applicable Director/Planning Commission	Planning Commission
Decision-Maker	Applicable Director	Applicable Director/City Council	City Council
Administrative Appeal	City Council	City Council	None
Judicial Appeal	District Court	District Court	District Court

The development plan review process determines whether a development requires additional site and design considerations beyond the minimum standards.

Site Plans –

The purpose of a site plan is to determine whether proposed construction meets all zoning requirements or if it requires additional site and design considerations beyond the minimum standards.

Applicability –

A development plan is a plot plan of the entire area to be developed. It shows the location and size of buildings, the area of land under consideration, and includes items such as street names and widths, parking area size, and landscape offerings.

A development plan review is required for: Public or private schools

Approval Criteria –

A development plan shall be approved if the plan is found to satisfy the standards of this section, including the following:

- Compatibility with the goals and policies of all plans currently adopted by the city council.
- Promoting the efficient use of land by means of a sound arrangement of buildings, safe and functional points of access, well-planned parking circulation systems, and adequate sidewalks and pathways for pedestrians.
- Providing for landscaping and, within multi-family housing complexes, open space such as, but not limited to, bicycle paths, playground areas, courtyards, areas for active recreation, landscaping, gardens, walks, outdoor seating, picnic areas, and similar open space.

Required Features –

- A. A drainage plan showing surface drainage and the effect surface drainage will have on the area under consideration and all abutting public and private property.
- B. For developments generating more than seventy-five vehicle trips per peak hour period, a traffic study shall be prepared by a Licensed Wyoming Engineer. Based on the results of the study, the applicant shall be required, by the council, to contribute a proportionate share of off-site traffic controls impacted by the project. Contributions shall be expressed and memorialized in the approved Development Plan Agreement.
- C. A landscaping plan and buffering plan for areas of transition between all commercial and residential areas, as required.

Conditions –

The City Council may require modifications to plans in whole or in part and may condition the development plan review to ensure specific design features, construction materials, and conformance with all applicable Regulations.

- As a condition of approval, the Applicant shall enter into a Development Plan Agreement executed by the City Council and the Applicant.
- An approved Development Plan shall be forwarded to the Building Official by the City Planner prior to the Building Official issuing any building permits

Request –

Wyoming Classical Academy (WCA) requests Development Plan approval for Phase II of its existing charter school campus at 6389 Poison Spider Lane. Phase II expands the school from grades K–9 to K–12. Development Plan review is required under Title 17 - 10.40(3)(j) (public or private schools) and 10.40(3)(k) (creation or enlargement of off-street parking lots). The addition also exceeds the 5,000 sq. ft. threshold noted in 10.40(1).

Under Table 10.10-1, a Review Process 3 application goes to the Planning & Zoning Commission for a recommendation, then to City Council for the final decision. City Council may require modifications and attach conditions (10.40(8)), and approval requires a Development Plan Agreement between the Applicant and the City (10.40(8)(a)).

Project Description –

Phase II improvements shown on the 8/28/2026 revised civil sheets include:

- **Building addition:** approximately 16,384 sq. ft. attached to the west side of the existing school, 38 ft. in height, adding 17 high school classrooms.
- **Enrollment:** 410 students today, growing to 650 students at full build-out (per the Traffic Impact Study).
- **Parking:** a new 176-stall lot north of the addition (3 accessible stalls shown), bringing campus parking to 274 stalls with the existing 98-stall lot.
- **Circulation:** a 26-ft. drive lane along the west property line and a new 24-ft. drive lane south of the addition that loops to the existing hard-surface play area, which serves as the fire lane. The loop also holds the double-stacked car line.
- **Poison Spider Lane frontage:** 7 ft. of widening, curb and gutter, and a 5-ft. park strip along the site frontage (Sheet C500).
- **Utilities:** a new fire hydrant south of the addition fed by a 6-in. C900 fire line from the 8-in. main on the east boundary, plus an 8-in. stub for future connection (Sheets C400/C401).
- **Drainage:** a new M1 inlet on the Poison Spider Lane ditch culvert and a 16-in. outlet restriction on the existing pond (CEPI Drainage Study, 9/30/2026).
- **Site amenities:** a new asphalt play area (basketball court) south of the addition.

Future phases (not part of this approval): the plans also show a gymnasium/cafeteria/auditorium, track and football field, bleachers, concessions and restrooms, pickleball and tennis courts, playgrounds, trails, and retaining walls. These are labeled "future" and are addressed in Condition 4.

Documents Reviewed –

Document	Prepared By
Civil sheets C001, C200, C201, C301, C400, C401, C500, C701 (City Review 1 revisions)	Silverpeak Engineering
Overall Grading/Drainage Plan (C300) and Overall Utility Plan with culvert and pond adjustments (C400)	Silverpeak Engineering
Site Review 1 Response Letter	Silverpeak Engineering
Traffic Impact Study (sealed, Wyoming PE No. 18609)	Hales Engineering
Storm Water Drainage Study (Project 26-014)	CEPI
Landscape Plan, Sheet L1.0 (marked "Preliminary")	CEPI
Electrical plans E001–E602, including Electrical Site Plan (E101), Photometric Site Plan (E102), and Luminaire Schedule (E501); sealed by a Wyoming PE	Alder Electric (Silverpeak set, Project 26084.01)
Title 17 — Land Development Regulations	City of Mills

Review History –

Staff issued Site Review 1 comments on 8/21/2026. The Applicant responded on 8/28/2026 with revised civil sheets and later submitted the Traffic Impact Study, the Drainage Study, and the lighting plan. Items resolved in that round:

- **Parking lot islands:** Interior landscape islands have been added to the revised layout (40.40(7)(d)).
- **Two-way aisles:** Revised to 25 ft. minimum (40.10(3)(a)(iv)).
- **Frontage improvements:** Poison Spider Lane widening, curb and gutter, and a 5-ft. park strip are now shown (Sheet C500).
- **Athletic facility setbacks:** Future track and field areas now show 100-ft. front/rear and 75-ft. side setbacks, consistent with the Recreation Facility standards in the UA chart.
- **Fire apparatus access:** Instead of a turnaround, the Applicant connects the new drive lane to the existing hard-surface play area to form a loop. Staff and the Fire Chief accept this, provided the fire lane is striped and kept unobstructed (Condition 12).

Sections 5 through 7 address the remaining open items and carry them forward as conditions of approval.

Title 17 Compliance Summary –

Status key:

Complies = meets the standard as submitted

Condition = can meet the standard through the listed condition

Does not comply = revision required (carried as a condition)

Future phase = deferred to separate approval.

Standard	Requirement	Proposed / Finding	Status
Use — UA Use District Chart	School, Public or Private: permitted, Review Process 1; Development Plan required by §10.40(3)(j)	Expansion of existing school	Complies
Minimum lot size — UA chart	20 acres	20.52 ac shown; relies on a replat that has not been recorded	Condition
Setbacks — UA chart, note 3	50 ft. front/side/rear (schools over 50 students)	50-ft. setbacks shown on C200/C201	Complies
Maximum height — UA chart	100 ft.	38 ft.	Complies
Maximum lot coverage — UA chart	35%	About 5% (40,358 sq. ft. total building footprint)	Complies
Parking count — Table 40.10-1	2/elem. classroom, 4/jr. high classroom, 8/high school classroom = 202 stalls	274 stalls (98 existing + 176 new)	Complies
Stall dimensions — Table 40.10-2; §40.10(3)(a)(iii)	90°: 10 ft. × 24 ft.; depth may drop to 21.5 ft. with permanent curb stops	9 ft. × 18 ft. shown	Does not comply

Standard	Requirement	Proposed / Finding	Status
Two-way aisle — §40.10(3)(a)(iv)	25 ft. minimum	25 ft. shown	Complies
Accessible parking — §40.10(4); IBC 1106.1	Counted per parking facility: 151–200 stalls requires 6, including 1 van-accessible	3 accessible stalls in the new 176-stall lot	Does not comply
Parking lot lighting — §40.10(8); §40.35	Shielded, directed away from residential	17-ft. pole-mounted LED area lights with forward-throw optics; see Section 6.5	Condition
Traffic study — §10.40(7)(f)	Required above 75 peak-hour trips; prepared by a Wyoming PE	160 AM / 96 PM new trips; TIS sealed by a Wyoming PE	Complies
Off-site proportionate share — §10.40(7)(f)	Share of impacted off-site traffic controls, memorialized in the DPA	Poison Spider Lane / Robertson Road signal	Condition
Drainage plan — §10.40(7)(e); §10.40(2)(g)	Show surface drainage and its effect on the site and abutting property	Study does not analyze ditch/culvert capacity or pond routing	Condition
Landscape plan — §40.40(3), (4)	Plan approved with the Development Plan; existing vegetation, planting plan, and calculations shown	L1.0 predates the revised layout; no irrigation, existing vegetation, or calculations shown	Condition
Parking islands — §40.40(7)(d)(i)–(iii)	One planting area per 20 consecutive spaces, each with at least 1 tree and 1 shrub	Islands shown on C201; not yet planted on L1.0	Condition
Perimeter strip — §40.40(7)(e)(i)	5-ft. landscape strip between parking and the roadway	5-ft. park strip on C500, but no surface or plantings specified	Condition

Standard	Requirement	Proposed / Finding	Status
Irrigation — §40.40(7)(h)	All planted areas irrigated	No irrigation shown	Does not comply
Inorganic cover — §40.40(7)(b)	60% maximum of landscaped area	About 29% rock mulch based on L1.0 quantities (to be recalculated)	Complies
Lighting plan contents — §40.35(4)(a)	Fixture types, cut sheets, locations, heights, shielding, aiming, narrative	Luminaire schedule gives fixture types, lumens, and wattage. Cut sheets, narrative, and shielding/aiming details are missing.	Condition
Light trespass — §40.35(3)(d)	0.2 fc maximum, measured 5 ft. outside the property line	E102 grid covers only the parking lot and drive aisle and does not extend beyond the property lines	Condition
Within 150 ft. of residential — §40.35(5)(a)–(b)	Poles 15 ft. maximum, fixtures 17 ft. maximum above grade; aimed and shielded	Poles listed as "17 ft." with no separate base height, which reads as a 17-ft. pole (15-ft. limit). No house-side shields specified.	Condition
Fire protection — adopted Fire Code / Fire Chief	Hydrant coverage for 1,700 gpm fire flow	1 new hydrant shown; Fire Chief requires 2	Condition
Future athletic facilities — UA chart (Recreation Facility, Review Process 3)	Separate approval	Shown as "future"	Future phase

Staff Analysis –

6.1 Zoning, Lot, and Plat

The school is a permitted use in the UA district, and the addition meets the setback, height, and lot coverage limits. The UA district has a 20-acre minimum lot size. Sheet C200 reports 20.52 acres, but that figure depends on a replat that has not been recorded. Title 17 - 10.5(6)(a) requires each principal building to sit on a separate conforming lot, so the replat must be recorded before any building permit is issued (Condition 2).

Existing Sinclair gas pipelines cross the site under the existing and proposed parking, and a Black Hills Energy gas line runs along the west side (Sheets C400/C401). Paving, curb, and grading over these lines require the operators' written consent (Condition 3).

6.2 Parking and Accessibility

Quantity. Using the Applicant's classroom counts, 202 stalls are required: 13 elementary classrooms × 2 + 10 junior high × 4 + 17 high school × 8. The 274 stalls provided exceed that by 72.

Dimensions. Table 40.10-2 requires 10 ft. × 24 ft. stalls at 90 degrees. Under 40.10(3)(a)(iii), depth may drop by the 2.5-ft. overhang to 21.5 ft. where permanent curb stops are installed. The plans show 9 ft. × 18 ft. stalls, which does not comply. Widening stalls to 10 ft. will cost roughly 10 percent of the new lot (about 17–18 stalls). The campus total should still be about 256, well above the 202 required. Deepening the four stall rows to at least 21.5 ft. adds roughly 14 ft. to the lot's north–south dimension. The Applicant needs to show how that fits within the perimeter landscape strip and setbacks (Condition 6).

Accessible stalls. The response letter counts 7 accessible stalls across the whole campus. However, IBC 1106.1 (adopted by reference in 40.10(4)) counts accessible parking per parking facility. The new 176-stall lot falls in the 151–200 range and needs 6 accessible stalls, including at least 1 van-accessible. Only 3 are shown. The existing 98-stall lot has 4, which meets its own requirement (Condition 7).

Future phases. A future gymnasium or auditorium will trigger additional parking under Table 40.10-1 (1 stall per 3.5 seats for sports areas and auditoriums). That will be reviewed with the future-phase application.

6.3 Traffic and On-Site Circulation

The Hales Engineering TIS (9/29/2026, sealed by a Wyoming PE) projects 160 new AM peak-hour trips and 96 new PM peak-hour trips, above the 75-trip threshold in 10.40(7)(f). All four study intersections operate at LOS A–D in the 2026 and 2031 scenarios, with and without the project. With the project, the 95th-percentile northbound queue at Poison Spider Lane / Robertson Road grows to about 750 ft. in the 2031 AM peak. The TIS names the planned traffic signal at that intersection (Casper Area Long Range Transportation Plan, 2025) as the mitigation.

On-site queuing is the main concern. The TIS finds about 2,100 ft. of on-site stacking, but only if vehicles are double-stacked. Its VISSIM model at 650 students with a single dismissal time produced a 95th-percentile queue of about 2,130 ft., which is more than the available storage and spills temporarily onto Poison Spider Lane. The study expects staggered start and dismissal times alone to keep the queue on-site. Today, only half of the car line is used, and the other half is blocked, and an eastbound queue backing onto Poison Spider Lane at the west access was observed in the field.

The study's conclusions therefore hold only if double-stacking and staggered times actually happen.

Staff recommends the following:

- Show the double-stacked car line on the site plan, including lane striping, merge point, signage, and staff direction locations (Condition 8).
- Designate the central access as parking lot access, separate from the car line. The TIS assumed the central access would be mostly closed during pick-up and drop-off. If it stays open for parking, the queue analysis needs to reflect that.
- Include a written commitment to staggered start and dismissal times in the Development Plan Agreement (Condition 9).
- Provide an updated queue analysis at the 650-student build-out that reflects the revised circulation and the committed schedule, and shows the 95th-percentile queue stays on-site (Condition 10).
- Require a proportionate-share contribution toward the Poison Spider Lane / Robertson Road signal, as authorized by 10.40(7)(f) and recorded in the Development Plan Agreement (Condition 11).

Note: The site plan in TIS Appendix A shows the parking layout from before 8/28/2026. The updated queue analysis should use the current layout.

6.4 Landscaping

Sheet L1.0 (CEPI, 6/22/2026) predates the 8/28/2026 parking layout. It shows none of the interior islands, is still marked "Preliminary," and lists the project location as Casper, Wyoming. 40.40(3) requires the Landscape Plan to be approved with the Development Plan, and the revised plan must include:

- At least one tree and one shrub in every parking island (40.40(7)(d)(ii)).
- Irrigation for all planted areas (40.40(7)(h)).
- Existing landscaped areas and vegetation, noting what stays and what is removed (40.40(4)(d); 10.40(6)).
- Site and landscape area calculations and required plant quantities (40.40(4)(b)).
- Planting and irrigation for the 5-ft. strip on Sheet C500, which is labeled only "park strip" with no surface or plantings specified (40.40(7)(e)).
- Plant materials consistent with Building Casper's Urban Forest (40.40(5)).

Based on L1.0 quantities, rock mulch makes up about 29 percent of the landscaped area, under the 60 percent inorganic limit in 40.40(7)(b). This should be recalculated on the revised plan (Conditions 15–16).

6.5 Exterior Lighting

Homes lie within 150 ft. of the site to the north and west, so the residential lighting limits in 40.35(5) apply. 40.35(2)(a) is written for multi-family, commercial, and industrial development, but 40.35(2)(b) names parking lots and play areas as covered common areas. 10.40(8) also lets the City condition a Development Plan to ensure conformance, and 40.10(8) requires parking lot lighting to be directed away from residential uses.

Submitted plan. The Alder Electric set (7/31/2026, Addendum A) shows the following exterior fixtures on Sheets E101 and E501:

Type	Fixture (Luminaire Schedule)	Lumens / Watts	Mounting	Location / Qty (E101)
A1	Lithonia DSX1 LED P1, 4000K, forward throw (TFTM)	7,760 lm / 50.9 W	Pole, 17 ft. A.G.	Parking lot perimeter, 7 poles
A2	Lithonia (2) DSX1 LED P1, 4000K, forward throw (twin head)	15,520 lm / 101.8 W	Pole, 17 ft. A.G.	South edge of lot along drive aisle, 3 poles
A3	Lithonia DSX2 LED P8, 4000K, forward throw	57,552 lm / 462.5 W each	Pole, 17 ft. A.G.	Asphalt play area (basketball), 4 poles
WS	Keystone 6-in. cylinder sconce, 25° up / 60° down	3,100 lm / 36 W	Wall, 108 in. AFG	Addition walls facing the parking lot and play area, 7
WP1	Lithonia WST LED P2 wall pack, wide distribution	3,511 lm / 25 W	Wall, 150 in. AFG	Addition exterior, 3
EX9	Lithonia exterior egress wall pack, photocell normally-on	685 lm / 20.4 W	Wall	Exits (per floor plans)

Staff findings on the submitted plan:

- **Outdated layout.** E101 and E102 show the parking lot as it was before 8/28/2026, without the interior islands on revised Sheet C201. Pole locations and photometrics need to be redone on the current layout.

- **Photometric grid is incomplete.** The E102 grid covers only the parking lot and the drive aisle north of the addition. It stops at the pavement edge, so it cannot show the 0.2 fc limit 5 ft. outside the property line (40.35(3)(d)). It also leaves out the four A3 play-area poles and all building-mounted fixtures (WS, WP1, EX9).
- **No calculation summary.** E102 has point values only. Based on the plotted points, the parking lot averages about 1.0 fc, ranging from about 0.1 to 4.4 fc (roughly 44:1 max/min). That is a staff reading, not a submitted calculation; the designer should provide the summary table.
- **Pole height.** Every pole fixture is listed as "Pole 17 ft." and labeled "17 ft. A.G." with no separate base height. Read literally, that is a 17-ft. pole, over the 15-ft. limit within 150 ft. of residential (40.35(5)(a)). A 15-ft. pole on a 2-ft. base would put fixtures at the 17-ft. maximum. The plans need to say which it is.
- **Shielding.** The fixtures use forward-throw optics, but no house-side shields are specified for the A1 poles along the north (Poison Spider Lane) and west edges of the lot (40.35(5)(b)).
- **Controls.** Panel H1 has separate parking, exterior, and basketball court lighting circuits, but no timer, photocell, or lighting contactor is shown for site lighting. Only the EX9 egress fixtures have integral photocells (40.35(3)(a)).
- **Play-area fixtures.** The four A3 fixtures total about 230,000 lumens on a single basketball court, far brighter than the 7,760–15,520 lumen parking fixtures next to it. This is the kind of harsh contrast 40.35(3)(b) is meant to avoid and warrants justification or reduction, along with a statement of hours of use.
- **Wall sconces.** The WS cylinder sconces throw light both up (25° beam) and down (60° beam). Title 17 does not prohibit uplighting, but the lighting narrative should explain it.
- **Cut sheets and narrative.** The luminaire schedule gives catalog numbers, lumens, and wattage (40.35(4)(a)(i)). Manufacturer cut sheets (40.35(4)(a)(ii)) and a written narrative (40.35(4)(a)(v)) were not included.

To address these findings, the revised lighting submittal (Condition 17) needs to:

- Update the lighting plan and photometrics to the revised 8/28/2026 parking layout.
- Extend the photometric grid to 5 ft. beyond all property lines and show no more than 0.2 foot-candles there (40.35(3)(d)). If this cannot be met along Poison Spider Lane, request a Director exception, which is allowed next to a right-of-way.

- Include every exterior fixture in the calculations, including the A3 play-area poles and the WS, WP1, and EX9 building fixtures.
- State pole height and base height separately. Within 150 ft. of residential, poles may not exceed 15 ft. and fixtures may not be mounted higher than 17 ft. above grade (40.35(5)(a)).
- Show house-side shielding and aiming for fixtures facing homes to the north and west (40.35(5)(b)).
- Show timer or photocell controls for the site lighting circuits (40.35(3)(a)).
- Provide manufacturer cut sheets for all exterior fixtures (40.35(4)(a)(ii)) and a brief written narrative of the lighting objectives (40.35(4)(a)(v)).
- Justify or reduce the A3 play-area fixtures (57,552 lumens each) to avoid harsh contrasts and glare (40.35(3)(b), (i)).
- Provide a photometric summary showing average, maximum, and minimum foot-candles and the max/min ratio.

6.6 Drainage

10.40(7)(e) requires a drainage plan that shows surface drainage and its effect on the site and on all abutting public and private property. The City has seen the Poison Spider Lane ditch overflow during significant storms.

The CEPI study (9/30/2026) relies on the 2023 ECS study for Sub-basin C (56.73 acres). It finds the added impervious area raises the required detention by 4,178 cu. ft., which the existing pond can hold. It recommends a 16-in. outlet restriction on the pond and a 15-in. M1 inlet on the Poison Spider Lane culvert.

- According to the study, 18.62 acres of the school's 20 acres drain directly to that ditch, which is where overflows have been observed. Provide pre- and post-development peak flows to the ditch and show it has capacity with the new M1 inlet and the new curb and gutter.
- The plans do not show how gutter flow from the new curb and gutter on Poison Spider Lane reaches the ditch (curb cuts, inlets, or rundowns).
- The study's drainage areas (1.38 acres of school draining to the pond) do not match revised Sheet C300, which sends the sports fields to the pond. A drainage area map is needed.

6.7 Fire Protection and Utilities

Based on a required fire flow of 1,700 gpm, the Fire Chief has determined that **two hydrants** are needed for the new school, with the additional hydrant at the northwest corner in front of the addition. The Applicant's fire flow analysis should confirm this. The Fire Chief accepts rear fire access through the existing hard surface, provided it is striped as a fire lane and kept clear during car line operations. The Mills engineering review of Sheet C400 requires the following:

- Upsize the C900 line to 8 in. to handle fire flows over the line length.
- Remove the 45-degree bends.
- Install a 6-in. tee to the fire hydrant.
- Blind-flange the end of the 8-in. line for the school's future needs.

Fire sprinkler and fire alarm drawings are listed as deferred submittals on Sheet C001 and will be reviewed with the building permit.

6.8 Submittal Completeness

The application currently exists as several partial sheet sets with different dates. Also needed is the lighting narrative if the building will be lit (40.35(4)(a)(iv)). The plans should say clearly that the gymnasium, track, field, bleachers, and concessions are future phases needing separate approval. The Recreation Facility use in the UA chart is itself a Review Process 3 use.

Findings — 10.40(5) Approval Criteria

Criterion	Staff Finding
(a) Compatible with the goals and policies of plans adopted by City Council	A school is a permitted use in the UA district. With the conditions below, the project meets Title 17 standards and supports the planned Poison Spider Lane / Robertson Road signal through a proportionate-share contribution. Met with conditions.
(b) Efficient use of land: sound building arrangement, safe and functional access, well-planned parking and circulation, adequate pedestrian facilities	The addition, parking, and loop drive are logically arranged, and new sidewalks connect the parking to the building. Safe access depends on the double-stacked car line, staggered times, a separate parking access, and a clear fire lane. Met with Conditions 6–14.
(c) Provides landscaping	Parking islands and perimeter strips are provided but need planting, irrigation, and plan updates. Met with Conditions 15–16.
10.40(6) Preserve and use existing landscape features where possible	Existing vegetation is not documented. Met with Condition 15.

Criterion	Staff Finding
10.40(2)(g) Impacts on surrounding property from stormwater, water supply, wastewater, and traffic	Traffic impacts are addressed by the TIS, with conditions. Stormwater effects on the Poison Spider Lane ditch are not yet shown. Met with Conditions 18–22.

Staff Recommendation -

Staff finds that the Wyoming Classical Academy Phase II Development Plan can satisfy the approval criteria of Title 17 -10.40(5), subject to the conditions below. Staff recommends that the Planning & Zoning Commission forward a recommendation of approval to City Council, subject to Conditions 1 through 24.

Suggested Motion –

"I move that the Planning & Zoning Commission recommend that City Council approve the Wyoming Classical Academy Phase II Development Plan at 6389 Poison Spider Lane, based on the findings in the staff report and subject to Conditions 1 through 24 as listed in the staff report."

Alternative motions:

- (1) recommend approval with modified conditions; or
- (2) continue the item and state what additional information is needed; or
- (3) recommend denial and state the findings for denial.



CITY OF MILLS
APPLICATION FOR SITE PLAN APPROVAL
Pursuant to the City of Mills Zoning Ordinance



City of Mills, Wyoming
704 4th Street (Physical Address)
P.O. Box 789 (Mailing Address)
Mills, Wyoming 82644

Date: _____
Return by: _____
(Submittal Deadline)
For Meeting on: _____

PLEASE PRINT

SINGLE POINT OF CONTACT: Josh Jensen

APPLICANT/PROPERTY OWNER(S) INFORMATION:

Print Owner Name: _____
Wyoming Classical Foundation (rep: Russell Lee Donley)
Owner Mailing Address: _____
6389 Poison Spider Lane
City, State, Zip: Mills, WY 82604
Owner Phone: 307-247-9559
Applicant Email: russ8rlda@gmail.com

AGENT INFORMATION:

Print Agent Name: _____
Logan Hammer
Agent Mailing Address: _____
177 E Antelope Dr. Ste. B
City, State, Zip: Layton, UT 84041
Agent Phone: 801-499-5054
Agent Email: logan@silverpeakeng.com

PROPERTY INFORMATION:

Subject property legal description (attach separate page if long legal): parcels 33801010600500 and ...700 & ...800
Lot 1A, Mountain Meadows #2 and Lots 1 & 2, Charter Heights Addition
Physical address of subject property if available: 6389 Poison Spider Ln, Mills, WY, 82604
Size of lot(s) sq. ft./acres: 20.52 AC
Current zoning: UA Current use: Educational, Agricultural
Intended use of the property: Educational
Zoning within 300 feet: C-1, UR Land use within 300 feet: _____

ATTACHMENTS (REQUIRED):

1. **Proof of ownership:** owner declaration
(such as deed, title certification, attorney's title opinion)
2. **Seven (7) full sized copies of the Site Plan:** _____
3. **One reproducible 11 x 17 Site Plan hard copy:** _____
4. **One Site Plan electronic copy (pdf):** X

IF APPLICABLE, INCLUDE:

1. Number of employees on the premises: _____
2. Building occupant loading (if recreational, entertainment, place of assembly, a facility or building of similar nature): _____
3. Number of residential units: _____
4. Number of off-street parking spaces **provided:** _____
5. Number of off-street parking spaces **required:** _____

SIGNATURE(S):

The following owner's signature signifies that all information on this application is accurate and correct to the best of the owner's knowledge; and that the owner has thoroughly read and understands all application information and requirements. [In addition to the owner's signature(s), if an agent of the owner is to be the contact for all communications relating to this application, please have the agent sign below.]

I (We) the undersigned owner(s) of the property described above do hereby make application to the City of Mills as follows:
Site improvements for addition to school.

OWNER Signature _____

Russell Lee Donley

OWNER Signature _____

Logan Hammer

AGENT Signature _____

Logan Hammer

FEE: \$10.00 per dwelling unit with a \$250.00 minimum and a \$1000.00 maximum; **plus a recordation fee of \$150.00.**

For Office Use Only: Signature verified: _____ Proof of ownership provided: _____ Fee Paid: \$ _____

SITE PLAN CHECKLIST

Site plans must be prepared by an architect, an engineer, a licensed civil engineer, a land surveyor, a planner, or a drafting technician. All items on the following checklist must be addressed on a site plan. All proposed items addressed on the checklist must be included on the finished physical development exactly as designated on the approved site plan.

1. X Legal description and common address(es) of the proposed site.
2. X Title block stating name of project, designer, and address and telephone number of designer.
3. X Names of all abutting property owners if other than the petitioner.
4. X Surrounding land uses and zoning on all abutting sides, including those lands separated from the land under consideration by a street, alley, or other roadway.
5. X Current zoning of the land under consideration and proposed zoning, if applicable.
6. X North arrow, scale of site plan at a scale of 1" = 10' or a multiple thereof, and date site plan was prepared.
7. X Land area dimensions.
8. X Dimensions of all setbacks and heights of all proposed buildings.
9. N/A Location and dimensions of all proposed off-street loading dock areas, including street access and traffic flow, to these areas.
10. X Location of all trash receptacles.
11. N/A Dimensions and locations of all advertising signs and fences.
12. N/A Any screening or screening devices used to minimize or eliminate areas which tend to be unsightly.
13. Location of existing and proposed exterior lighting, heights of poles, and size and number of fixtures.
14. X Names and widths of all adjacent streets; dimensions and location of all public and private roadways, streets, or driveways, both paved and unpaved, including rights-of-way, pavement width, and proposed uses of rights-of-way.
15. X Location and dimensions of existing and proposed curb cuts and sidewalks.

16. X Off-street parking spaces, locations and dimensions, layout, traffic control, compact and handicapped parking spaces, including all surface markings such as directional arrows.
17. X Location of all wheel stops, bumper guards, and curbing warranted by topography or traffic and pedestrian circulation.
18. X Types of ground or yard surfacing throughout, grass, paving, gravel, etc.
19. X Existing and proposed easements.
20. X Vicinity map at a scale of 1" = 600' clearly indicating the location of the land in questions with respect to a large recognizable area.
21. X General notes to include a summary table on the site plan:
- | | | |
|----|---|--------------------------|
| a. | Total land area in acres or square feet. | ☐ |
| b. | Total building area in square feet. | ☐ |
| c. | Total square feet of building addition. | ☐ |
| d. | Percentage of land covered by buildings. | ☐ |
| e. | Building height(s). | ☐ |
| f. | Number of stories and square footage per story of leasable space. | ☐ |
| g. | Total number of parking spaces. | ☐ |
| h. | Square footage of parking area(s). | ☐ |
| i. | Percentage of land covered by parking. | ☐ |
| j. | Square footage of all landscaped areas. | ☐ |
| k. | Percentage of site covered by landscaping. | ☐ |
22. X Numbering of items on the site plan to correspond to items on this checklist.
23. X Existing and proposed contours.
24. Elevations of the building(s) to be constructed (front, rear, side).
25. X Surface drainage plan for sites at ten thousand (10,000) square feet or more.
26. X Pavement design report for parking areas.
27. N/A Traffic study (if required by the City Engineer, Planning Staff, Planning and Zoning Board or City Council).

**AFFIDAVIT OF OWNER/SELLER
REGARDING SITE PLAN APPLICATION**

STATE OF IDAHO)
) ss.
County of Ada)

Before me, the undersigned authority, personally appeared Brian Huffaker ("*Affiant*") as Manager of GRH Management LLC, an Idaho limited liability company, the Manager of both GRHH Performance Mills LLC, an Idaho limited liability company, and XL Charter Development LLC, a Utah limited liability company (collectively, the "*Owner*"), hereby states on behalf of Owner that, to Owner's knowledge without duty of investigation, the following statements are true and correct except as otherwise noted or provided herein:

1. *Authority of Affiant.* Owner owns the real property located at 6389 Poison Spider Ln, Mills, WY 82604, as more particularly described on **Exhibit A** attached to this Affidavit (the "*Property*"). Affiant represents and warrants that Affiant has full authority to execute and deliver this Affidavit on behalf of Owner.
2. *Proposed Sale of Property.* Affiant acknowledges that Wyoming Classical Foundation ("*Buyer*") is working to purchase the Property from Owner pursuant to a purchase agreement between Owner and Buyer.
3. *Awareness of Site Plan Application.* Owner is aware of the proposed site plan and supporting application materials, studies, revisions, submissions, and related approvals being prepared, submitted, processed, and pursued with the City of Mills, Wyoming (the "*City*"), and any of its boards, commissions, departments, agencies, officials, hearing officers, administrative bodies, legislative bodies, or other reviewing authorities concerning the Property (collectively, the "*Application*").
4. *Authorization of Agent.* Affiant hereby authorizes Buyer's engineering firm, Silverpeak Engineering and CEPI (collectively, "*Authorized Agent*"), to act as Owner's true and lawful agent and representative with respect to the Application.
5. *Scope of Authority.* In connection with the Application, Owner, by and through Affiant, authorizes the Authorized Agent, acting on behalf of Owner, to do any and all of the following with respect to the Property (and pertaining to the Application):
 - a. prepare, sign where permitted, submit, resubmit, supplement, revise, and withdraw applications, plans, drawings, plats, surveys, reports, studies, exhibits, narratives, responses, and other documents;
 - b. communicate and correspond with the City and any of its boards, commissions, departments, agencies, officials, hearing officers, administrative bodies, legislative bodies, consultants, and staff;

- c. appear before, present to, and represent Owner before any administrative, quasi-judicial, or legislative body, board, commission, department, agency, official, or staff considering, reviewing, or processing the Application;
 - d. receive comments, notices, determinations, requests for additional information, and other communications relating to the Application;
 - e. make revisions, amendments, modifications, clarifications, and other changes to the Application and related materials as the Authorized Agent deems necessary or appropriate in connection with review and approval of the Application; and
 - f. generally act in all respects as Owner's agent in all matters pertaining to the Application.
6. *Owner's/Seller's Consent and Acknowledgment.* Owner consents to Buyer and the Authorized Agent pursuing the Application before the City in anticipation of Buyer's acquisition of the Property. Affiant acknowledges that this Affidavit is being delivered for the purpose of evidencing owner awareness, consent, and authorization in connection with the Application.
 7. *No Transfer of Ownership.* This Affidavit does not convey any ownership interest in the Property, does not amend or replace any agreement between Owner (and/or Affiant) and Buyer, and is limited solely to the authorization and acknowledgments expressly stated in this Affidavit.
 8. *Reliance.* Owner acknowledges and agrees that the City, Buyer, Authorized Agent, and their respective representatives may rely upon this Affidavit unless and until written revocation signed by Owner, or Affiant on Owner's behalf, is delivered to the City and to Buyer; provided, however, that no such revocation will affect actions previously taken in reliance on this Affidavit.
 9. *Term.* This Affidavit and the authority granted herein will remain in effect until the earliest of: (a) final disposition, withdrawal, or expiration of the Application; (b) closing of Buyer's acquisition of the Property, unless earlier superseded by updated written authorization; or (c) delivery of written revocation by Affiant to the City and Buyer.
 10. *Further Assurances.* Owner agrees to execute and deliver such further owner authorizations, consents, or confirmations as may be reasonably required by the City in connection with the Application, provided the same are consistent with the intent of this Affidavit.

Affiant has executed this Affidavit as of August 7th, 2026.

AFFIANT/SELLER/OWNER:

GRHH Performance Mills LLC,
an Idaho limited liability company

By: GRH Management LLC,
an Idaho limited liability company,
Its Manager

By: Brian Huffaker
Name: BRIAN HUFFAKER
Title: MANAGER

STATE OF IDAHO)
) ss.
County of Ada)

This record was acknowledged before me on August 7th, 2026, by
Brian Huffaker, as Manager of GRH Management LLC, the Manager of GRHH
Performance Mills LLC, an Idaho limited liability company.

Karen Culver
Notary Public, State of Idaho
Print Name: Karen Culver
My Commission Expires: 2-5-2028

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY:

CERTIFICATE OF DEDICATION

STATE OF WYOMING } 35
COUNTY OF NATHONA

THE UNDERSIGNED, WYOMING CLASSICAL ACADEMY, INC., HAS HEREBY DEDICATED THE FOLLOWING VACATION AND REPLAT OF LOT 1A, MOUNTAIN MEADOWS NO. 2 AND LOT 1A, MOUNTAIN MEADOWS NO. 1, TO THE CITY OF WILLS, WYOMING, BEING A PORTION OF THE SE1/4 OF SECTION 1A, T13N, R30W, E1/4, NATHONA COUNTY, WYOMING, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEING A PORTION OF THE SE1/4 OF SECTION 1A, T13N, R30W, E1/4, NATHONA COUNTY, WYOMING, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEING A PORTION OF THE SE1/4 OF SECTION 1A, T13N, R30W, E1/4, NATHONA COUNTY, WYOMING, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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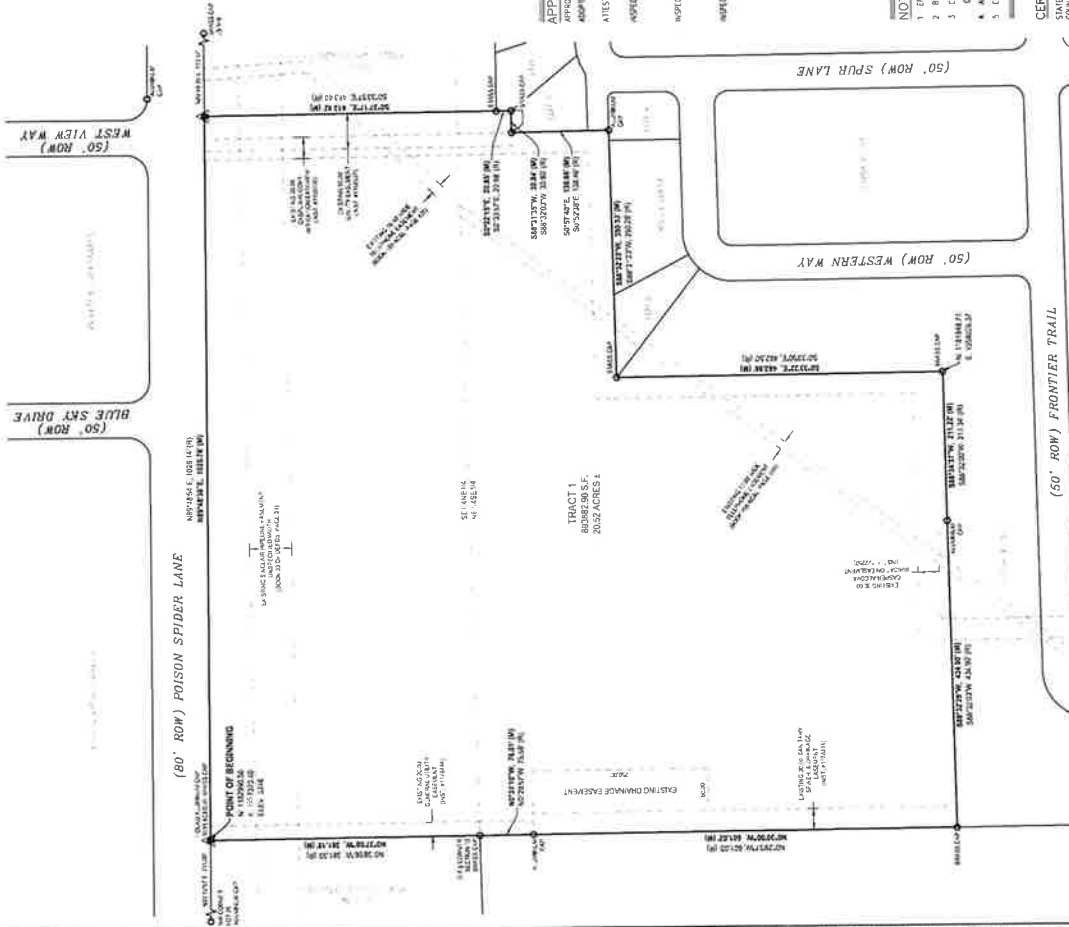
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VICINITY MAP
SCALE: 1"=200'



NOTES

1. THE PLAT IS A RE-PLAT OF LOT 1A, MOUNTAIN MEADOWS NO. 2 AND LOT 1A, MOUNTAIN MEADOWS NO. 1, TO THE CITY OF WILLS, WYOMING, BEING A PORTION OF THE SE1/4 OF SECTION 1A, T13N, R30W, E1/4, NATHONA COUNTY, WYOMING, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
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APPROVALS

APPROVED BY THE CITY COUNCIL OF WILLS, WYOMING BY RESOLUTION NO. _____ DATED _____ 2023
APPROVED AND APPROVED THIS _____ DAY OF _____ 2023
ATTEST: _____ CITY CLERK
OFFICER AND APPROVED THIS _____ DAY OF _____ 2023
NOTIFIED AND APPROVED THIS _____ DAY OF _____ 2023
INSPECTED AND APPROVED THIS _____ DAY OF _____ 2023
NOTIFIED AND APPROVED THIS _____ DAY OF _____ 2023

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CERTIFICATE OF SURVEYOR

STATE OF WYOMING } 35
COUNTY OF NATHONA
I, WILSON R. FORTMEYER, A REGISTERED PROFESSIONAL LAND SURVEYOR, LICENSE NO. 10341, DO HEREBY CERTIFY THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE SURVEY AND THAT THIS PLAT IS THE BEST OF MY KNOWLEDGE AND BELIEF, CORRECTLY AND ACCURATELY REPRESENTS SAID TRACT AND BEING TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.
THE FOLLOWING INSTRUMENT WAS FORWARDED BEFORE ME BY WILSON R. FORTMEYER
THIS _____ DAY OF _____ 2023
WITNESS MY HAND AND OFFICIAL SEAL
MY COMMISSION EXPIRES _____

LEGEND

- (FAR) BOUNDARY AS NOTED
- △ SET BACKS CAP

SCALE 1"=80'

cepi

Professional Surveyors
10000 W. 10th Street, Suite 100
Denver, Colorado 80202
Phone: 303.733.1111
Fax: 303.733.1112
www.cepi-surveyors.com

A VACATION AND REPLAT OF LOT 1A, MOUNTAIN MEADOWS NO. 2 AND LOTS 1 & 2, CHARTER HEIGHTS

WYOMING CLASSICAL ACADEMY ADDITION

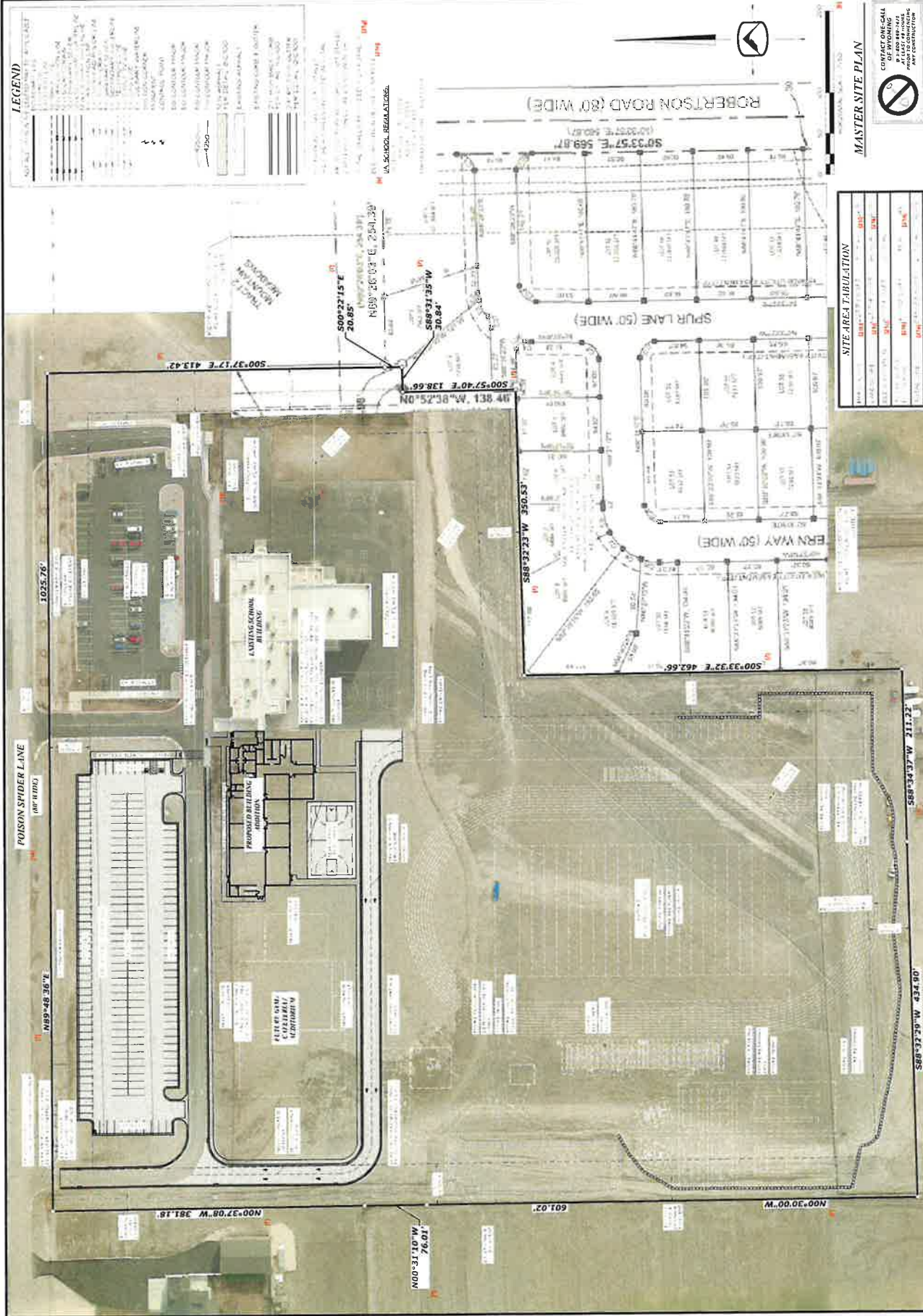
AN ADDITION TO THE CITY OF WILLS, WYOMING
BEING A PORTION OF THE SE1/4 OF SECTION 1A,
T13N, R30W, E1/4, NATHONA COUNTY, WYOMING
WED 26-014

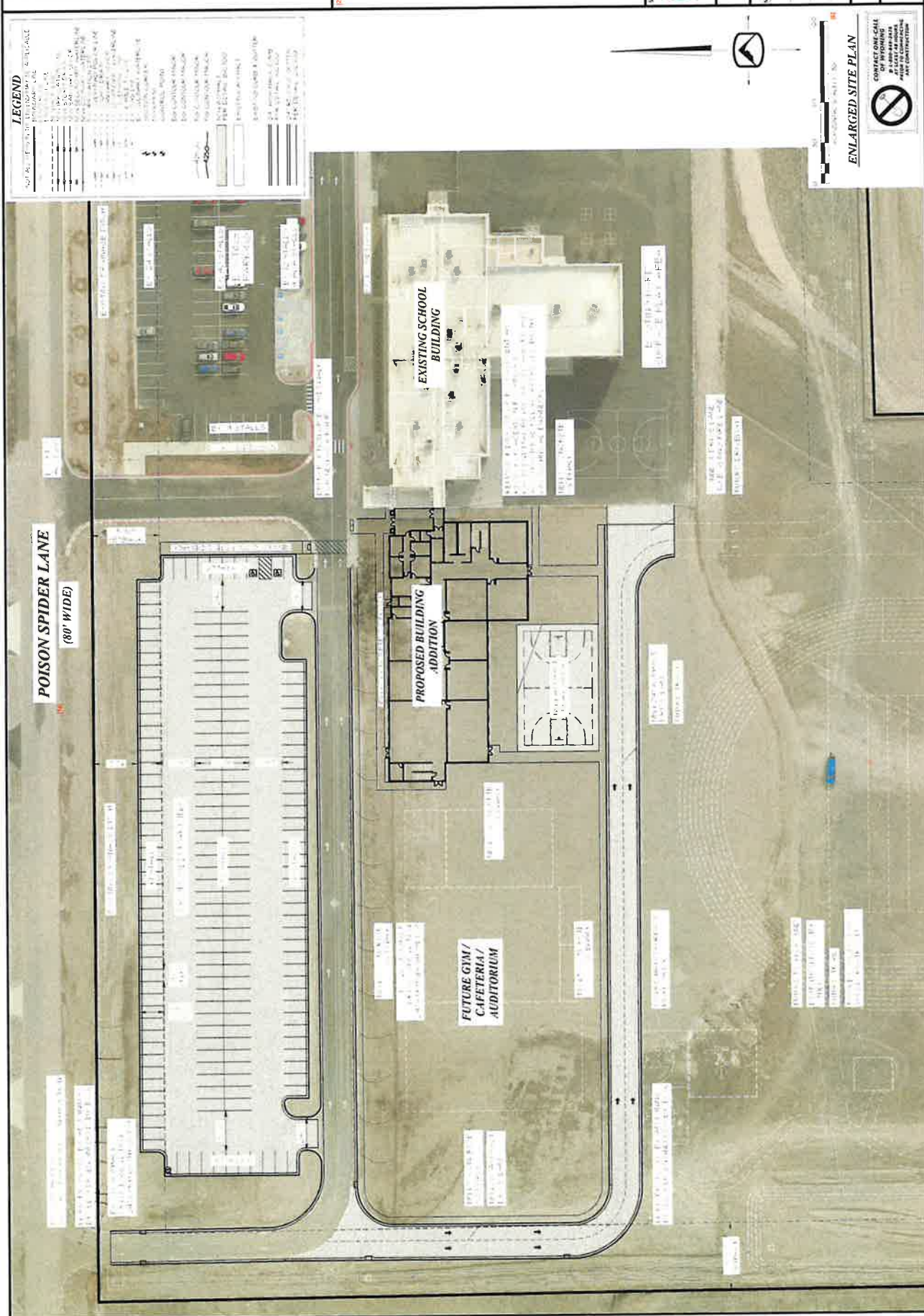
NOTARY PUBLIC



DATE	06.23.2026
PROJECT	WYOMING CLASSICAL ACADEMY
PROJECT NO.	2026-001
REVISIONS	
DATE	06.23.2026
BY	DAVID J. DWYER
CHECKED	
DATE	
BY	
CHECKED	
DATE	
BY	
CHECKED	
DATE	
BY	

SHEET NO. 1
 C200







DATE	06/23/2016
PROJECT	AW-081
MANAGER	JRJ
REVISION	
MARK	DATE / DESC

4

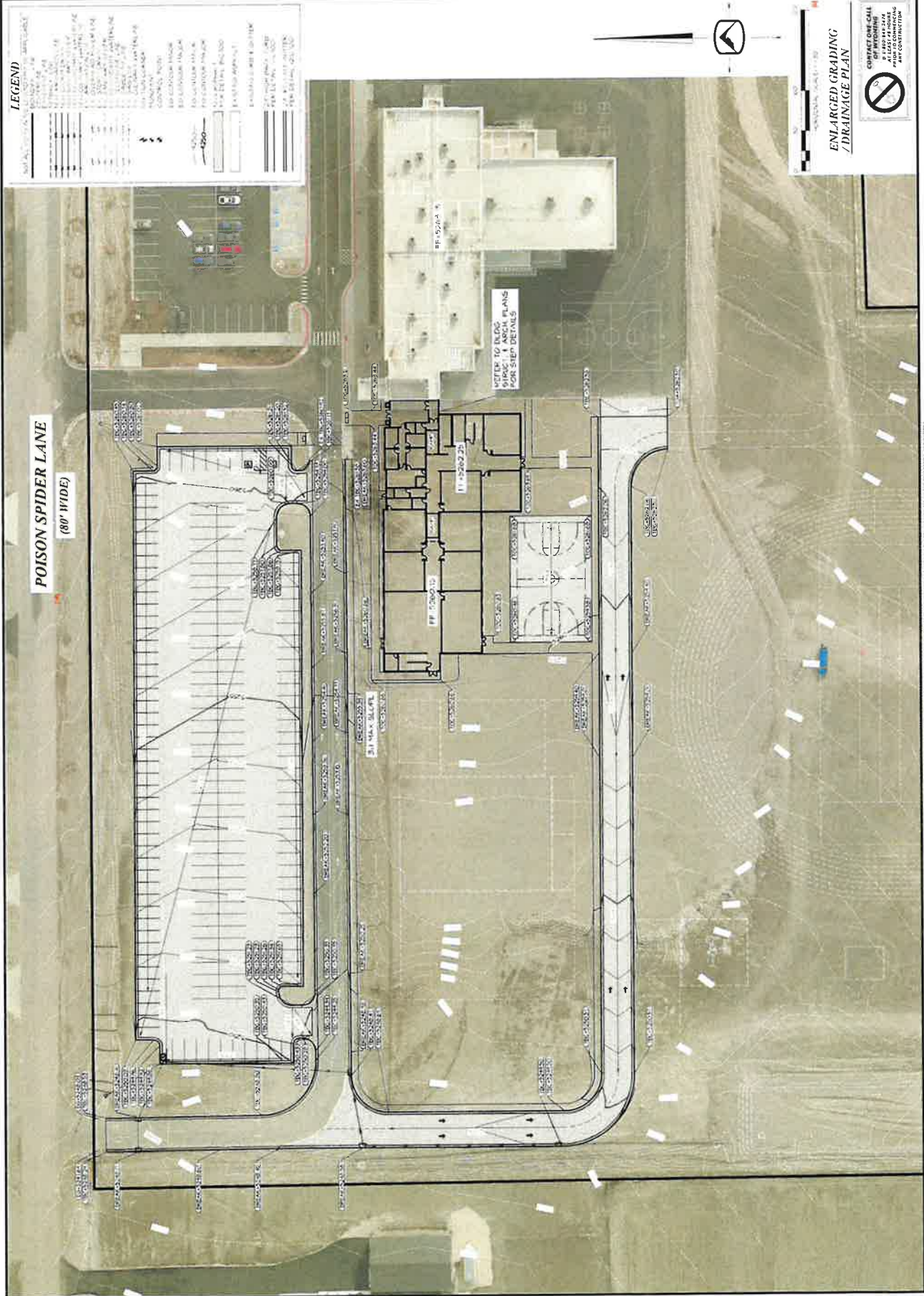
OVERALL
GRADING
DRAINAGE PLAN

C300

OVERALL GRADING
/ DRAINAGE PLAN

**CONTACT ONE-CALL
OF WYOMING**
800 549-2475
AT LEAST 48 HOURS
PRIOR TO COMMENCING
ANY CONSTRUCTION







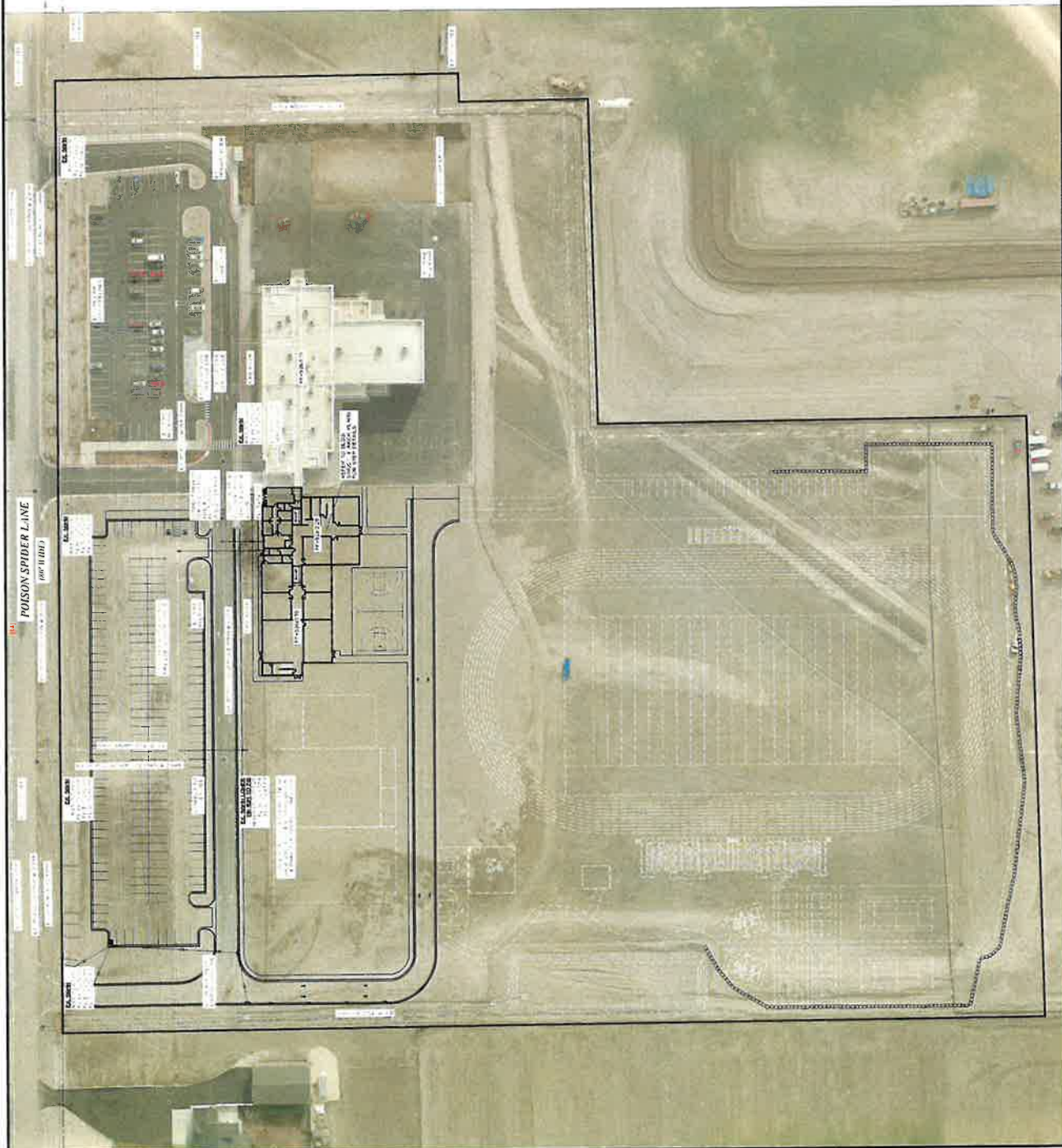
DATE	06.23.2026
PROJECT	AW 021
MANAGER	JMJ
REVISIONS	
MARK	DATE / DESC

OVERALL
QUALITY PLAN
BEST VALUE
C400

OVERALL UTILITY PLAN



**CONTACT ONE-CALL
OF WYOMING**
P 800-848-2476
AT LEAST 48 HOURS
PRIOR TO COMMENCING
ANY CONSTRUCTION

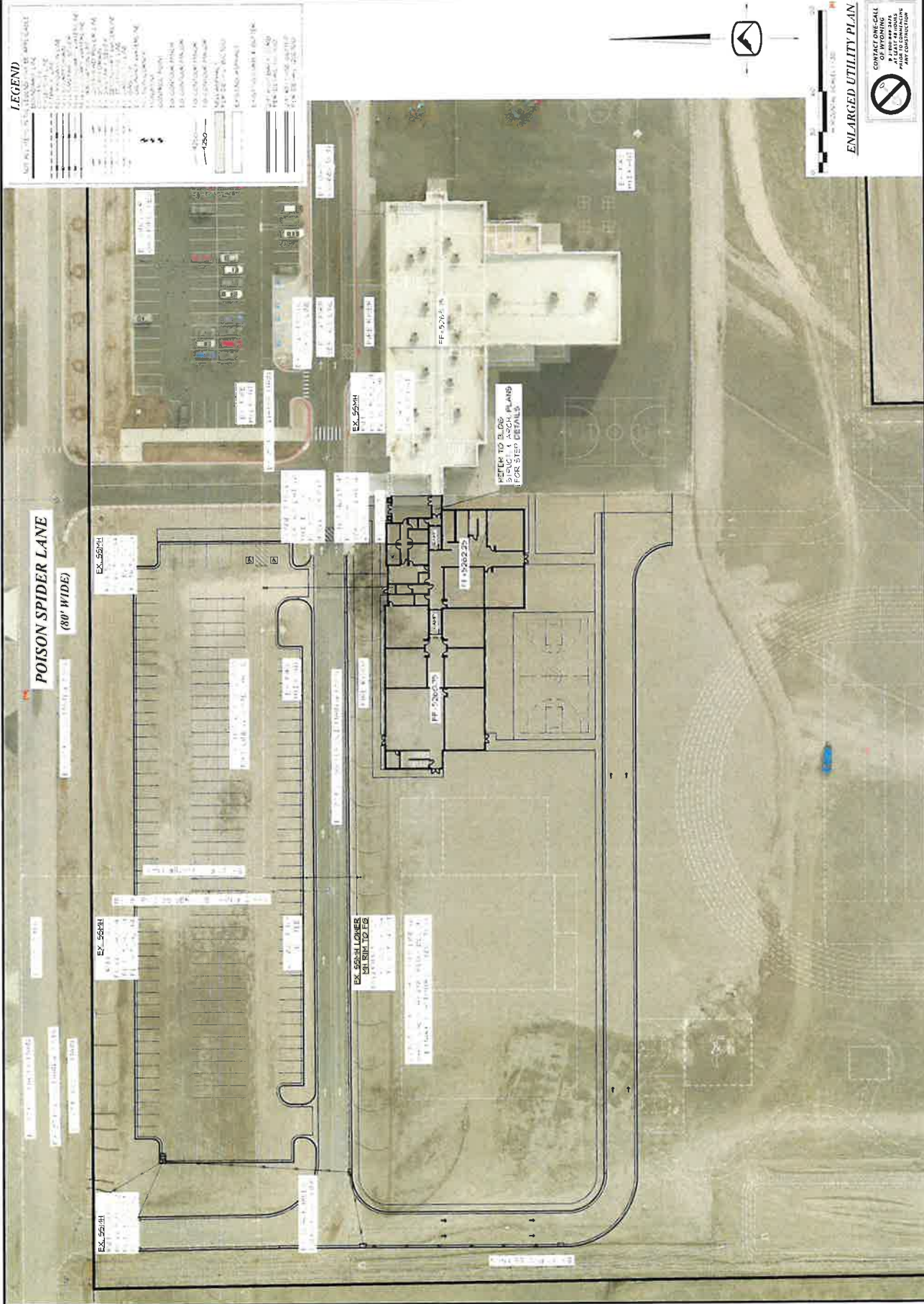




DATE	06/23/2026
PROJECT	AW 081
MANC	JHJ
REVISIONS	
WKN	DATE / DESC

UNARGED
UTILITY PLAN
SHEET NUMBER
C401

C401

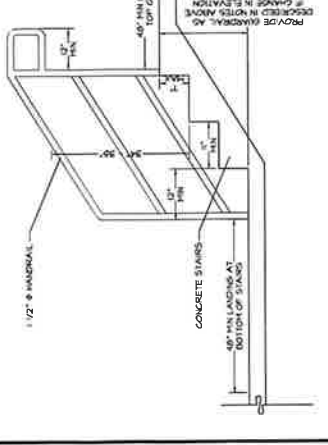
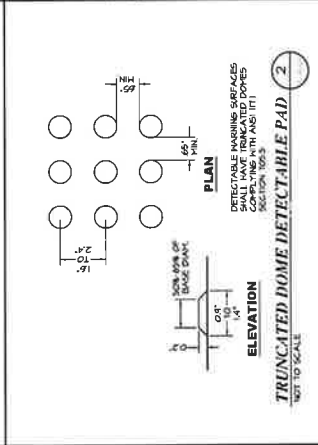
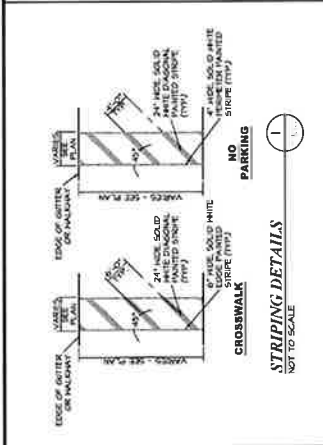
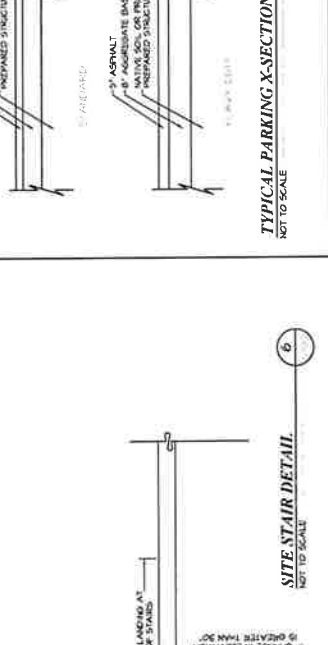
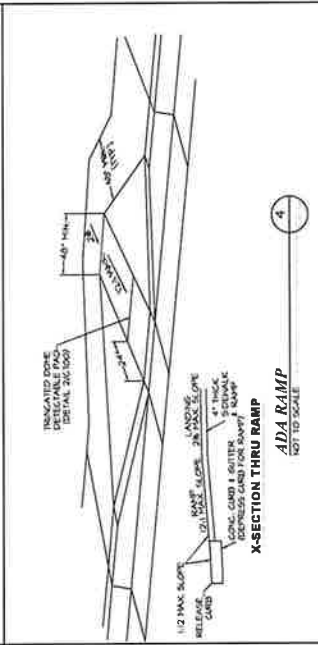
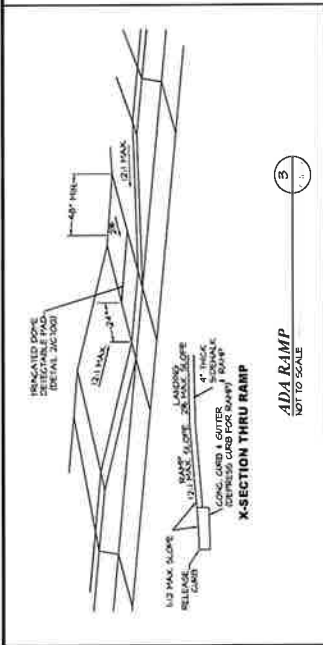
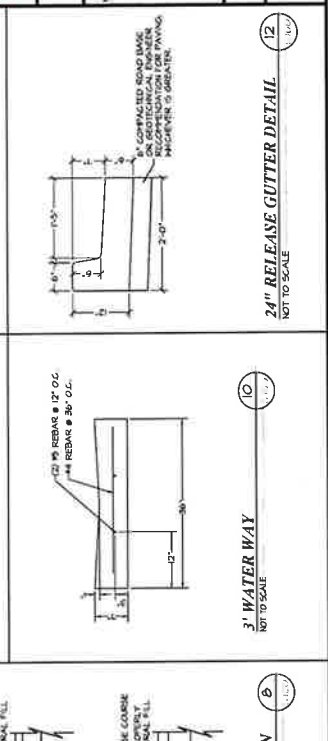
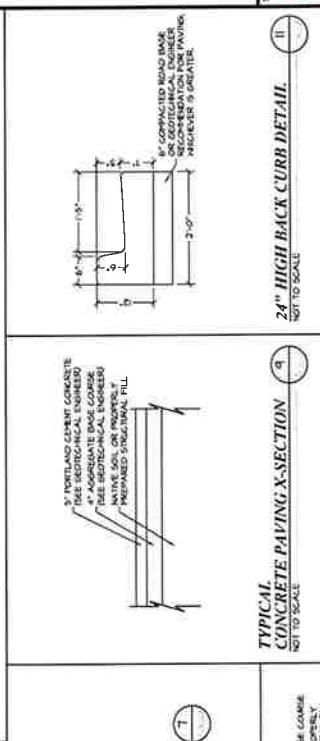
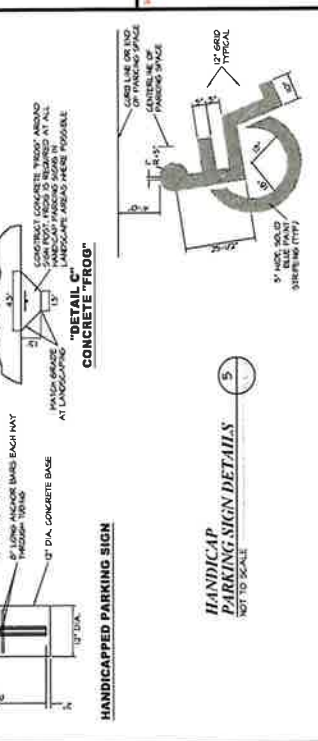
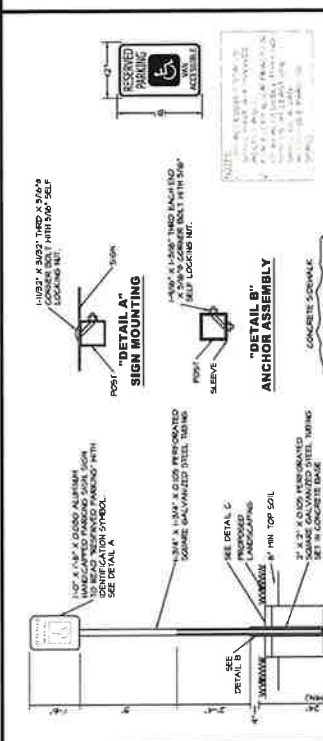


LEGEND

1" = 100' (PLAN)
 1" = 10' (SECTION)
 1" = 10' (ELEVATION)
 1" = 10' (PROFILES)
 1" = 10' (VERTICAL CURVES)
 1" = 10' (HORIZONTAL CURVES)
 1" = 10' (GRADES)
 1" = 10' (DRAINAGE)
 1" = 10' (LANDSCAPE)
 1" = 10' (UTILITIES)
 1" = 10' (STRUCTURES)
 1" = 10' (FENCES)
 1" = 10' (SIGNAGE)
 1" = 10' (LIGHTING)
 1" = 10' (PARKING)
 1" = 10' (WALKWAYS)
 1" = 10' (BIKEWAYS)
 1" = 10' (TREES)
 1" = 10' (SHRUBS)
 1" = 10' (GRASS)
 1" = 10' (SOILS)
 1" = 10' (ROCKS)
 1" = 10' (WATER)
 1" = 10' (AIR)
 1" = 10' (FIRE)
 1" = 10' (EARTH)
 1" = 10' (SKY)



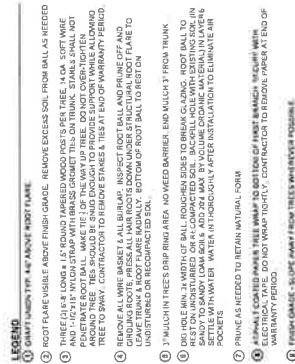
THE USER OF THIS DOCUMENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES. THE USER OF THIS DOCUMENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES. THE USER OF THIS DOCUMENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.





1. TITLE BLOCK. DESCRIPTION, SEE WCATION AND REPEAT OF LOT 1A, MOUNTAIN MEADOWS NO. 2, AND LOTS 1 & 2, CHARTER HEIGHTS
2. LEGAL DESCRIPTION, SEE WCATION AND REPEAT OF LOT 1A, MOUNTAIN MEADOWS NO. 2, AND LOTS 1 & 2, CHARTER HEIGHTS
3. CURRENT ZONING, AS SHOWN
4. CURRENT ZONING, AS SHOWN
5. CURRENT ZONING, AS SHOWN
6. CURRENT ZONING, AS SHOWN
7. LOT DIMENSIONS, AS SHOWN
8. SETBACKS, AS SHOWN
9. DIMENSIONS OF ALL PROPOSED OFF-STREET LOADING DOCK AREAS, N/A
10. TRASH RECEPTACLES, AS SHOWN
11. ADVERTISING AND SIGNS, N/A
12. EXTERIOR LIGHTING, SEE ELECTRICAL SITE PLAN
13. EXTERIOR LIGHTING, SEE ELECTRICAL SITE PLAN
14. ADJACENT STREETS, AS SHOWN
15. EXISTING AND PROPOSED CURB CUTS AND SIDEWALKS, SEE SITE PLANS
16. OFF-STREET PARKING LAYOUT AND TRAFFIC CONTROL, SEE SITE PLANS
17. EXISTING AND PROPOSED DRIVEWAYS, SEE SITE PLANS
18. GROUND SURFACING, LANDSCAPING PLANS
19. EXISTING AND PROPOSED EASEMENTS, SEE SITE PLANS
20. EXISTING AND PROPOSED EASEMENTS, SEE SITE PLANS
21. GENERAL NOTES
 - A. TOTAL LAND AREA, AS SHOWN
 - B. TOTAL BUILDING FOOTPRINT, AS SHOWN
 - C. BUILDING ADDITION, AS SHOWN
 - D. BUILDING ADDITION, AS SHOWN
 - E. BUILDING ADDITION, AS SHOWN
 - F. NUMBER OF STORIES, 2-STORIES
 - G. PARKING SPACES PROPOSED, AS SHOWN
 - H. PARKING SPACES PROPOSED, AS SHOWN
 - I. LAND COVERED BY HARDSCAPE, AS SHOWN
 - J. SQUARE FOOTAGE OF LANDSCAPING, AS SHOWN
 - K. SQUARE FOOTAGE OF LANDSCAPING, AS SHOWN
 - L. NUMBERING ITEMS PER CHECKLIST, AS SHOWN
 - M. NUMBERING ITEMS PER CHECKLIST, AS SHOWN
 - N. NUMBERING ITEMS PER CHECKLIST, AS SHOWN
 - O. NUMBERING ITEMS PER CHECKLIST, AS SHOWN
 - P. NUMBERING ITEMS PER CHECKLIST, AS SHOWN
 - Q. NUMBERING ITEMS PER CHECKLIST, AS SHOWN
 - R. NUMBERING ITEMS PER CHECKLIST, AS SHOWN
 - S. NUMBERING ITEMS PER CHECKLIST, AS SHOWN
 - T. NUMBERING ITEMS PER CHECKLIST, AS SHOWN
 - U. NUMBERING ITEMS PER CHECKLIST, AS SHOWN
 - V. NUMBERING ITEMS PER CHECKLIST, AS SHOWN
 - W. NUMBERING ITEMS PER CHECKLIST, AS SHOWN
 - X. NUMBERING ITEMS PER CHECKLIST, AS SHOWN
 - Y. NUMBERING ITEMS PER CHECKLIST, AS SHOWN
 - Z. NUMBERING ITEMS PER CHECKLIST, AS SHOWN
22. EXISTING CONTOUR, SEE GRADING / DRAINAGE PLANS
23. EXISTING CONTOUR, SEE GRADING / DRAINAGE PLANS
24. EXISTING CONTOUR, SEE GRADING / DRAINAGE PLANS
25. EXISTING CONTOUR, SEE GRADING / DRAINAGE PLANS
26. SURFACE DRAINAGE, SEE GRADING / DRAINAGE PLANS
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99. SURFACE DRAINAGE, SEE GRADING / DRAINAGE PLANS
100. SURFACE DRAINAGE, SEE GRADING / DRAINAGE PLANS





NOT TO SCALE



NOT THE SEAL

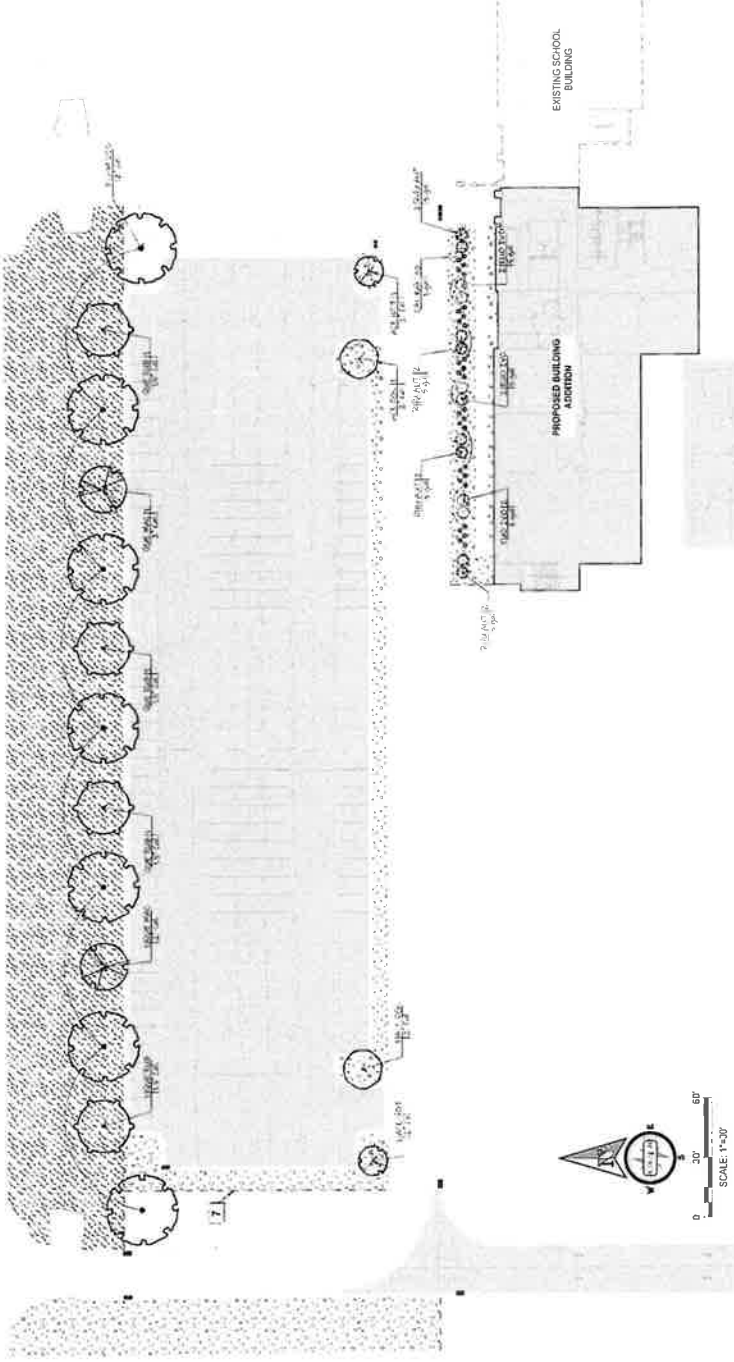
REFERENCE NOTES SCHEDULE

7 4" MIN POWDER COATED STEEL LANDSCAPE EDGING

THE UNIVERSITY OF CHICAGO PRESS

- [illegible]

PLANT SCHEDULE						
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	POT	
TREES						
	ACE 00L	2	ACEB RUBRA/COMMON BERRY OCTOBER GLORY BLO/MARIL	2' CAL	B19	
	ACE HOT	2	ACEB TATARIANA HOT MIDGE HOT PINKS IN APRIL/MAY	2' CAL	B19	
	QRM DIO	1	QRMCAUS DIOCA LEFFRELLIO KIMLEY COFFEE/LE	2' CAL	B19	
	QUE MAC	2	QUEBES MACROCARPA LARGE OAK	2' CAL	B19	
	QUE HUN	4	QUEBES RUBRA MID SOUTHERN OAK	1.5' CAL	B19	
SHRUBS						
	BUD VIO	6	BUDVIOLE PASTORIS VIOLET JOE NORTH VIOLET	3' CAL		
	RH LAUT	1	RHUS TRILOBATA ALUTUM AMBER ALUTUM AMBER SHrub	5' CAL		
ORNAMENTAL GRASSES						
	CAL 4H	33	CAERANUNTHUS TACUJUNCA VAR. FOUNTAIN FOUNTAIN GRASS	1' CAL	POT	





**ALDER
ELECTRIC**

ENGINEERING AND ELECTRICAL SERVICES

[illegible]

1 ELECTRICAL SITE PLAN





DATE RECEIVED
PROJECT NUMBER
MANAGER #

ENGLISH

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PHOTOGRAMMETRIC SITE
PLAN

SHEET NUMBER:

E102

ALDER ELECTRIC

[illegible]

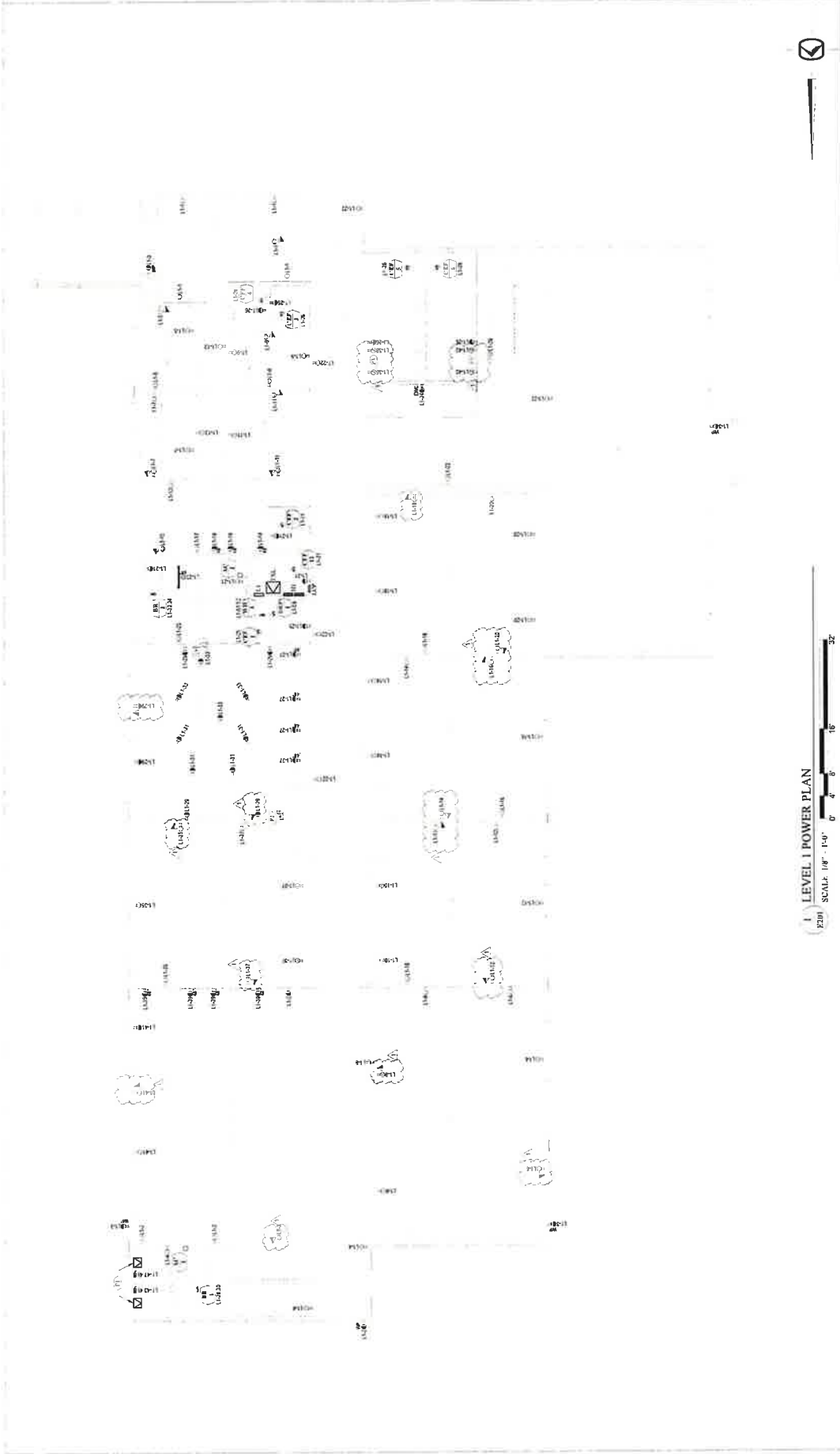
PHOTOMETRIC SITE PLAN

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AE ALDER ELECTRIC
ENGINEERING AND ELECTRICAL SERVICES
REGION FOLD - COMMERCIAL - INDUSTRIAL

[illegible]



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 (801) 999-5054
 WWW.AELDERELECTRIC.COM

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KEY NOTES
 1. ALL ELECTRICAL WORK SHALL BE IN ACCORDANCE WITH THE 2008 NATIONAL ELECTRICAL CODE (NEC) AND THE 2008 WYOMING ELECTRICAL CODE (WEC).
 2. ALL ELECTRICAL WORK SHALL BE IN ACCORDANCE WITH THE 2008 NATIONAL ELECTRICAL CODE (NEC) AND THE 2008 WYOMING ELECTRICAL CODE (WEC).
 3. ALL ELECTRICAL WORK SHALL BE IN ACCORDANCE WITH THE 2008 NATIONAL ELECTRICAL CODE (NEC) AND THE 2008 WYOMING ELECTRICAL CODE (WEC).
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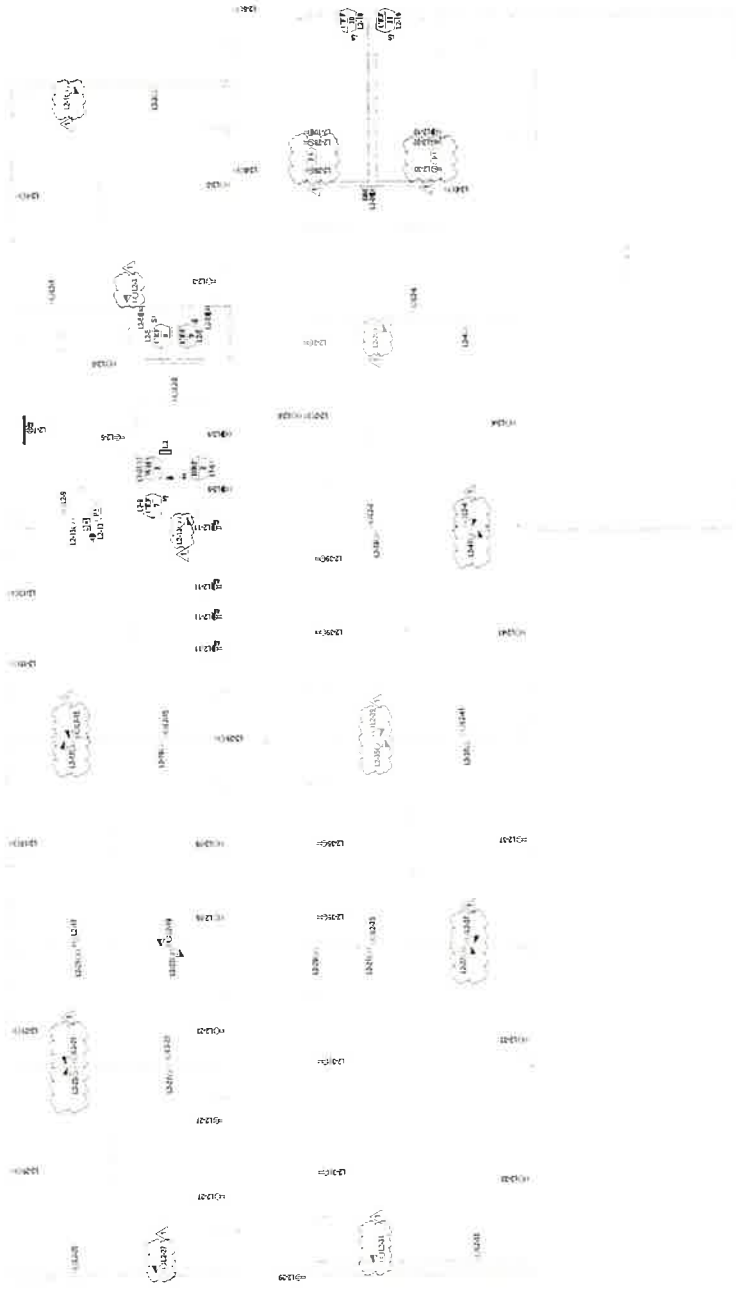
LEVEL 1 POWER PLAN
 SCALE: 1/8" = 1'-0"
 0 5 10 15 20



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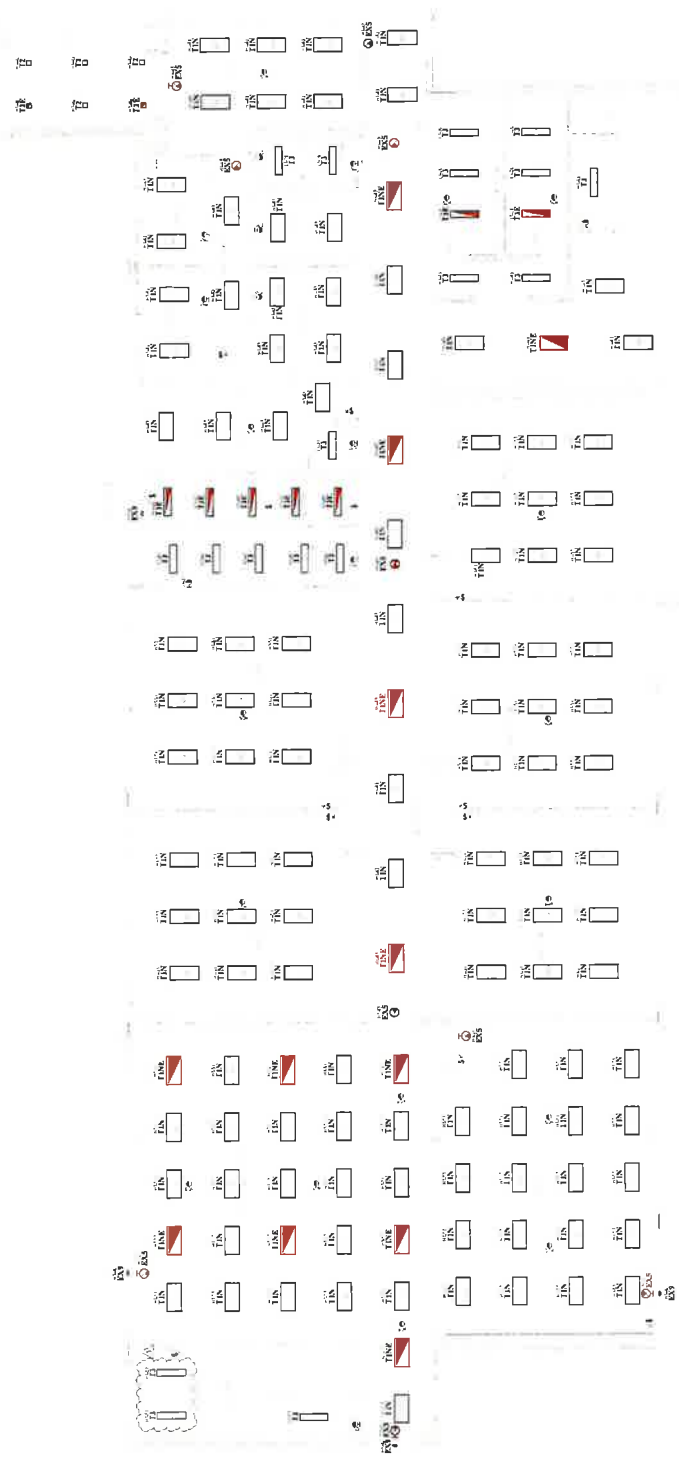
KEY NOTES
 P1: EMERGENCY GAS SHUT-OFF / WARNING VALVES
 P2: EMERGENCY GAS SHUT-OFF / WARNING VALVES
 P3: JUNCTION BOXES TO BE MAINTAINED EXACTLY AS SHOWN

1. LEVEL 2 POWER PLAN
 E202 SCALE 1/8" = 1'-0"



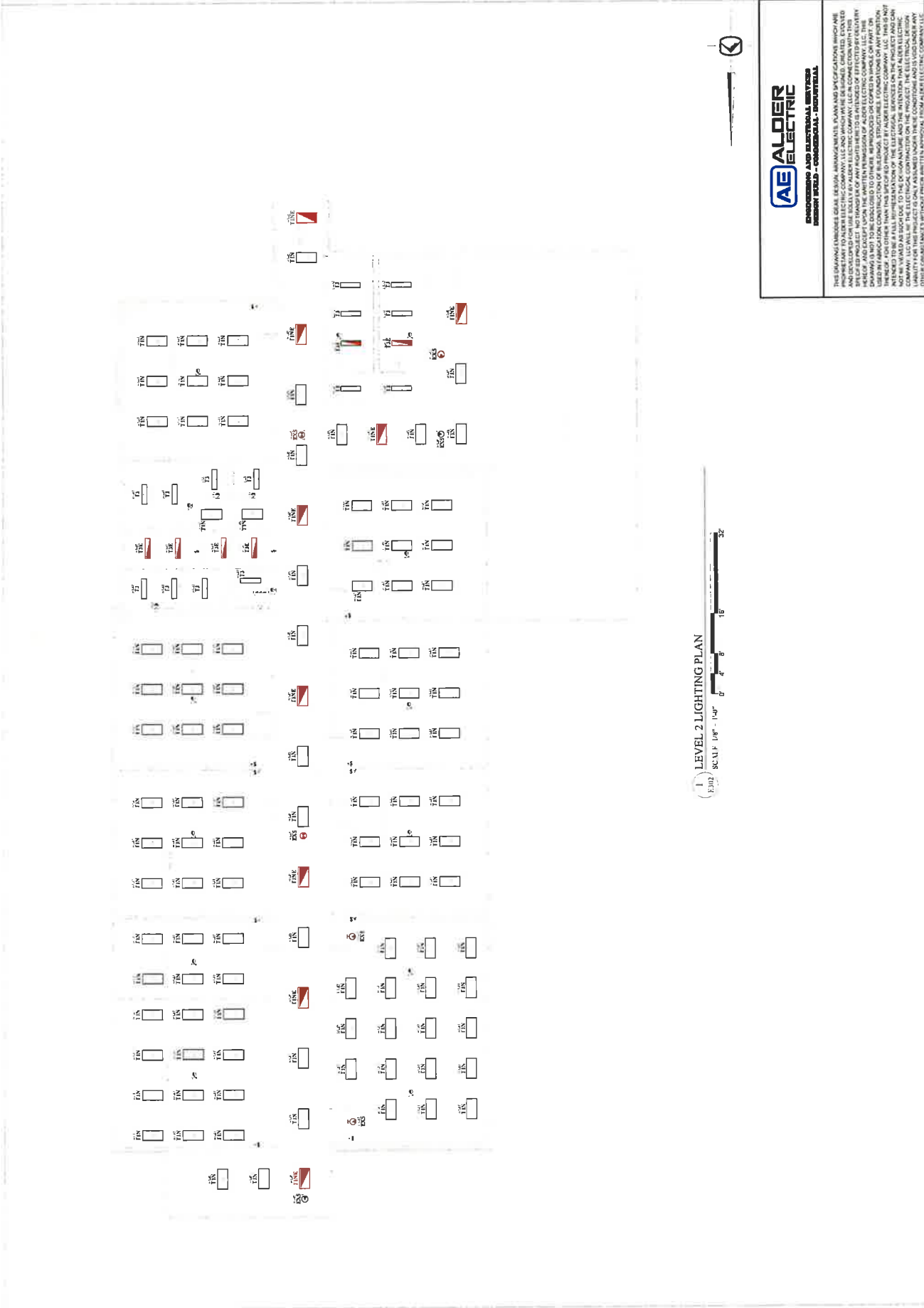


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 OTHER CIRCUMSTANCES'S WITHOUT PRIOR WRITTEN PERMISSION. ALDER ELECTRIC COMPANY, LLC



1 LEVEL 1 LIGHTING PLAN
 1/32" = 1'-0" SCALE 1/8" = 1'-0"





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SHEET NUMBER:
E302

Load Summary: MDP

Watts, Electric Type									
Phase A									
Watts, 4									
CCT	Class Description	A	B	C	D	E	F	G	H
1	EXISTING LOAD	131.33	88.47	13.54	62.14	131.93	63.96	-	-
2	NEW LOADS	-	-	-	-	-	-	-	-
Total Load		131.33	88.47	13.54	62.14	131.93	63.96	-	-
Total Amps		174.4	119.3	17.4	79.5	174.4	85.3	-	-
Panel Totals									
Total Class Load		483.015 VA	330.015 VA	48.3015 VA	241.5075 VA	483.015 VA	241.5075 VA	-	-
Total Demand		402.51 VA	275.007 VA	40.251 VA	201.2575 VA	402.51 VA	201.2575 VA	-	-
Total Class. Current		716.4 A	483.7 A	71.64 A	358.3 A	716.4 A	358.3 A	-	-
Total Amp. Current		724.4 A	483.7 A	72.44 A	361.3 A	724.4 A	361.3 A	-	-
Land Classification (LC)									
Equipment	Classified Load	General Load	General Factor	General Load					
Lighting	470000 VA	100.00%	470000 VA	470000 VA					
Lighting	251100 VA	100.00%	251100 VA	251100 VA					
Motor	9881 VA	125.00%	4312.5 VA	4312.5 VA					
Motor	9881 VA	125.00%	10158 VA	10158 VA					
Receptacle	95740 VA	55.25%	52825 VA	52825 VA					

LUMINAIRE SCHEDULE

UNIT #	DESCRIPTION	UNIT	LOAD	VOLTS	PHASE	FLA	APPARENT POWER	VOLTS/POLES - PANEL	PANEL	REMARKS
			1 MVA	1 MVA			1 MVA			
AC-1	SPLIT AIR CONDITIONING - BASEBOARD HEATING	150 W	208	1	3	0.83	168 VA	208 V/1-155 VA	12	12
AC-2	SPLIT AIR CONDITIONING - BASEBOARD HEATING	150 W	208	1	3	0.83	168 VA	208 V/1-155 VA	12	12
BR-1	BASEBOARD HEATING	150 W	208	1	3	0.83	168 VA	208 V/1-155 VA	12	12
BR-2	BASEBOARD HEATING	150 W	208	1	3	0.83	168 VA	208 V/1-155 VA	12	12
CE-1	CEILING EXHAUST FAN	48 W	105	0	4	0.15	30 VA	120 V/1-48 VA	3	3
CE-2	CEILING EXHAUST FAN	48 W	105	0	4	0.15	30 VA	120 V/1-48 VA	3	3
CE-3	CEILING EXHAUST FAN	48 W	105	0	4	0.15	30 VA	120 V/1-48 VA	3	3
CE-4	CEILING EXHAUST FAN	48 W	105	0	4	0.15	30 VA	120 V/1-48 VA	3	3
CE-5	CEILING EXHAUST FAN	48 W	105	0	4	0.15	30 VA	120 V/1-48 VA	3	3
CE-6	CEILING EXHAUST FAN	48 W	105	0	4	0.15	30 VA	120 V/1-48 VA	3	3
CE-7	CEILING EXHAUST FAN	48 W	105	0	4	0.15	30 VA	120 V/1-48 VA	3	3
CE-8	CEILING EXHAUST FAN	48 W	105	0	4	0.15	30 VA	120 V/1-48 VA	3	3
CE-9	CEILING EXHAUST FAN	48 W	105	0	4	0.15	30 VA	120 V/1-48 VA	3	3
CE-10	CEILING EXHAUST FAN	48 W	105	0	4	0.15	30 VA	120 V/1-48 VA	3	3
CE-11	CEILING EXHAUST FAN	48 W	105	0	4	0.15	30 VA	120 V/1-48 VA	3	3
CE-12	CEILING EXHAUST FAN	48 W	105	0	4	0.15	30 VA	120 V/1-48 VA	3	3
CE-13	CEILING EXHAUST FAN	48 W	105	0	4	0.15	30 VA	120 V/1-48 VA	3	3
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CE-46	CEILING EXHAUST FAN	48 W	105	0	4	0.15	30 VA	120 V/1-48 VA	3	3
CE-47	CEILING EXHAUST FAN	48 W	105	0	4	0.15	30 VA	120 V/1-48 VA	3	3
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[illegible]

AE ALDER ELECTRIC
ENGINEERING AND ELECTRICAL SERVICES
PERSONNEL - COMMERCIAL - RESIDENTIAL

[illegible]

EET NUMBER: E501

WYOMING CLASSICAL ACADEMY
6389 POISON SPIDER LANE
MILLS, WYOMING

SILVERPEAK
ENGINEERING

177 E. ANTELOPE DR. STE. B
LAYTON UT 84041
PHONE (801) 499-5054

STRUCTURAL CIVIL SURVEY
WWW.SILVERPEAK-ENG.COM

DATE	THRU	PROJECT	THRU	DATE	DESCRIPTION
1/1/80	12/31/80	1/1/80	12/31/80	1/1/80	1/1/80

ELECTROCAL

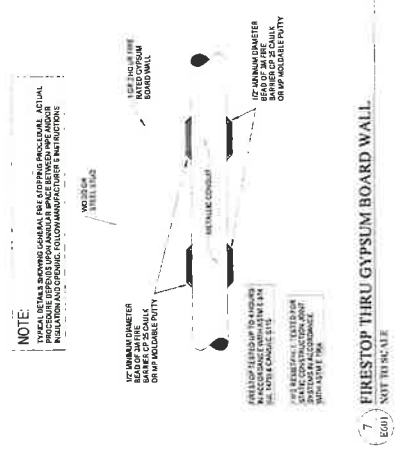
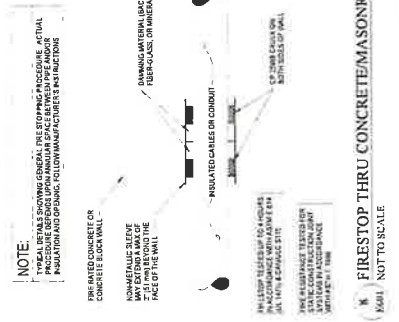
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12

AE ALDER
ELECTRIC

PAID BY	DATE	AMOUNT	REMARKS
Additional House			

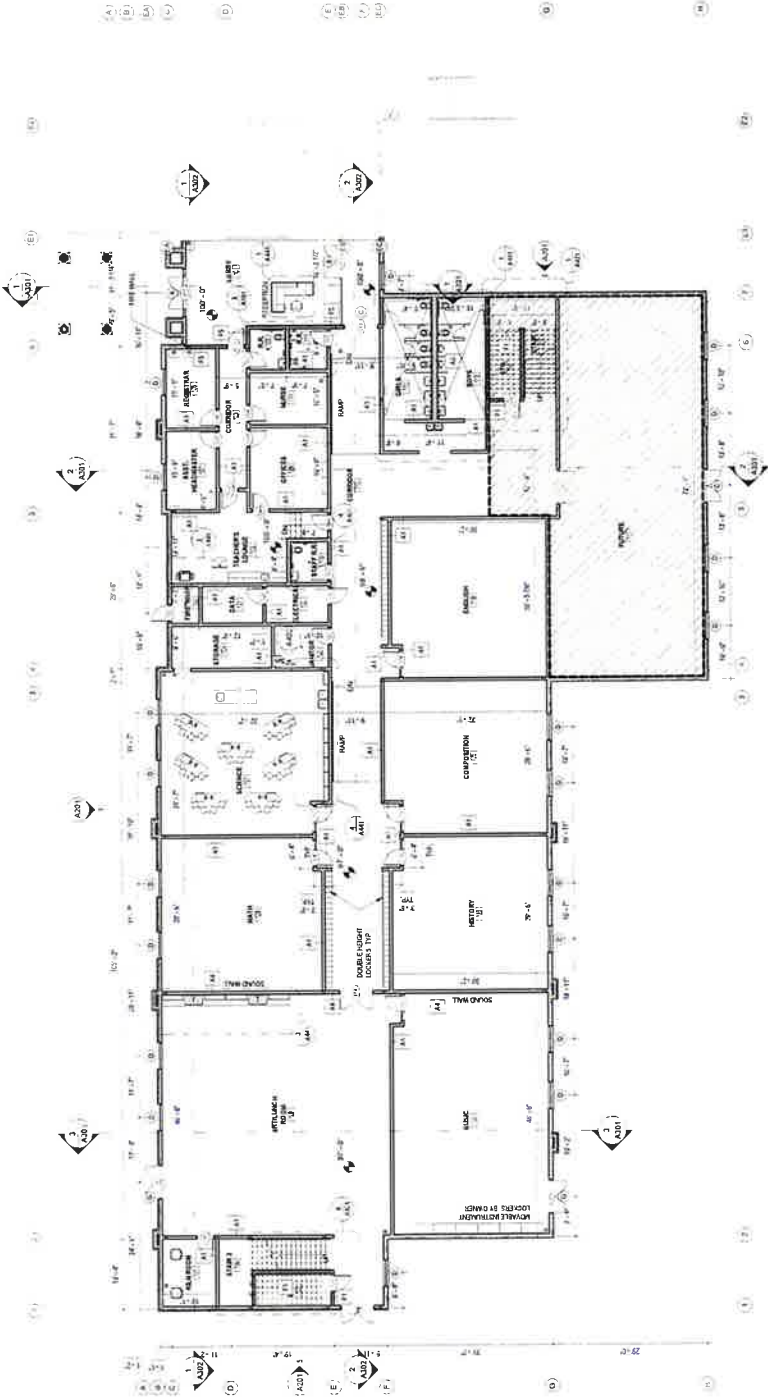
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FLOOR PLAN LEGEND

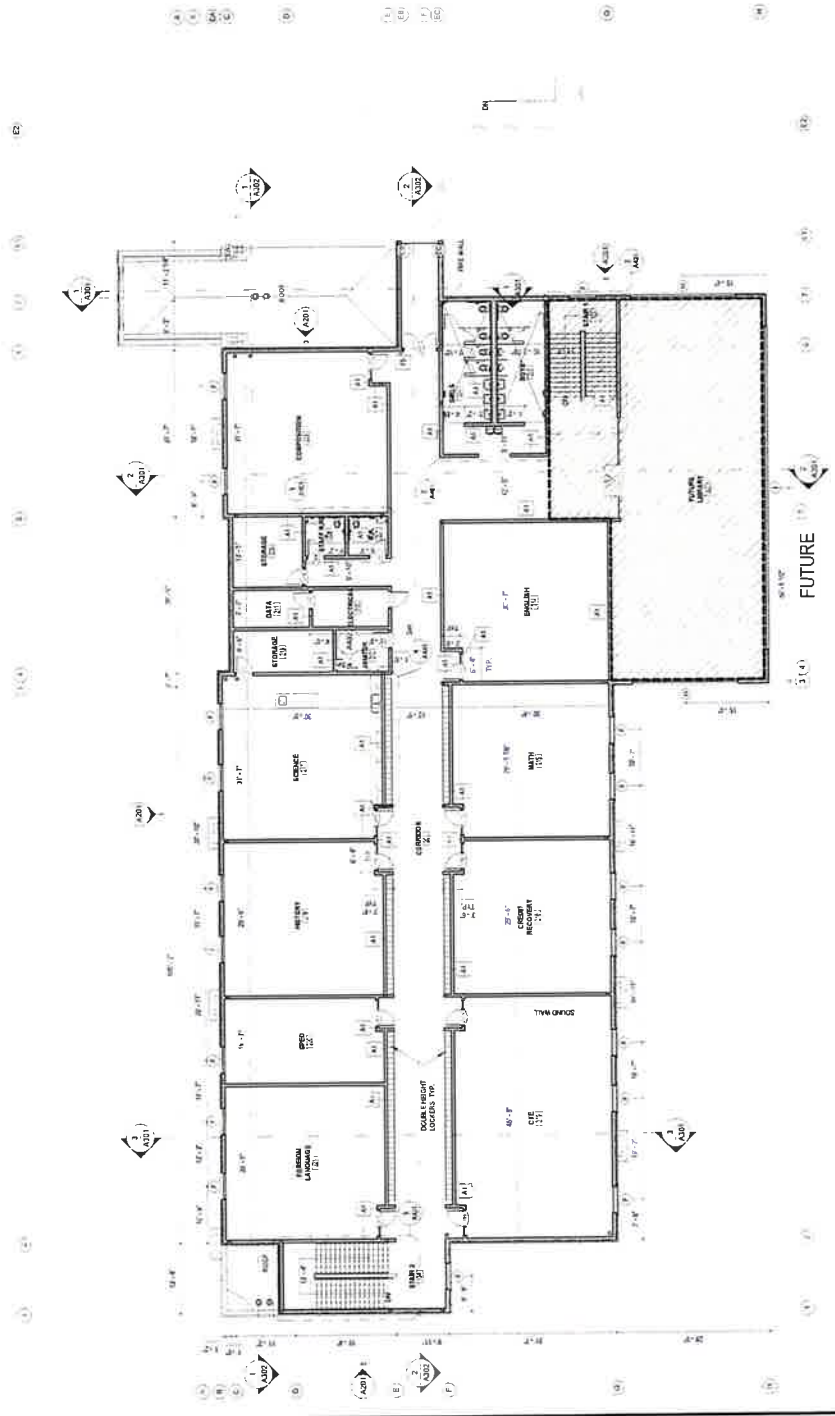
SYMBOL	DESCRIPTION
	BALL TAG TAG-101 BALL TAGS 1000T 400T
	DOOR TAG-101 DOOR TAGS 1000T 400T
	WINDOW TAG-101 WINDOW TAGS 1000T 400T



LEVEL 1 FLOOR PLAN

FLOOR PLAN LEGEND

SYMBOL	DESCRIPTION
	WALL THIS INCLUDES WALL TYPES (PARTIAL)
	DOOR TAG USE DOOR SCHEDULE SHEET A01
	WINDOW TAG USE WINDOW SCHEDULE SHEET A01



LEVEL 2 FLOOR PLAN

PRIOR TO EXAMINING ANY DRAWING, THE EXAMINER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INFORMATION AND DATA FROM THE CLIENT AND FOR VERIFYING THE ACCURACY OF THE INFORMATION PROVIDED. THE EXAMINER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INFORMATION AND DATA FROM THE CLIENT AND FOR VERIFYING THE ACCURACY OF THE INFORMATION PROVIDED. THE EXAMINER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INFORMATION AND DATA FROM THE CLIENT AND FOR VERIFYING THE ACCURACY OF THE INFORMATION PROVIDED.

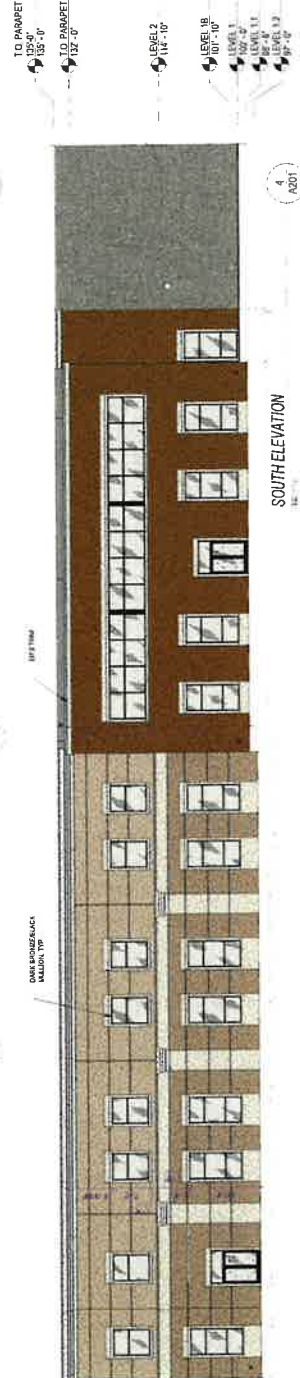
ENERGY ANALYSIS

(PRESCRIPTIVE METHOD)

[illegible]

EXTERIOR FINISH LEGEND

WATCH	DESCRIPTION
	Sample 1: Dark brown, smooth, slightly textured surface.
	Sample 2: Dark brown, smooth, slightly textured surface.
	Sample 3: Light brown, smooth, slightly textured surface.
	Sample 4: Dark brown, smooth, slightly textured surface.



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LANDSCAPING APPLICATION FORM

OWNER: Wyoming Classical Foundation TELEPHONE: 307-247-9559

ADDRESS: 6389 Poison Spider Lane

OWNER'S AUTHORIZED REPRESENTATIVE:
NAME: Logan Hammer (logan@silverpeakeng.com)

ADDRESS: 177 E Antelope Dr. Ste. B, Layton, UT 84041

TELEPHONE: 801-499-5054

NAME OF DESIGNER OR LANDSCAPE PLAN:
CEPI (Jared Fehringer)

ADDRESS: 6080 Enterprise Dr, Casper, WY 82609

TELEPHONE: 307-266-4346

AMOUNT PROPOSED FOR LANDSCAPING \$: 150,000

PERCENTAGE OF LAND UNDER CONSIDERATION
REQUIRED TO BE LANDSCAPED: Phase II Landscape = ~29.5%

PERCENTAGE OF INORGANIC LANDSCAPING: 19% of total landscape & 5% of total site

TYPES OF IRRIGATION/SPRINKLING PROVISIONS:
Automatic remote controlled valves utilizing drip irrigation, rotors, and rotary heads.

TYPE AND NUMBER OF TREES AND PLANTINGS:
See attached proposed landscape plan

DATE OF COMPLETION: 6-24-2026

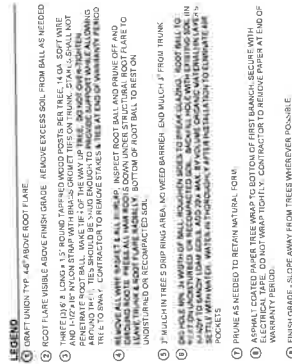
The following owner's signature signifies that all information on the landscaping plan application is correct and accurate to the best of the owner's knowledge and that the owner has thoroughly read and understands all landscaping information and requirements and shall honor all commitments made therein.

SIGNATURES OF PROPERTY OWNER: 

DATE: 6-24-2026

SIGNATURE OF PLANNING DIRECTOR: _____

DATE: _____



NOT TO SCALE

ONLY AFTER THE PLANT HAS RUIN



NOT TO BE AVOIDED

REFERENCE NOTES SCHEDULE			
SYMBOL	DESCRIPTION	QTY	
1	3" RIVER ROCK MULCH AT 3" THICK OVER LANDSCAPE FABRIC	14,372 SF	
2	1" TYPE 1 NATIVE GRASS SEED CASPER WY	23,394 SF	
3	21 TRUSCUE 800	2,855 SF	
7	4" 1/2" POWDER COATED STEEL LANDSCAPE EDGING	181 LF	

1111

SYMBOL	DESCRIPTION
3-3	RIVER ROCK MULCH AT 3" THICK OVER LANDSCAPE
1W1L2	NATIVE GRASS SEED CASPER WY
RTTSCALE 500	
7	4" MIN WOODCHIPS COATED STEEL LANDSCAPE EDGING

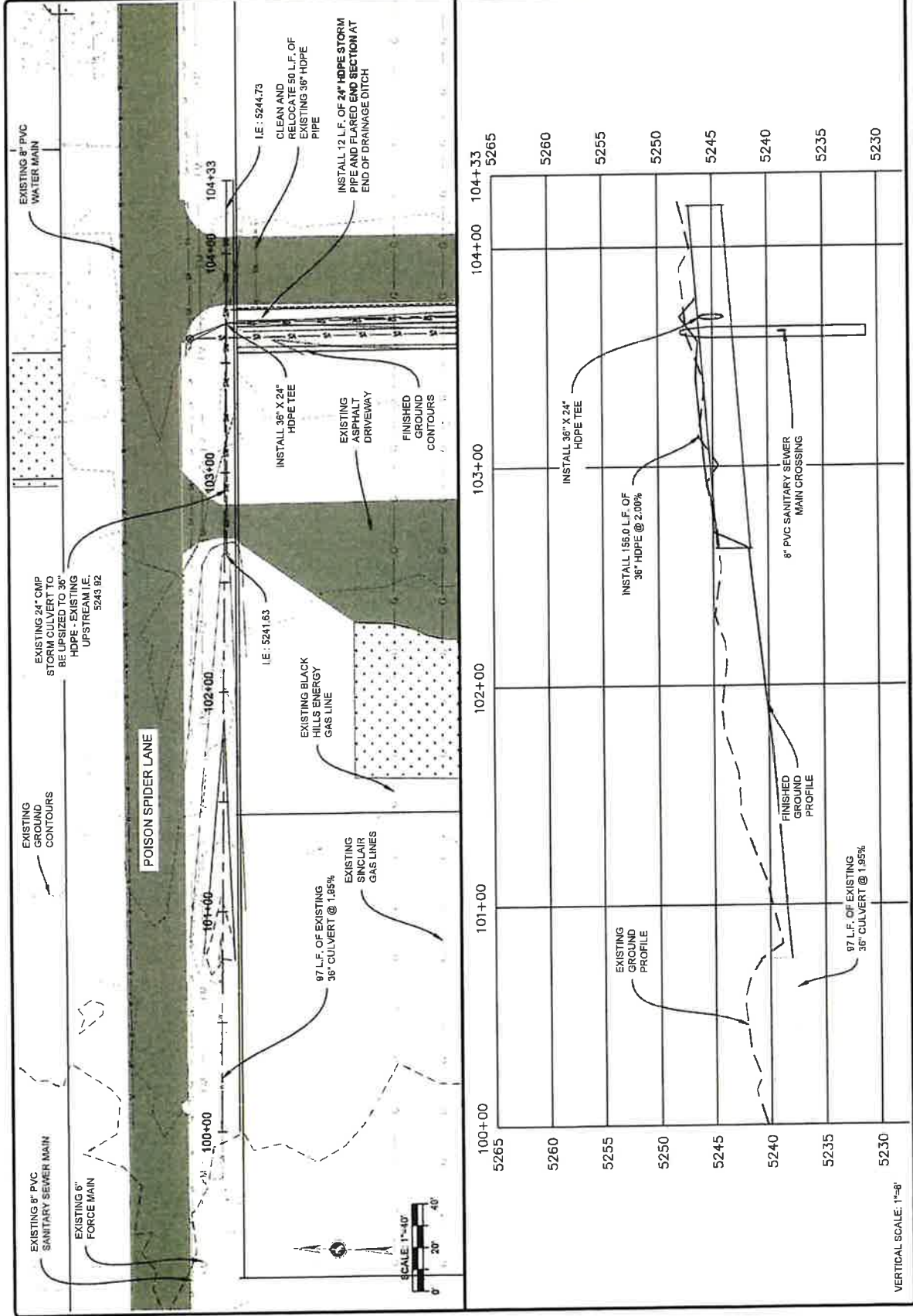
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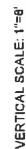
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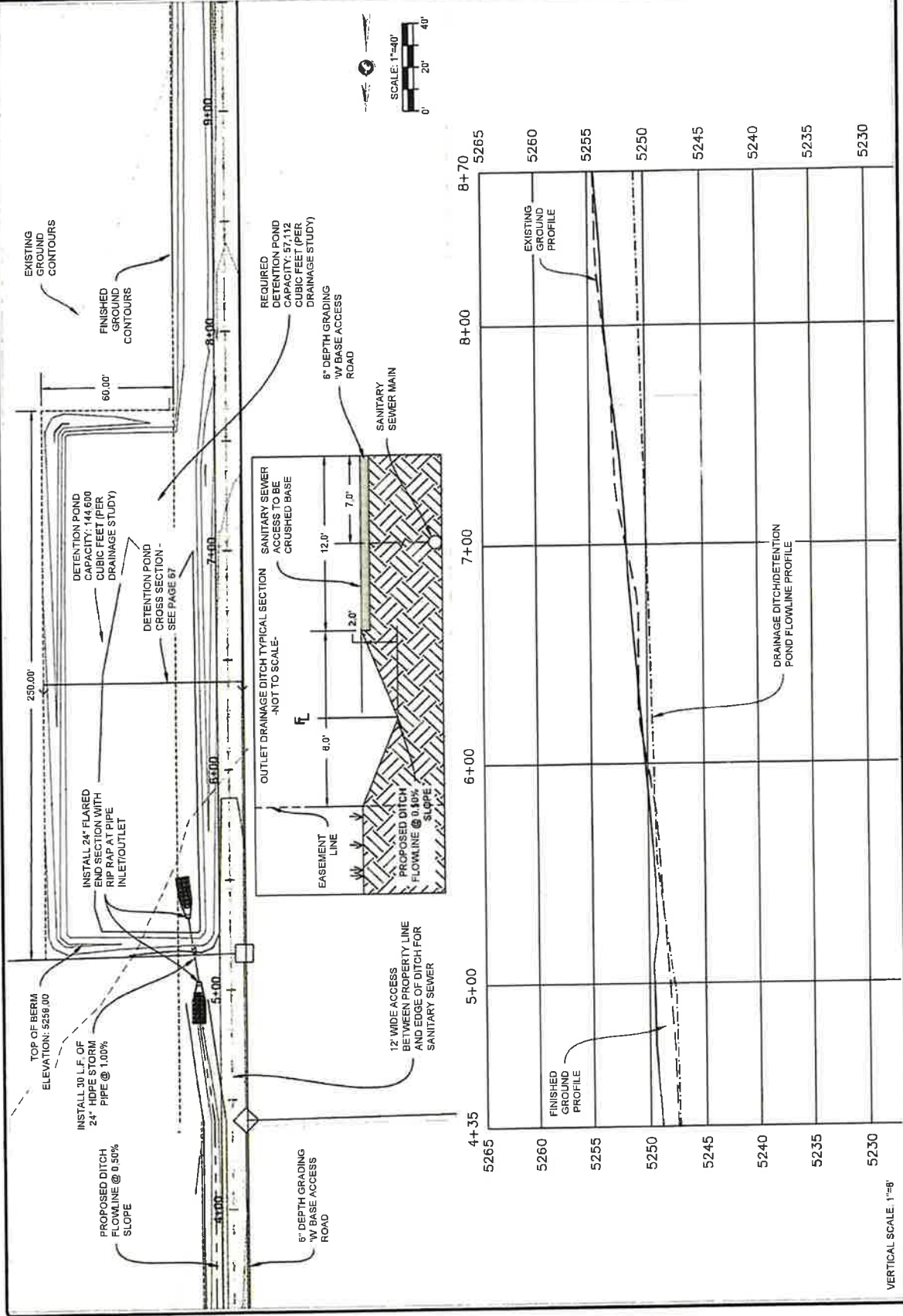


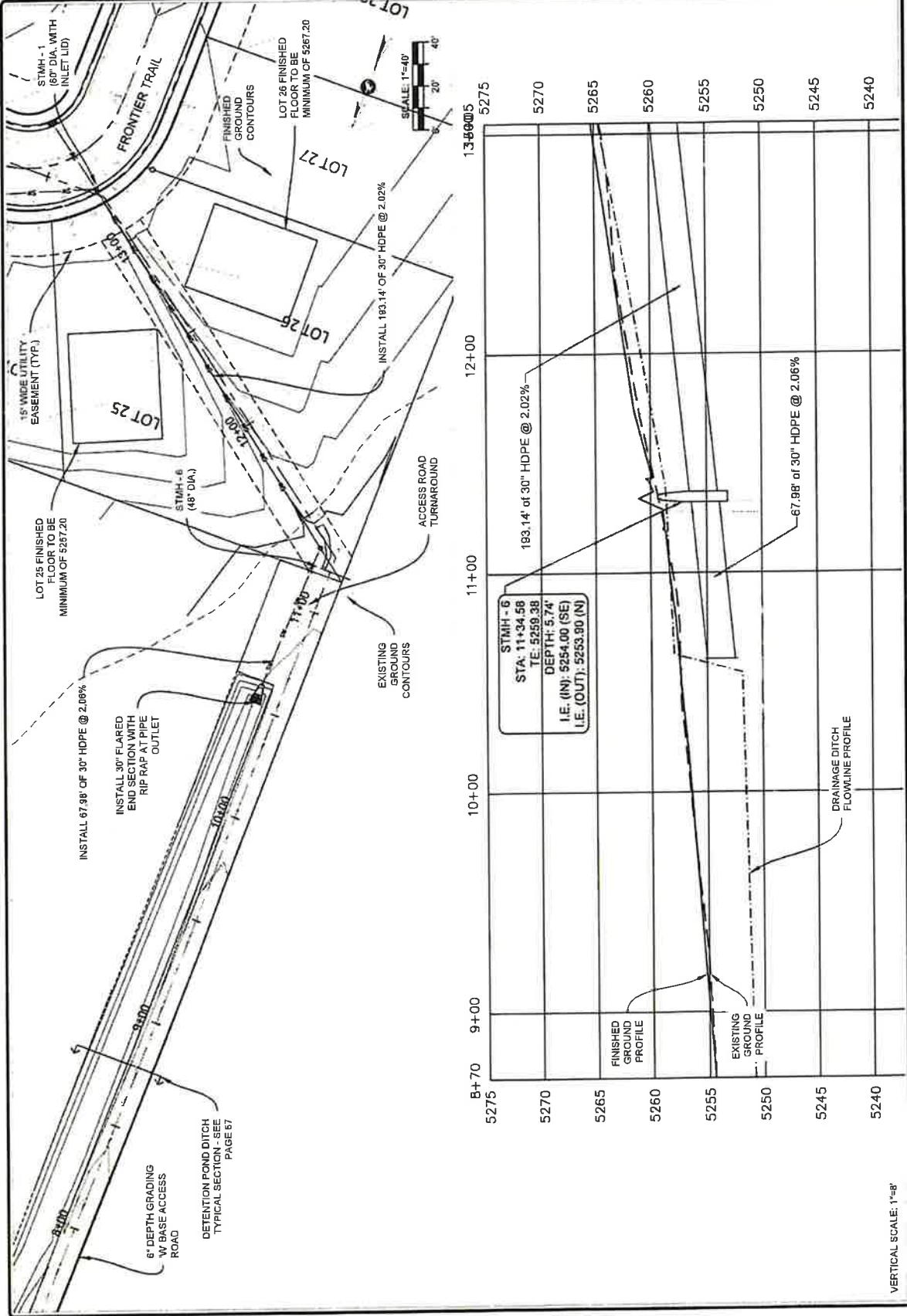
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	ROOT
	ACE 05A	2	ACER RUBRUM OCTOBER GLORY OCTOBER GLORY RED MAPLE	2" CAL	04B
	ACE 10T	2	ACER TATARICUM 'HOT WINGS' HOT WINGS TATARIAN MAPLE	2" CAL	04B
	QYM 00	7	QUERCUS ILEX VIRGINICA SHREDED KENTUCKY COFFEE TREE	2" CAL	04B
	QLE MAC	2	QUERULUS MACROCARPA BURMCK	2" CAL	04B
	QLE RUB	4	QUERULUS RUBRA NORTHERN RED OAK	1.5" CAL	04B
	SLR 030	5	SLYDNIUM TORTUOSUM 'AOL' AOL	1" CAL	
	RYVALT	5	RYNCHOTRILLODA AUTUMNI AMBER AUTUMN AMBER SUMAC	3" CAL	
	CLM 30	30	CULMABIGSTIS X ACHITRICH VAR. FLO. FORTIFER REED BIRD FEARNS	1" CAL	ROT

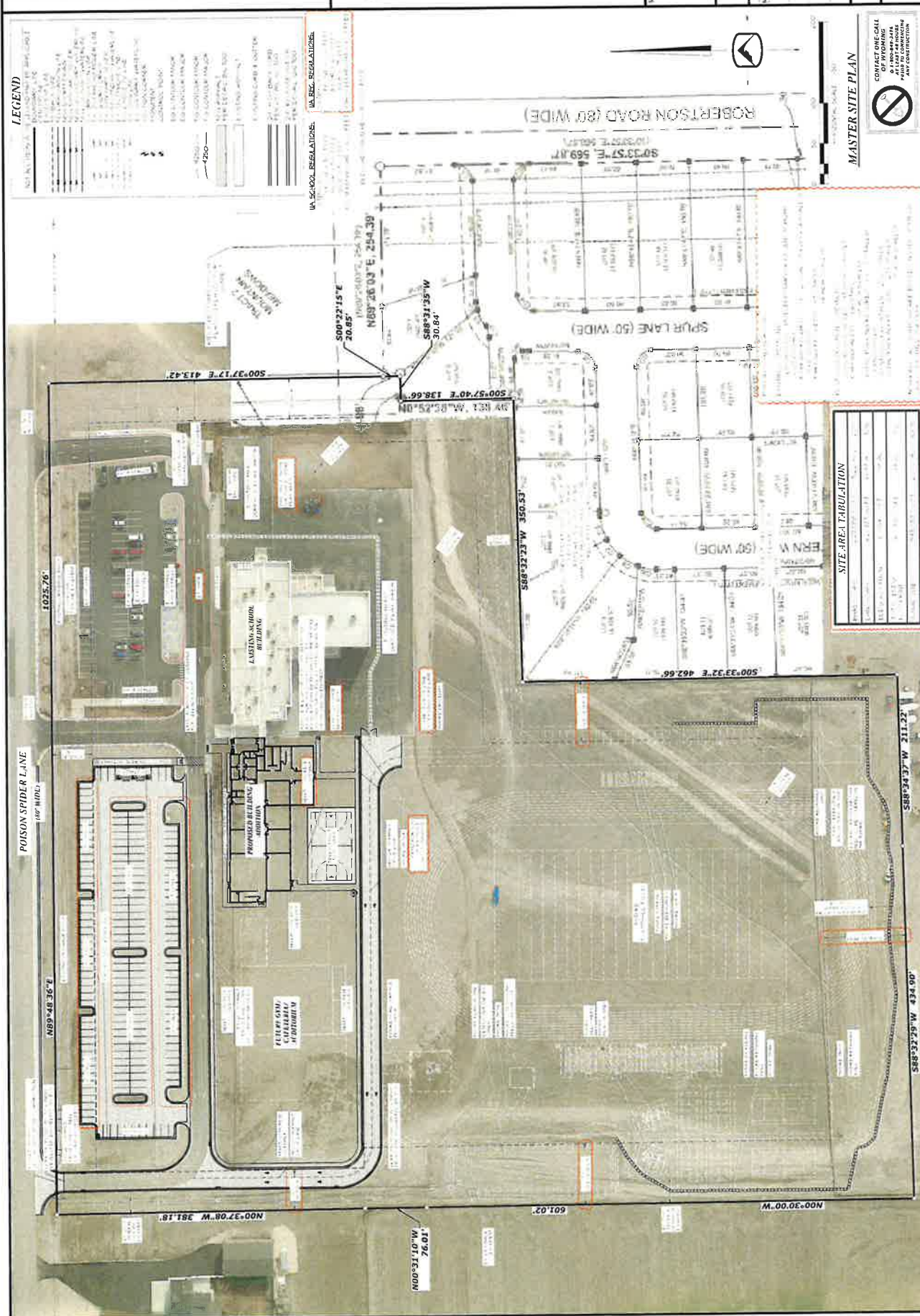
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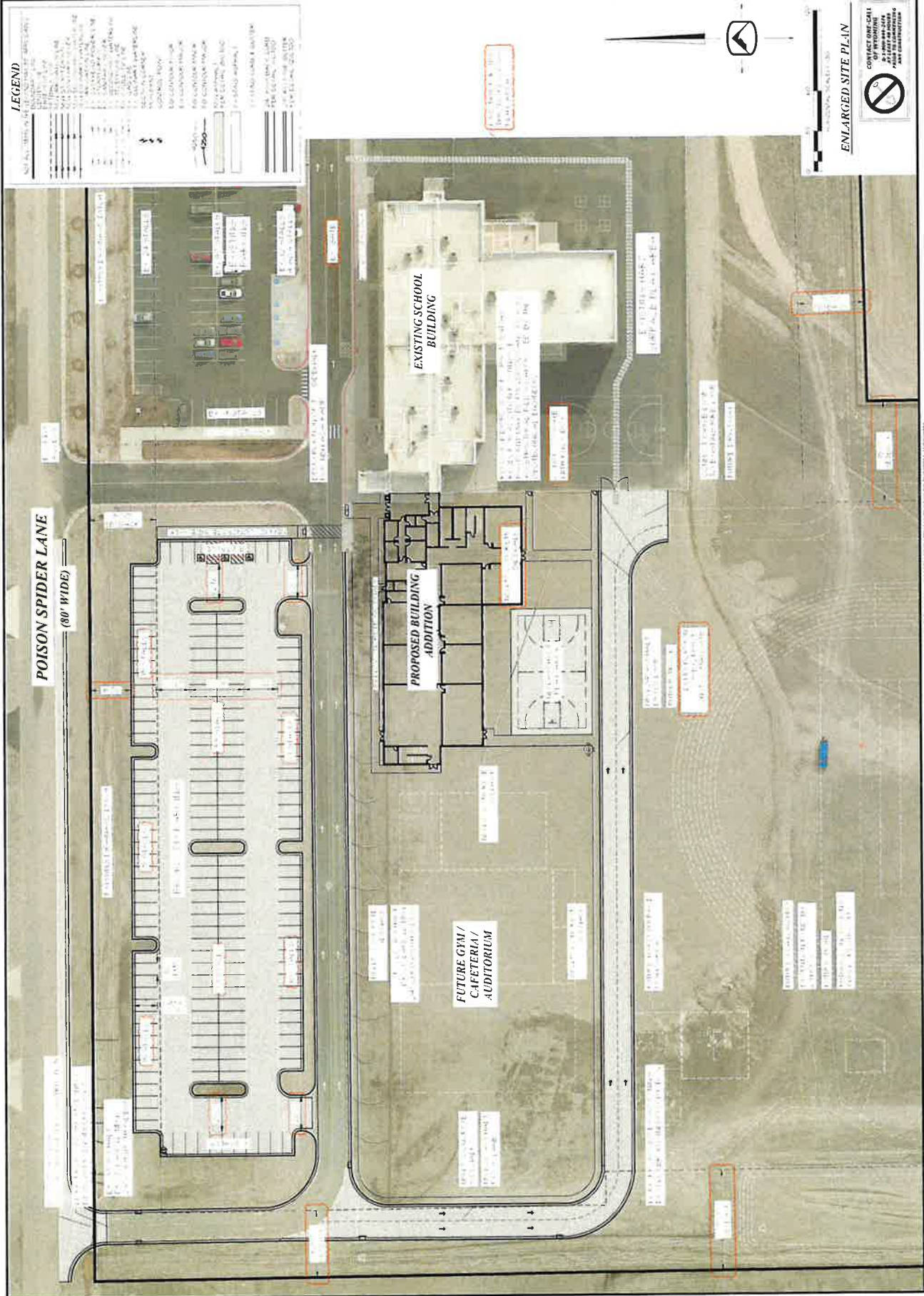


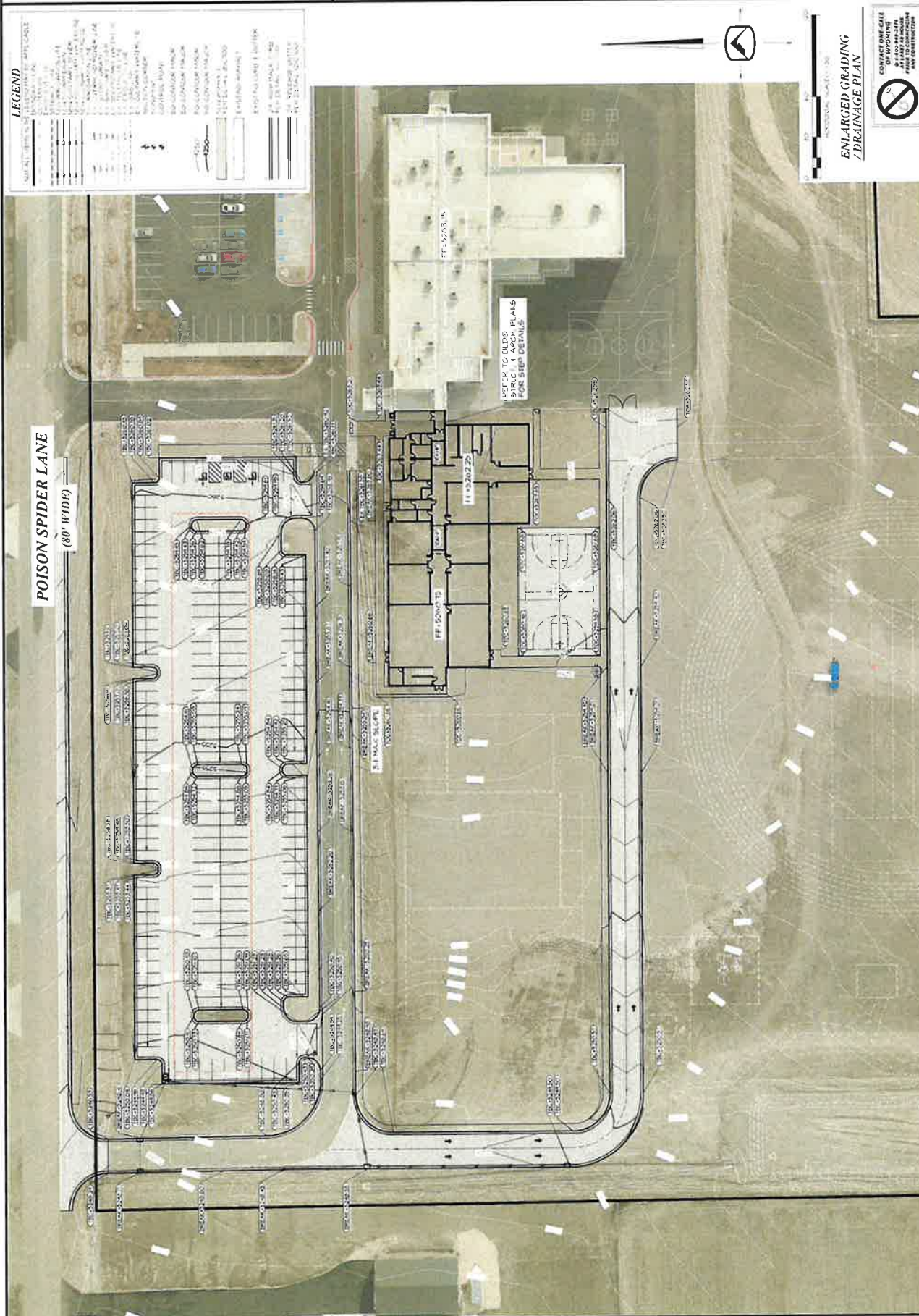












DATE: 08-28-2026
PROJECT: AW-081
MANAGER: J.R.J.

REVISIONS:

NO.	DATE	REVISION
1	08-28-2026	ON SITE 1

OVERALL
UTILITY PLAN

SHEET NUMBER
C400

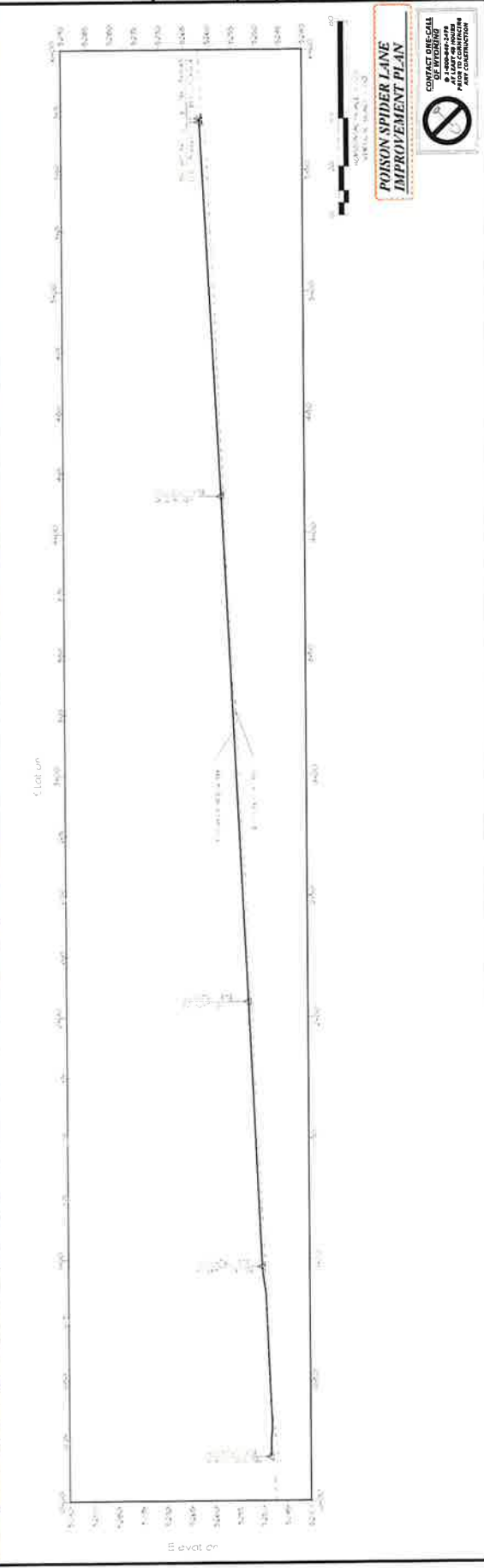
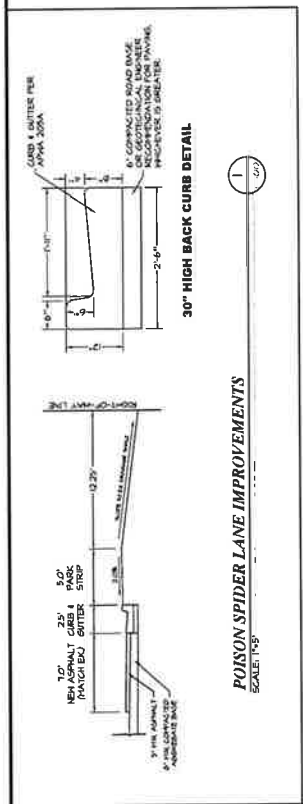
OVERALL UTILITY PLAN



**CONTACT ONE-CALL
OF WYOMING**
① 800-848-2418
AT LEAST 48 HOURS
BEFORE CONSTRUCTION
ANY CONNECTION







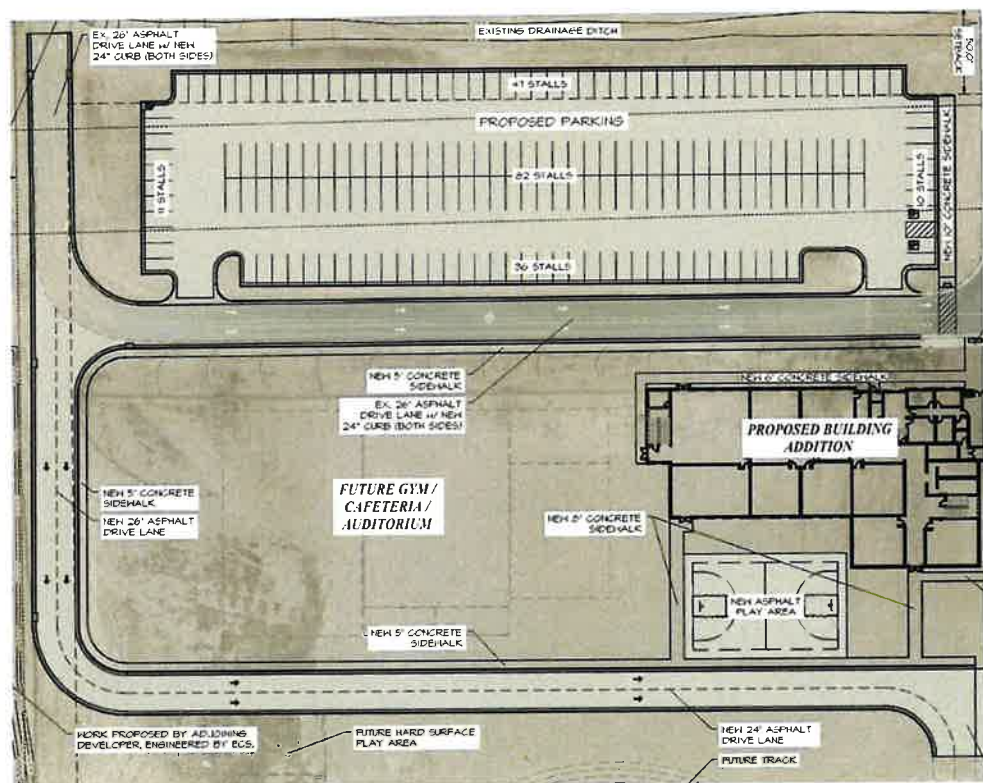
THE CHAIRMAN, MEMBERS OF THE BOARD OF DIRECTORS, AND OFFICERS OF THE COMPANY ARE REQUESTING THAT YOU VOTE AS SHOWN ON THIS BALLOT. IF YOU HAVE ANY QUESTIONS, PLEASE CALL THE VOTING SERVICE AT 1-800-451-9834.

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TRAFFIC IMPACT STUDY

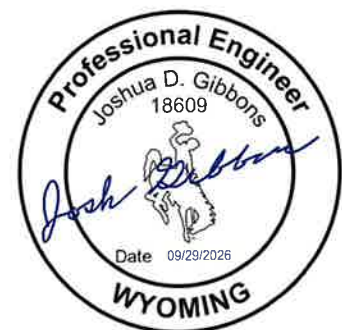
Wyoming Classical Academy Expansion

Mills, Wyoming



DATE

September 29, 2026



Executive Summary

The purpose of this study is to analyze the traffic impacts associated with the proposed Wyoming Classical Academy Expansion project located in Mills, Wyoming. The study includes traffic analysis without ("Background") and with ("Plus Project") the proposed project to determine if traffic mitigation measures are needed.

In summary, it is anticipated that the intersections surrounding the school will operate at an acceptable level of service with and without the proposed expansion, with some additional queueing on the roadways. Improvements are planned at the Poison Spider Lane / Robertson Road intersection that will reduce queueing, including a traffic signal. It is anticipated that there will be sufficient on-site queue storage assuming cars are double-stacked on-site and other potential improvements the school could consider, detailed in this report. Additional details regarding the development, assumptions, findings, and mitigation measures are found below and in the body of the report. The morning and afternoon peak hour level of service (LOS) results are shown in Table ES-1.

Development Conditions		
- The project will consist of the expansion of an existing charter school - The expansion, and the associated increase in students, is anticipated to generate approximately 160 trips in the morning peak hour and 96 trips in the afternoon peak hour		
Traffic Analysis		
2026	Background	Plus Project
Findings	• Acceptable LOS	• Acceptable LOS
2031	Background	Plus Project
Findings	• Acceptable LOS	• Acceptable LOS

Table ES-1: Peak Hour Level of Service Results

Intersection		Level of Service							
		Existing (2026)				Future (2031)			
		Background		Plus Project		Background		Plus Project	
		AM	PM	AM	PM	AM	PM	AM	PM
1	West School Access / Poison Spider Lane	A	A	A	A	A	A	A	A
2	Central School Access / Poison Spider Lane	A	A	B	A	A	A	C	A
3	East School Access / Poison Spider Lane	A	A	A	A	A	A	A	A
4	Poison Spider Lane / Robertson Road	A	A	C	A	B	A	D	A
1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections and the worst movement for all other unsignalized intersections.									

Level of Service (LOS)

INCREASING DELAY →

A	B	C	D	E	F
ACCEPTABLE				POOR	

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Introduction

Purpose

The purpose of this study is to analyze the traffic impacts associated with the proposed Wyoming Classical Academy Expansion project located in Mills, Wyoming. This study includes traffic analysis of key intersections for existing (2026) and future (2031) conditions without (“Background”) and with (“Plus Project”) the proposed development to determine if traffic mitigation measures are needed. The proposed development location is shown in Figure 1.



Figure 1: Development location in Mills, Wyoming

Scope

The study area of the study was defined based on applicable study standards. The following intersections were included in the analysis:

- West School Access / Poison Spider Lane
- Central School Access / Poison Spider Lane
- East School Access / Poison Spider Lane
- Poison Spider Lane / Robertson Road

Methodology

Level of service (LOS) describes the operating performance of an intersection or roadway. LOS is measured quantitatively at intersections with delay and reported on a scale from A to F, with A representing the best performance and F the worst.

The *Highway Capacity Manual* (HCM), 7th Edition, 2022 methodology was used for the LOS analyses. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is measured by the overall intersection performance using the weighted average of all delays. For all other unsignalized intersections, the LOS is based on the delay of the worst movement. A summary of LOS characteristics and delay ranges is shown in Table 1.

Using Synchro/SimTraffic software, the peak hour LOS and queueing were computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS and 95th percentile queue length reports are provided in Appendix C and Appendix D.

Many of the figures in this report are printouts of the Synchro model. These figures are not meant to be design exhibits with exact lane striping and design, due to the limitations of the Synchro software. Instead, the purpose of these figures is to show assumed peak hour turning movement volumes and the conceptual lane configuration of the study roadway network.

Level of Service Standard

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D, based on local standards. If levels of service E or F conditions exist, an explanation and/or mitigation measures are presented.

Table 1: Level of Service Definition

LOS	Traffic Conditions	Average Delay (seconds/vehicle)	
		Signalized	Other
A	Free flow Insignificant delay; drivers are unimpeded	≤ 10	≤ 10
B	Stable operations Minimum delays; occasional short waits	10–20	10–15
C	Stable operations Acceptable delays; maneuvering is restricted	20–35	15–25
D	Approaching unstable flows Tolerable delays; queues form and clear	35–55	25–35
E	Unstable operations Significant delays; at capacity	55–80	35–50
F	Forced flows Unpredictable flows and excessive delays	> 80	> 50

Existing (2026) Background Analysis

Purpose

The purpose of the existing (2026) background analysis is to study the intersections with background traffic and geometry in 2026 conditions. Through this analysis, background traffic operational deficiencies and potential mitigation measures can be identified. This analysis provides a baseline condition to compare with plus project conditions to identify the traffic impacts of the development.

Roadway Network

The primary roadway that will provide access to the project site is Poison Spider Lane, a city-maintained roadway which is classified as a “residential road” by the Town of Mills Transportation Plan (July 2017). The roadway has one travel lane in each direction. The posted speed limit is 20 mph in the study area to the west of Robertson Road and 35 MPH to the east of Robertson Road.

Traffic Volumes

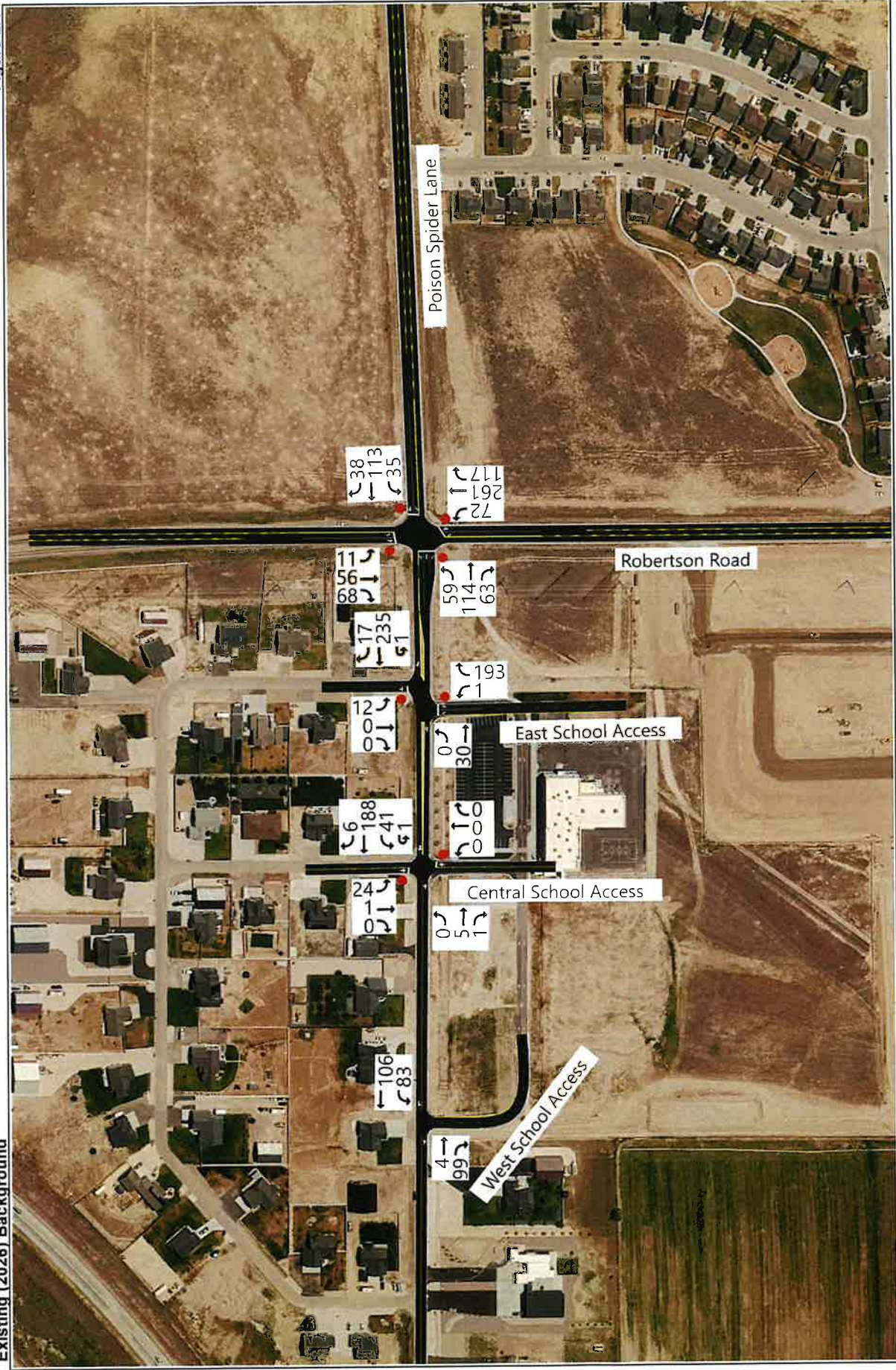
Weekday morning (7:00 to 9:00 a.m.) and afternoon (2:00 to 4:00 p.m.) peak period traffic counts were performed at the following intersections:

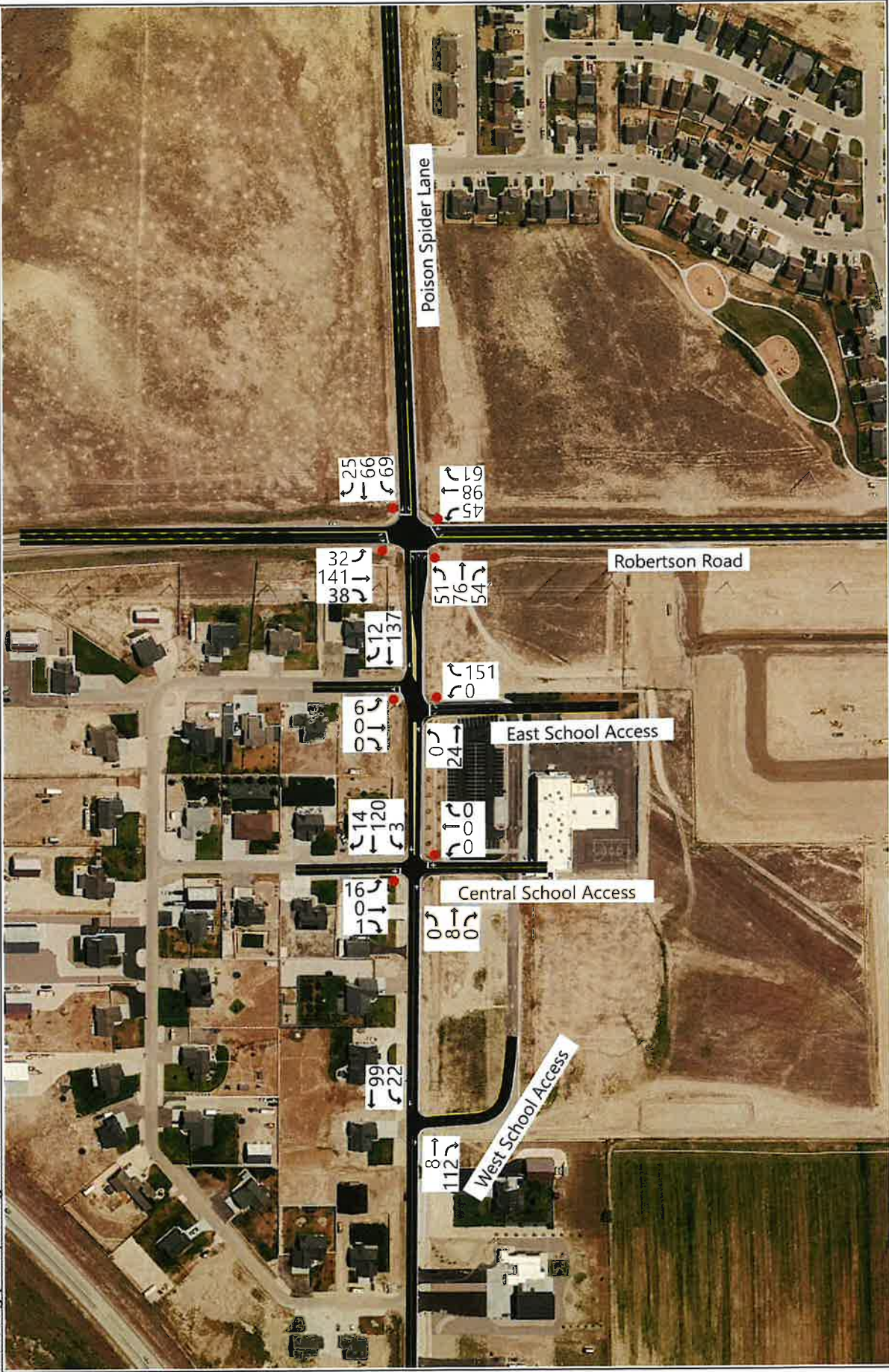
- West School Access / Poison Spider Lane
- Central School Access / Poison Spider Lane
- East School Access / Poison Spider Lane
- Poison Spider Lane / Robertson Road

The counts were performed on Thursday, September 24, 2026. The morning peak hour was between 7:00 and 8:00 a.m., and the afternoon peak hour was between 2:45 and 3:45 p.m. Both the morning and afternoon peak hour volumes were analyzed for the study. Detailed count data are included in Appendix B.

Hales Engineering considered making seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby WYDOT automatic vehicle classifier (AVC) on WYO-220 (AVC #114). In recent years, traffic volumes in September have been equal to 127% of average traffic volumes. The observed traffic volumes were left unadjusted as a conservative measure.

Figure 2 shows the existing morning and afternoon peak hour volumes as well as intersection geometry at the study intersections.





Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the morning and afternoon peak hours, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development for existing (2026) conditions.

Table 2: Existing (2026) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Afternoon Peak
West School Access / Poison Spider Lane	NB Stop	A (1.4) / WBL	A (1.1) / WBL
Central School Access / Poison Spider Lane	NB/SB Stop	A (8.9) / SBT	A (4.6) / SBL
East School Access / Poison Spider Lane	NB/SB Stop	A (7.3) / NBL	A (5.8) / SBL
Poison Spider Lane / Robertson Road	AWSC	A (9.5)	A (7.1)
1. Movement shown where delay and LOS represents worst movement. SBL = Southbound left movement, etc.			

Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections.

The traffic model does not reflect queueing from internal on-site circulation, however, a significant eastbound queue length was observed in the field for vehicles turning right into the west school access caused by backing up of the school pickup line. Further discussion of on-site queues are found in the on-site circulation and queueing analysis section of this report.

Mitigation Measures

No mitigation measures are recommended.

Development Conditions

Purpose

The purpose of the development conditions discussion is to describe the type and intensity of development, and to determine the trip generation, distribution, and assignment of project trips to the surrounding study intersections.

Project Description

The proposed Wyoming Classical Academy Expansion development is located southwest of the Poison Spider Lane / Robertson Road intersection. The project will consist of building an addition to the existing school building with a new parking lot and drive lane for internal circulation. The total student count for the existing school is 410 students and is anticipated to grow to 650 students at full build-out. The school currently serves only K-9 grades but will serve K-12 soon after the completed expansion. A concept plan for the proposed development is provided in Appendix A.

Trip Generation

Trip generation for the development was calculated based on the Institute of Transportation Engineers (ITE), *Trip Generation*, 12th Edition, 2025. Trip generation for the proposed project based on the increase in total students is included in Table 3. The Private High School land use was chosen to match the addition of high school grades. The trip rate for this land use is slightly less than the current observed trip rate. This is appropriate as some high school students may drive to/from school, resulting in less overall trips during peak hours.

Table 3: Trip Generation

Land Use ¹	# of Units	Unit Type	Trip Generation			New Trips		
			Total	% In	% Out	In	Out	Total
AM Peak Hour								
Private High School (534)	240	Students	160	62%	38%	99	61	160
PM Peak Hour								
Private High School (534)	240	Students	96	39%	61%	37	59	96
1 Land use code from the Institute of Transportation Engineers (ITE) Trip Generation, 12th Edition, 2025.								

Trip Distribution and Assignment

Trip distribution percentages for new trips were estimated based on types of trips, access locations, regional trip attractions, and high population densities. Existing travel patterns observed during data collection were also considered. The assumed distribution percentages of new trips during the morning and afternoon peak hour are shown in Table 4.

Table 4: New Trip Distribution

Direction	% To/From Project
North	30%
South	30%
East	40%

These trip distribution assumptions were used to assign the morning and afternoon peak hour trip generation at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 3.

Access

The existing accesses for the site are at the following locations:

Poison Spider Lane:

- West School Access will be located approximately 1,245 feet west of the Poison Spider Lane / Robertson Road intersection. It was assumed that this would be an ingress-only access with no outbound movements allowed.
- Central School Access will be located approximately 690 feet west of the Poison Spider Lane / Robertson Road intersection. It was assumed that this would be a full-movement access that is primarily closed during pick-up/drop-off times.
- East School Access will be located approximately 345 feet west of the Poison Spider Lane / Robertson Road intersection. It was assumed that this would be an egress-only access with no inbound movements allowed.

Auxiliary Lanes

Auxiliary lanes are deceleration (ingress) or acceleration (egress) turn lanes that accommodate safer turning movements to minimize impact to through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes and through volumes are high enough.

Deceleration (ingress) lanes are generally needed when there are at least 50 right-turn vehicles or 25 left-turn vehicles in an hour. However, due to there being minimal through traffic on Poison Spider Lane, no turn lanes are recommended.





On-Site Circulation and Queueing Analysis

There is a 425-foot pick-up / drop-off zone on the north side of the school and an assumed 300-foot pick-up / drop-off zone on the south side of the school. If cars are double stacked prior to the pick-up / drop-off zones, it is anticipated that there will be approximately 2,100 feet of stacking distance available on-site in the proposed configuration, including the pick-up / drop-off zone.

The on-site circulation and queueing analyses were completed for the afternoon peak hour in VISSIM to closely represent the on-site out-loading conditions. Multiple runs were used to provide a statistical evaluation of the site circulation operations. The afternoon peak hour tends to have a much larger queue than the morning peak hour since parents have to spend more time waiting for their children. This analysis assumed an enrollment of 650 students and that all students are dismissed at the same time.

The 95th percentile maximum queue length during the afternoon peak hour was found to be approximately 2,130 linear feet. Based on this analysis, it is anticipated that the proposed on-site queue storage will be adequate for most of the peak hour, with the potential for some cars queueing temporarily on Poison Spider Lane.

After completion of the project, if further reductions in pickup length are desired, school administration could consider the following as needed:

- Establishing a pick-up / drop-off time circulation lane that allows parents to leave once they have picked up their child without having to wait for the car in front of them
- Staggered start and end times
- Adding a third receiving lane at the west access
- Adding a connection to the parking areas directly from the central access
- Assigning students to specific zones in the current and new pick-up / drop-off areas to even out the queue

In particular, the school has discussed staggering start and end times for various grades. It is anticipated that this alone will allow the queue to be fully on-site assuming double stacking.

Existing (2026) Plus Project Analysis

Purpose

The purpose of the existing (2026) plus project analysis is to study the intersections with background traffic plus the trips generated by the proposed development. This scenario provides valuable insight into the potential traffic impacts of the proposed development.

Roadway Network

The project is not anticipated to modify the current accesses to the school, therefore no roadway network changes were assumed.

Traffic Volumes

Hales Engineering added the development trips to the existing (2026) background traffic volumes to estimate existing (2026) plus project volumes, as shown in Figure 4.

Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the peak hours in existing (2026) plus project conditions, as shown in Table 5.

Table 5: Existing (2026) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Afternoon Peak
West School Access / Poison Spider Lane	NB Stop	A (1.5) / WBL	A (1.3) / WBL
Central School Access / Poison Spider Lane	NB/SB Stop	B (11.9) / SBT	A (4.9) / SBL
East School Access / Poison Spider Lane	NB/SB Stop	A (8.8) / SBL	A (6.0) / SBL
Poison Spider Lane / Robertson Road	AWSC	C (18.4)	A (7.6)
1. Movement shown where delay and LOS represents worst movement. SBL = Southbound left movement, etc.			

Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and afternoon peak hour are summarized as follows:

- Poison Spider Lane / Robertson Road:
 - Northbound: 350 feet (AM)

Mitigation Measures

No mitigation measures are recommended.





Future (2031) Background Analysis

Purpose

The purpose of the future (2031) background analysis is to study the intersections with future background traffic and geometry in 2031 conditions. Through this analysis, future background traffic operational deficiencies and potential mitigation measures can be identified.

Roadway Network

According to the Casper Area Long Range Transportation Plan 2025, it is anticipated that the Poison Spider Lane / Robertson Road intersection will be signalized before 2031. However, to be conservative, these changes were not assumed for the roadway network in the future (2031) analysis, unless determined necessary as a mitigation.

Traffic Volumes

Hales Engineering forecasted future (2031) volumes based on historical data obtained from the WYDOT automatic vehicle classifiers. Historical growth rates averaged approximately 3% per year. This growth rate was applied to the existing (2026) background volumes to approximate future (2031) background volumes. Future (2031) morning and afternoon peak hour turning movement volumes are shown in Figure 5.

Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and afternoon peak hours in future (2031) background conditions, as shown in Table 6. These results serve as a baseline condition for the impact analysis of the proposed development for future (2031) conditions.

Table 6: Future (2031) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Afternoon Peak
West School Access / Poison Spider Lane	NB Stop	A (1.3) / WBL	A (1.3) / WBL
Central School Access / Poison Spider Lane	NB/SB Stop	A (6.4) / SBL	A (5.0) / SBL
East School Access / Poison Spider Lane	NB/SB Stop	A (7.3) / NBL	A (6.1) / SBL
Poison Spider Lane / Robertson Road	AWSC	B (14.1)	A (7.7)

1. Movement shown where delay and LOS represents worst movement. SBL = Southbound left movement, etc.





Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and afternoon peak hour are summarized as follows:

- Poison Spider Lane / Robertson Road:
 - Northbound: 250 feet (AM)

Mitigation Measures

No mitigation measures are recommended.

Future (2031) Plus Project Analysis

Purpose

The purpose of the future (2031) plus project analysis is to study the intersections with background traffic plus the trips generated by the proposed development. This scenario provides valuable insight into the potential traffic impacts of the proposed development.

Roadway Network

The project is not anticipated to modify the current accesses to the school, therefore no roadway network changes were assumed.

Traffic Volumes

Hales Engineering added the development trips to the future (2031) background traffic volumes to estimate future (2031) plus project volumes, as shown in Figure 6.

Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the peak hours in future (2031) plus project conditions, as shown in Table 7.

Table 7: Future (2031) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Afternoon Peak
West School Access / Poison Spider Lane	NB Stop	A (1.5) / WBL	A (1.2) / WBL
Central School Access / Poison Spider Lane	NB/SB Stop	C (15.7) / SBT	A (5.2) / SBL
East School Access / Poison Spider Lane	NB/SB Stop	A (8.1) / SBL	A (5.1) / SBL
Poison Spider Lane / Robertson Road	AWSC	D (29.9)	A (8.5)
1. Movement shown where delay and LOS represents worst movement. SBL = Southbound left movement, etc.			

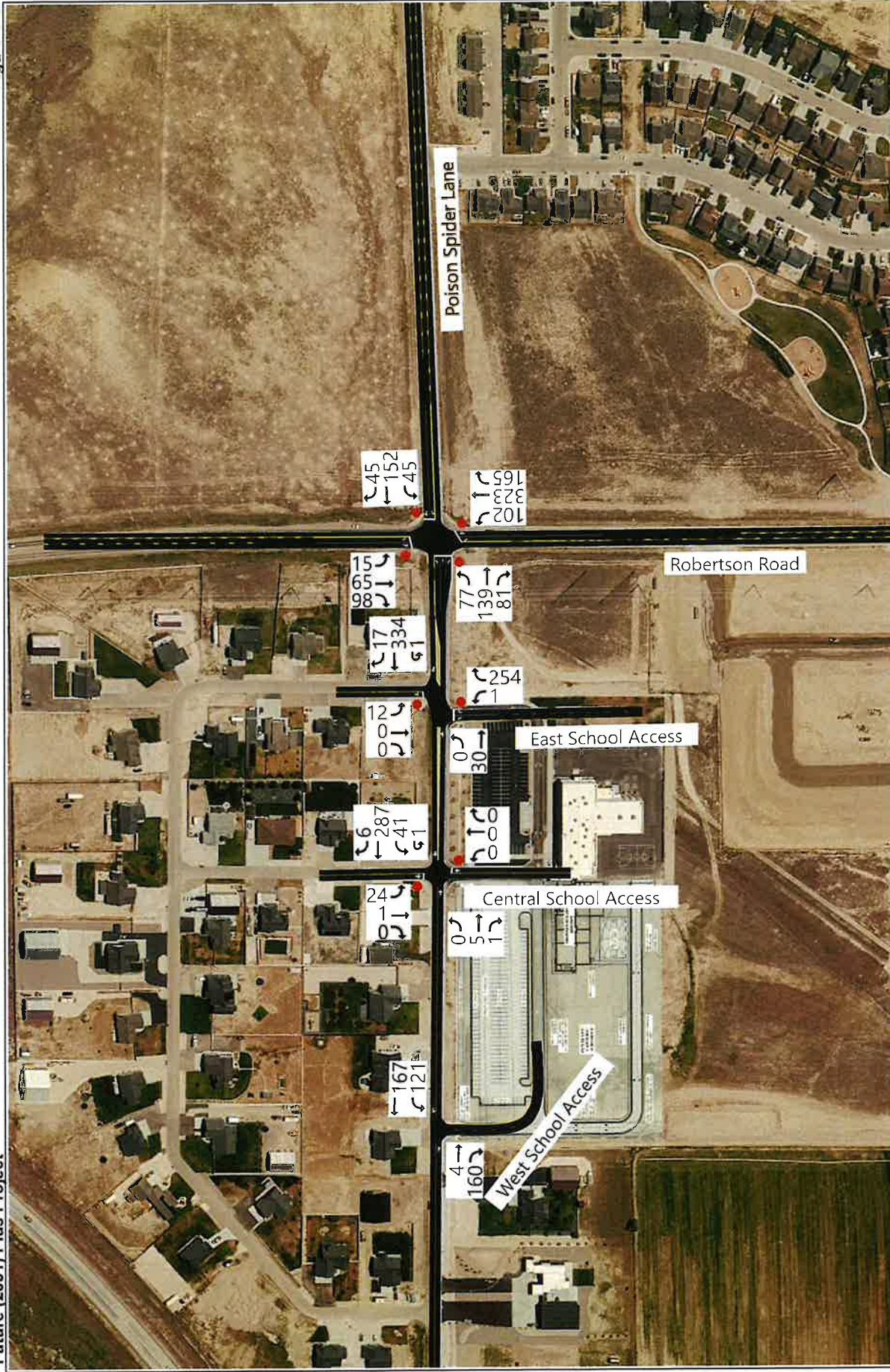
Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the peak hour are summarized as follows:

- Poison Spider Lane / Robertson Road:
 - Northbound: 750 feet (AM)

Mitigation Measures

As mentioned, the Poison Spider Lane / Robertson Road is programmed to have a traffic signal installed. It is anticipated that this will resolve the anticipated northbound queue at the intersection.

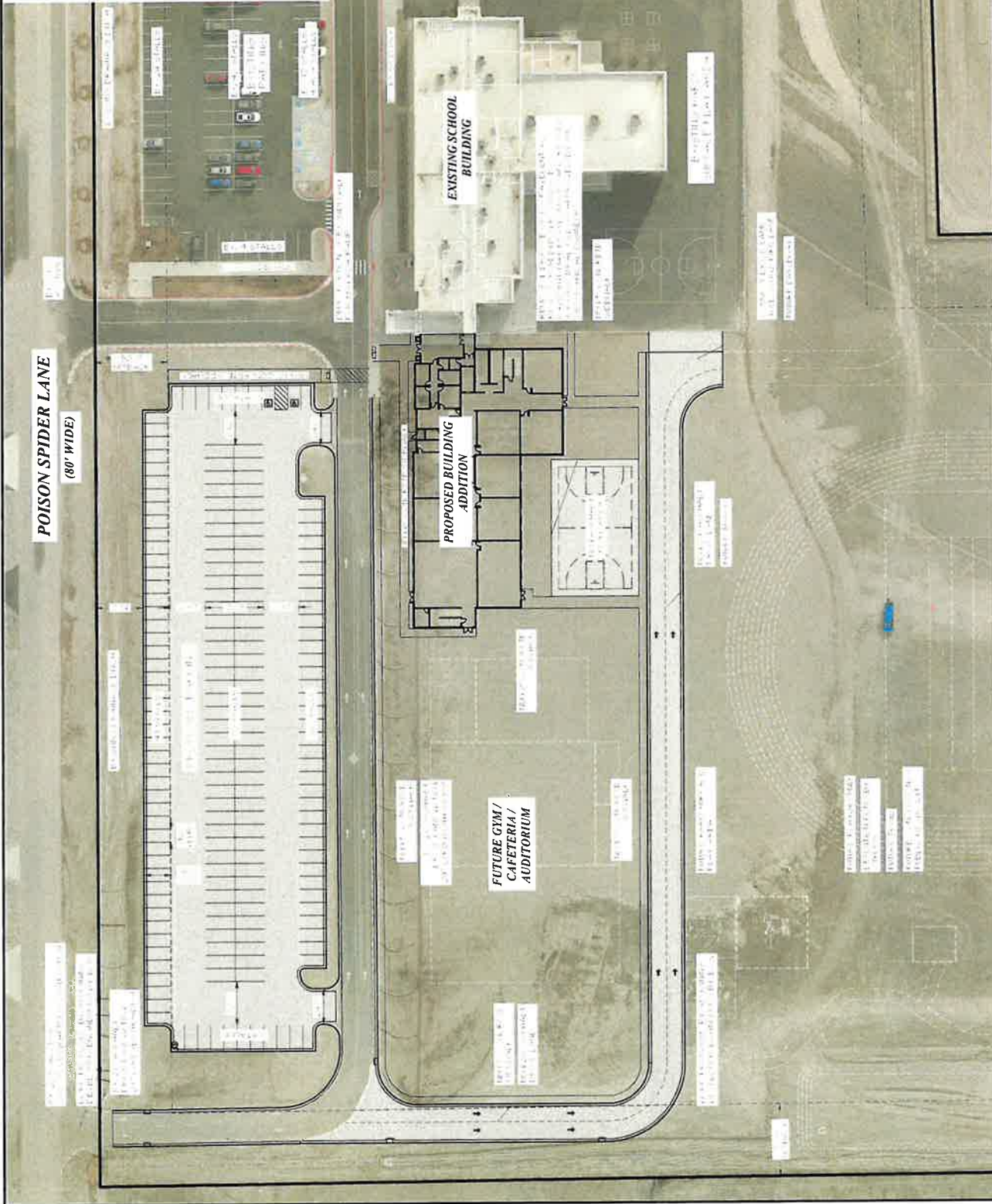


Appendix A

Site Plan

LEGEND

EXISTING PAVEMENT	EXISTING ASPHALT	EXISTING CONCRETE	EXISTING GRAVEL	EXISTING DIRT
EXISTING CURB	EXISTING SIDEWALK	EXISTING DRIVEWAY	EXISTING FENCE	EXISTING UTILITY
EXISTING TREE	EXISTING SHrub	EXISTING GRASS	EXISTING SOIL	EXISTING ROCK
EXISTING WATER	EXISTING SEWER	EXISTING GAS	EXISTING ELECTRIC	EXISTING TELEPHONE
EXISTING RAILROAD	EXISTING HIGHWAY	EXISTING BRIDGE	EXISTING TUNNEL	EXISTING DITCH
EXISTING ROAD	EXISTING TRAIL	EXISTING PATH	EXISTING FENCE	EXISTING UTILITY
EXISTING TREE	EXISTING SHrub	EXISTING GRASS	EXISTING SOIL	EXISTING ROCK
EXISTING WATER	EXISTING SEWER	EXISTING GAS	EXISTING ELECTRIC	EXISTING TELEPHONE
EXISTING RAILROAD	EXISTING HIGHWAY	EXISTING BRIDGE	EXISTING TUNNEL	EXISTING DITCH
EXISTING ROAD	EXISTING TRAIL	EXISTING PATH	EXISTING FENCE	EXISTING UTILITY



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Appendix B

Turning Movement Counts

All Vehicles	All	SBP	SBR	SBT	SBL	SBU		
	EBU	0	0	0	0	0	0	WBP
	EBL	0					0	WBR
	EBT	27	Vehicles 604				247	WBT
	EBR	211	% Trucks 4%				119	WBL
	EBP	0					0	WBU
AM Peak Hour	SBP	SBR	SBT	SBL	SBU			
	EBU	0	0	0	0	0	0	WBP
	EBL	0					0	WBR
	EBT	4	7:00 AM - 8:00 AM Vehicles 297				106	WBT
	EBR	99	PHF #N/A				83	WBL
	EBP	0	% Trucks 2%				0	WBU
PM Peak Hour	SBP	SBR	SBT	SBL	SBU			
	EBU	0	0	0	0	0	0	WBP
	EBL	0					0	WBR
	EBT	6	2:45 PM - 3:45 PM Vehicles 253				94	WBT
	EBR	112	PHF #N/A				22	WBL
	EBP	0	% Trucks 4%				0	WBU

Highest Peak Hour	SBP	SBR	SBT	SBL	SBU			
EBU	0	0	0	0	0		0	WBU
EBL		7:15 AM - 8:15 AM					0	WBL
EBT	5	Vehicles 297					109	WBT
EBR	99	PHF 0.45					84	WBR
EBP	0	% Trucks 3%					0	WBP
	0	0	0	0	0			
	NBU	NBL	NBT	NBR	NBP			

PM Peak Hour	SBP	SBR	SBT	SBL	SBU		
EBU	0	0	0	0	0	0	WB
EBL						0	WB
EBT	6	2:45 PM - 3:45 PM Vehicles 253				94	WB
EBR	112	PHF #N/A				22	WB
EBP	0	% Trucks 4%				0	WB
	0	0	0	0	0		
	NBU	NBL	NBT	NBR	NBP		

Time	Northbound					Southbound					Eastbound					Westbound				
	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	27	11	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	77	0	0	9	78	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	20	0	0	47	17	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	1	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	8	22	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	23	0	0	14	23	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	36	0	0	0	31	0	0

Vehicle Total			Time
15-Min	Hour	PHF	
-	-	-	12:00 AM
-	-	-	12:15 AM
-	-	-	12:30 AM
-	-	-	12:45 AM
-	-	-	1:00 AM
-	-	-	1:15 AM
-	-	-	1:30 AM
-	-	-	1:45 AM
-	-	-	2:00 AM
-	-	-	2:15 AM
-	-	-	2:30 AM
-	-	-	2:45 AM
-	-	-	3:00 AM
-	-	-	3:15 AM
-	-	-	3:30 AM
-	-	-	3:45 AM
-	-	-	4:00 AM
-	-	-	4:15 AM
-	-	-	4:30 AM
-	-	-	4:45 AM
-	-	-	5:00 AM
-	-	-	5:15 AM
-	-	-	5:30 AM
-	-	-	5:45 AM
-	-	-	6:00 AM
-	3	0.25	6 15 AM
-	44	0.27	6 30 AM
-	209	0.32	6 45 AM
3	295	0.45	7:00 AM
41	297	0.45	7:15 AM
165	261	0.40	7:30 AM
86	101	0.29	7:45 AM
5	21	0.88	8:00 AM
5	16	0.67	8:15 AM
5	11	0.46	8:30 AM
6	6	0.25	8:45 AM
-	-	-	9 00 AM
-	-	-	9:15 AM
-	-	-	9:30 AM
-	-	-	9:45 AM
-	-	-	10:00 AM
-	-	-	10:15 AM
-	-	-	10:30 AM
-	-	-	10:45 AM
-	-	-	11:00 AM
-	-	-	11:15 AM
-	-	-	11:30 AM
-	-	-	11:45 AM
-	-	-	12:00 PM
-	-	-	12:15 PM
-	-	-	12:30 PM
-	-	-	12:45 PM
-	-	-	1:00 PM
-	6	0.25	1:15 PM
-	13	0.46	1:30 PM
-	49	0.34	1:45 PM
6	111	0.64	2:00 PM
7	173	0.54	2:15 PM
36	253	0.73	2:30 PM
62	234	0.67	2:45 PM
68	177	0.51	3:00 PM

[illegible]

Counter Notes:

All Vehicles	All	SBP	SBR	SBT	SBL	SBU					
		6	1	3	48	0					
	EBU	0					0	WBP			
	EBL	0					30	WBR			
	EBT	29	Vehicles		549		362	WBT			
	EBR	2	% Trucks		5%		72	WBL			
	EBP	0					2	WBU			
		0	0	0	0	123					
		NBU	NBL	NBT	NBR	NBP					
AM Peak Hour	AM Peak Hour	SBP	SBR	SBT	SBL	SBU					
		6	0	1	24	0					
	EBU	0					0	WBP			
	EBL	0					6	WBR			
	EBT	4	7:00 AM - 8:00 AM		Vehicles	264	186	WBT			
	EBR	1			PHF	0.62	41	WBL			
	EBP	0			% Trucks	2%	1	WBU			
		0	0	0	0	60					
		NBU	NBL	NBT	NBR	NBP					

Highest Peak Hour	SBP	SBR	SBT	SBL	SBU					
	6	0	1	24	0					
EBU	0					0	WBP			
EBL	0					6	WBR			
EBT	4	Vehicles		264		186	WBT			
EBR	1	PHF		0.62		41	WBL			
EBP	0	% Trucks		4%		1	WBU			
	0	0	0	0	60					
	NBU	NBL	NBT	NBR	NBP					

PM Peak Hour	SBP	SBR	SBT	SBL	SBU					
	0	1	0	16	0					
EBU	0					0	WBP			
EBL	0					14	WBR			
EBT	8	Vehicles		190		118	WBT			
EBR	0	PHF		#N/A		3	WBL			
EBP	0	% Trucks		6%		0	WBU			
	0	0	0	0	63					
	NBU	NBL	NBT	NBR	NBP					

Time	Northbound					Southbound					Eastbound					Westbound				
	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	20	2	0	0
7:15 AM	0	0	0	0	5	0	0	1	0	0	0	0	1	1	0	0	21	38	1	0
7:30 AM	0	0	0	0	33	0	12	0	0	4	0	0	1	0	0	1	0	89	4	0
7:45 AM	0	0	0	0	22	0	10	0	0	2	0	0	2	0	0	0	0	57	1	0
8:00 AM	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	2	2	0	0
8:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	1	2	3	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	5	3	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	2	4	1	0
2:15 PM	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	2	5	1	0
2:30 PM	0	0	0	0	0	0	2	0	0	0	0	4	1	0	0	10	29	2	0	0
2:45 PM	0	0	0	0	2	0	1	0	0	0	0	3	0	0	0	1	40	4	0	0
3:00 PM	0	0	0	0	20	0	3	0	0	0	0	2	0	0	0	0	33	5	0	0

Vehicle Total			Time
15-Min	Hour	PHF	
-	-	-	12:00 AM
-	-	-	12:15 AM
-	-	-	12:30 AM
-	-	-	12:45 AM
-	-	-	1:00 AM
-	-	-	1:15 AM
-	-	-	1:30 AM
-	-	-	1:45 AM
-	-	-	2:00 AM
-	-	-	2:15 AM
-	-	-	2:30 AM
-	-	-	2:45 AM
-	-	-	3:00 AM
-	-	-	3:15 AM
-	-	-	3:30 AM
-	-	-	3:45 AM
-	-	-	4:00 AM
-	-	-	4:15 AM
-	-	-	4:30 AM
-	-	-	4:45 AM
-	-	-	5:00 AM
-	-	-	5:15 AM
-	-	-	5:30 AM
-	-	-	5:45 AM
-	-	-	6:00 AM
-	24	0.25	6:15 AM
-	87	0.35	6:30 AM
-	194	0.45	6:45 AM
24	264	0.62	7:00 AM
63	249	0.58	7:15 AM
107	195	0.46	7:30 AM
70	98	0.35	7:45 AM
9	43	0.72	8:00 AM
9	34	0.57	8:15 AM
10	25	0.42	8:30 AM
15	15	0.25	8:45 AM
-	-	-	9:00 AM
-	-	-	9:15 AM
-	-	-	9:30 AM
-	-	-	9:45 AM
-	-	-	10:00 AM
-	-	-	10:15 AM
-	-	-	10:30 AM
-	-	-	10:45 AM
-	-	-	11:00 AM
-	-	-	11:15 AM
-	-	-	11:30 AM
-	-	-	11:45 AM
-	-	-	12:00 PM
-	-	-	12:15 PM
-	-	-	12:30 PM
-	-	-	12:45 PM
-	-	-	1:00 PM
-	10	0.25	1:15 PM
-	21	0.48	1:30 PM
-	89	0.36	1:45 PM
10	118	0.60	2:00 PM
11	151	0.77	2:15 PM
48	190	0.95	2:30 PM
49	160	0.80	2:45 PM
43	124	0.62	3:00 PM

[illegible]

Counter Notes:

All Vehicles	All	SBP	SBR	SBT	SBL	SBU				
	EBU	0	0	1	0	30	0	0	WBP	
	EBL	0						37	WBR	
	EBT	78	Vehicles 993					462	WBT	
	EBR	1	% Trucks 3%					1	WBL	
	EBP	0						1	WBU	
		0	4	2	376	9				
		NBU	NBL	NBT	NBR	NBP				
	AM Peak Hour	SBP	SBR	SBT	SBL	SBU				
	EBU	0	0	0	12	0		0	WBP	

Highest Peak Hour	SBP	SBR	SBT	SBL	SBU				
EBU	0	0	0	12	0		0	WBP	
EBL	0						17	WBR	
EBT	29	7:00 AM - 8:00 AM					235	WBT	
EBR	0	Vehicles 488					0	WBL	
EBP	0	PHF 0.56					1	WBU	
		% Trucks 2%							
	0	1	0	193	0				
	NBU	NBL	NBT	NBR	NBP				

PM Peak Hour	SBP	SBR	SBT	SBL	SBU				
EBU	0	0	0	6	0		0	WBP	
EBL	0						12	WBR	
EBT	24	2:45 PM - 3:45 PM					133	WBT	
EBR	0	Vehicles 327					0	WBL	
EBP	0	PHF 0.79					0	WBU	
		% Trucks 4%							
	0	0	1	151	0				
	NBU	NBL	NBT	NBR	NBP				

Time	Northbound					Southbound					Eastbound					Westbound				
	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	23	0	0	0
7:15 AM	0	0	0	12	0	0	2	0	0	0	0	1	0	0	0	0	60	0	0	0
7:30 AM	0	1	0	82	0	0	4	0	0	0	0	13	0	0	1	0	96	10	0	0
7:45 AM	0	0	0	89	0	0	4	0	0	0	0	13	0	0	0	0	56	7	0	0
8:00 AM	0	0	1	7	0	0	1	0	0	0	0	4	0	0	0	0	5	0	0	0
8:15 AM	0	0	0	1	0	0	3	0	0	0	0	4	0	0	0	0	4	1	0	0
8:30 AM	0	0	0	3	0	0	3	0	1	0	0	4	1	0	0	0	5	1	0	0
8:45 AM	0	1	0	1	0	0	2	0	0	0	0	1	0	0	0	0	13	1	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	2	0	0	1	0	0	0	0	2	0	0	0	0	7	3	0	0
2:15 PM	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	8	0	0	0
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	6	0	0	0	1	40	0	0	0
2:45 PM	0	0	0	6	0	0	1	0	0	0	0	4	0	0	0	0	43	1	0	0
3:00 PM	0	0	1	54	0	0	1	0	0	0	0	5	0	0	0	0	38	4	0	0

Vehicle Total			Time
15-Min	Hour	PHF	
-	-	-	12:00 AM
-	-	-	12:15 AM
-	-	-	12:30 AM
-	-	-	12:45 AM
-	-	-	1:00 AM
-	-	-	1:15 AM
-	-	-	1:30 AM
-	-	-	1:45 AM
-	-	-	2:00 AM
-	-	-	2:15 AM
-	-	-	2:30 AM
-	-	-	2:45 AM
-	-	-	3:00 AM
-	-	-	3:15 AM
-	-	-	3:30 AM
-	-	-	3:45 AM
-	-	-	4:00 AM
-	-	-	4:15 AM
-	-	-	4:30 AM
-	-	-	4:45 AM
-	-	-	5:00 AM
-	-	-	5:15 AM
-	-	-	5:30 AM
-	-	-	5:45 AM
-	-	-	6:00 AM
-	27	0.25	6:15 AM
-	102	0.34	6:30 AM
-	319	0.37	6:45 AM
27	488	0.58	7:00 AM
75	479	0.55	7:15 AM
217	417	0.48	7:30 AM
189	218	0.32	7:45 AM
18	68	0.89	8:00 AM
13	50	0.66	8:15 AM
18	37	0.49	8:30 AM
19	19	0.25	8:45 AM
-	-	-	9:00 AM
-	-	-	9:15 AM
-	-	-	9:30 AM

[illegible]

Counter Notes

All Vehicles	All	SBP	SBR	SBT	SBL	SBU		
	EBU	0	1	130	427	92	0	0 WBP
	EBL	125						113 WBR
	EBT	241	Vehicles		3,000			244 WBT
	EBR	139	% Trucks		3%			286 WBL
	EBP	0						0 WBU
		0	140	680	383	1		
		NBU	NBL	NBT	NBR	NBP		
	AM Peak Hour	SBP	SBR	SBT	SBL	SBU		
	EBU	0	1	61	48	10	0	0 WBP
	EBL	56	7:00 AM - 8:00 AM					32 WBR
	EBT	114	Vehicles		1,156			102 WBT
	EBR	63	PHF		#N/A			34 WBL
	EBP	0	% Trucks		2%			0 WBU
		0	64	198	90	0		
		NBU	NBL	NBT	NBR	NBP		

Highest Peak Hour	SBP	SBR	SBT	SBL	SBU		
EBU	0	1	49	103	33	0	0 WBP
EBL	64	7:30 AM - 8:30 AM					40 WBR
EBT	126	Vehicles		1,156			87 WBT
EBR	68	PHF		0.84			85 WBL
EBP	0	% Trucks		2%			0 WBU
	0	53	283	165	0		
	NBU	NBL	NBT	NBR	NBP		

PM Peak Hour	SBP	SBR	SBT	SBL	SBU		
EBU	0	0	36	141	32	0	0 WBP
EBL	50	2:45 PM - 3:45 PM					25 WBR
EBT	75	Vehicles		778			63 WBT
EBR	53	PHF		#N/A			69 WBL
EBP	0	% Trucks		3%			0 WBU
	0	43	98	61	0		
	NBU	NBL	NBT	NBR	NBP		

Time	Northbound					Southbound					Eastbound					Westbound				
	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	7	66	29	0	0	1	8	6	0	0	3	1	0	0	0	6	11	9	0
7:15 AM	0	13	63	24	0	0	1	14	15	0	0	2	10	3	0	0	6	32	11	0
7:30 AM	0	32	66	30	0	0	2	14	26	0	0	24	53	32	0	0	10	47	7	0
7:45 AM	0	19	69	36	0	0	7	20	20	1	0	30	51	28	0	0	18	23	14	0
8:00 AM	0	2	79	60	0	0	15	29	2	0	0	8	12	4	0	0	22	8	10	0
8:15 AM	0	0	69	39	0	0	9	40	1	0	0	2	10	4	0	0	35	9	9	0
8:30 AM	0	2	39	19	0	0	4	20	2	0	0	2	5	3	0	0	13	2	4	0
8:45 AM	0	4	32	24	0	0	2	26	0	0	0	0	6	0	0	0	20	14	5	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Total			Time
15-Min	Hour	PHF	
-	-	-	12:00 AM
-	-	-	12:15 AM
-	-	-	12:30 AM
-	-	-	12:45 AM
-	-	-	1:00 AM
-	-	-	1:15 AM
-	-	-	1:30 AM
-	-	-	1:45 AM
-	-	-	2:00 AM
-	-	-	2:15 AM
-	-	-	2:30 AM
-	-	-	2:45 AM
-	-	-	3:00 AM
-	-	-	3:15 AM
-	-	-	3:30 AM
-	-	-	3:45 AM
-	-	-	4:00 AM
-	-	-	4:15 AM
-	-	-	4:30 AM
-	-	-	4:45 AM
-	-	-	5:00 AM
-	-	-	5:15 AM
-	-	-	5:30 AM
-	-	-	5:45 AM
-	-	-	6:00 AM
-	147	0.25	6:15 AM
-	341	0.44	6:30 AM
-	684	0.50	6:45 AM
147	1019	0.74	7:00 AM
194	1123	0.82	7:15 AM
343	1156	0.84	7:30 AM
335	928	0.69	7:45 AM
251	726	0.72	8:00 AM
227	475	0.52	8:15 AM
115	248	0.47	8:30 AM
133	133	0.25	8:45 AM
-	-	-	9:00 AM
-	-	-	9:15 AM
-	-	-	9:30 AM
-	-	-	9:45 AM
-	-	-	10:00 AM
-	-	-	10:15 AM
-	-	-	10:30 AM
-	-	-	10:45 AM
-	-	-	11:00 AM

11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	2	26	10	1	0	6	26	2	0	0	0	3	2	0	0	15	6	6	0
2:15 PM	0	1	22	13	0	0	4	18	2	0	0	0	2	3	0	0	21	7	4	0
2:30 PM	0	12	21	14	0	0	3	26	13	0	0	0	4	1	0	0	16	16	5	0
2:45 PM	0	14	22	10	0	0	7	34	15	0	0	0	4	6	2	0	9	14	8	0
3:00 PM	0	13	18	12	0	0	9	47	10	0	0	17	18	20	0	0	14	19	7	0
3:15 PM	0	13	25	13	0	0	9	27	8	0	0	17	23	17	0	0	22	25	2	0
3:30 PM	0	3	33	26	0	0	7	33	3	0	0	12	28	14	0	0	24	5	8	0
3:45 PM	0	3	30	24	0	0	6	45	5	0	0	0	9	6	0	0	35	6	4	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	140	680	383	1	0	92	427	130	1	0	125	241	139	0	0	286	244	113	0

-	-	-	11:15 AM
-	-	-	11:30 AM
-	-	-	11:45 AM
-	-	-	12:00 PM
-	-	-	12:15 PM
-	-	-	12:30 PM
-	-	-	12:45 PM
-	-	-	1:00 PM
-	104	0.25	1:15 PM
-	201	0.48	1:30 PM
-	332	0.63	1:45 PM
104	477	0.82	2:00 PM
97	577	0.71	2:15 PM
131	681	0.83	2:30 PM
145	746	0.91	2:45 PM
204	778	0.95	3:00 PM
201	574	0.71	3:15 PM
196	373	0.48	3:30 PM
177	177	0.25	3:45 PM
-	-	-	4:00 PM
-	-	-	4:15 PM
-	-	-	4:30 PM
-	-	-	4:45 PM
-	-	-	5:00 PM
-	-	-	5:15 PM
-	-	-	5:30 PM
-	-	-	5:45 PM
-	-	-	6:00 PM
-	-	-	6:15 PM
-	-	-	6:30 PM
-	-	-	6:45 PM
-	-	-	7:00 PM
-	-	-	7:15 PM
-	-	-	7:30 PM
-	-	-	7:45 PM
-	-	-	8:00 PM
-	-	-	8:15 PM
-	-	-	8:30 PM
-	-	-	8:45 PM
-	-	-	9:00 PM
-	-	-	9:15 PM
-	-	-	9:30 PM
-	-	-	9:45 PM
-	-	-	10:00 PM
-	-	-	10:15 PM
-	-	-	10:30 PM
-	-	-	10:45 PM
-	-	-	11:00 PM
-			11:15 PM
-			11:30 PM
-			11:45 PM

Counter Notes:

Appendix C

LOS Results

SimTraffic LOS Report

Project: Mills Wyoming Classical Academy Expansion TIS
Analysis Period: Existing (2026) Background
Time Period: Morning Peak Hour **Project #:** UT26-3332

Intersection: West School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	4	4	94	1.1	A
	R	99	105	106	1.0	A
	Subtotal	103	109	106	1.0	A
WB	L	83	81	97	1.4	A
	T	137	142	103	0.5	A
	Subtotal	220	223	101	0.8	A
Total		324	332	103	0.9	A

Intersection: Central School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	24	25	104	6.0	A
	T	1	1	100	8.9	A
	Subtotal	25	26	104	6.1	A
EB	T	5	4	84	0.3	A
	R	1	2	200	0.1	A
	Subtotal	6	6	100	0.2	A
WB	L	41	35	85	1.5	A
	T	207	210	102	0.3	A
	R	6	6	96	0.2	A
	Subtotal	254	251	99	0.5	A
Total		286	284	99	1.0	A

SimTraffic LOS Report

Project: Mills Wyoming Classical Academy Expansion TIS
Analysis Period: Existing (2026) Background
Time Period: Morning Peak Hour **Project #:** UT26-3332

Intersection: East School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	1	100	7.3	A
	R	193	194	100	4.5	A
	Subtotal	194	195	101	4.5	A
SB	L	12	12	98	6.8	A
	Subtotal	12	12	100	6.8	A
EB	T	32	32	100	0.6	A
	Subtotal	32	32	100	0.6	A
WB	T	235	229	97	1.1	A
	R	17	16	96	1.1	A
	Subtotal	252	245	97	1.1	A
Total		492	484	98	2.6	A

Intersection: Robertson Road & Poison Spider Lane
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	72	73	102	8.0	A
	T	261	254	97	13.1	B
	R	117	119	102	9.6	A
	Subtotal	450	446	99	11.3	B
SB	L	11	9	84	8.0	A
	T	56	54	96	10.0	A
	R	68	63	93	5.3	A
	Subtotal	135	126	93	7.5	A
EB	L	59	61	103	6.9	A
	T	120	119	100	7.4	A
	R	63	63	100	5.0	A
	Subtotal	242	243	100	6.7	A
WB	L	35	36	102	7.6	A
	T	113	109	96	11.6	B
	R	38	39	103	7.0	A
	Subtotal	186	184	99	9.8	A
Total		1,012	999	99	9.5	A

SimTraffic LOS Report

Project: Mills Wyoming Classical Academy Expansion TIS
Analysis Period: Existing (2026) Background
Time Period: Afternoon Peak Hour **Project #:** UT26-3332

Intersection: West School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	8	9	112	0.6	A
	R	112	113	101	0.5	A
	Subtotal	120	122	102	0.5	A
WB	L	22	18	81	1.1	A
	T	109	113	103	0.2	A
	Subtotal	131	131	100	0.3	A
Total		252	253	101	0.4	A

Intersection: Central School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	16	15	92	4.6	A
	R	1	1	100	3.8	A
	Subtotal	17	16	94	4.6	A
EB	T	8	9	109	0.1	A
	Subtotal	8	9	113	0.1	A
WB	L	3	3	109	1.4	A
	T	123	123	100	0.2	A
	R	14	14	100	0.1	A
	Subtotal	140	140	100	0.2	A
Total		166	165	100	0.6	A

SimTraffic LOS Report

Project: Mills Wyoming Classical Academy Expansion TIS
Analysis Period: Existing (2026) Background
Time Period: Afternoon Peak Hour **Project #:** UT26-3332

Intersection: East School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	151	154	102	3.8	A
	Subtotal	151	154	102	3.8	A
SB	L	6	7	117	5.8	A
	Subtotal	6	7	117	5.8	A
EB	T	25	24	95	0.4	A
	Subtotal	25	24	96	0.4	A
WB	T	144	146	102	0.9	A
	R	12	12	100	1.0	A
	Subtotal	156	158	101	0.9	A
Total		338	343	102	2.3	A

Intersection: Robertson Road & Poison Spider Lane
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	44	97	6.3	A
	T	98	103	105	9.3	A
	R	61	61	100	4.9	A
	Subtotal	204	208	102	7.4	A
SB	L	32	31	96	5.8	A
	T	141	144	102	9.7	A
	R	38	41	107	5.6	A
	Subtotal	211	216	102	8.4	A
EB	L	51	52	102	5.4	A
	T	77	78	101	5.9	A
	R	54	56	103	4.9	A
	Subtotal	182	186	102	5.5	A
WB	L	69	64	93	6.0	A
	T	66	68	103	8.8	A
	R	25	28	111	4.8	A
	Subtotal	160	160	100	7.0	A
Total		758	770	102	7.1	A

SimTraffic LOS Report

Project: Mills Wyoming Classical Academy Expansion TIS
Analysis Period: Existing (2026) Plus Project
Time Period: Morning Peak Hour **Project #:** UT26-3332

Intersection: West School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	4	3	71	1.1	A
	R	160	165	103	1.3	A
	Subtotal	164	168	102	1.3	A
WB	L	121	126	104	1.5	A
	T	216	211	97	0.9	A
	Subtotal	337	337	100	1.1	A
Total		502	505	101	1.2	A

Intersection: Central School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	24	24	100	8.1	A
	T	1	1	100	11.9	B
	Subtotal	25	25	100	8.3	A
EB	T	5	4	84	0.2	A
	R	1	0	0		
	Subtotal	6	4	67	0.2	A
WB	L	41	38	92	1.7	A
	T	313	315	101	0.5	A
	R	6	4	64	0.1	A
	Subtotal	360	357	99	0.6	A
Total		392	387	99	1.1	A

SimTraffic LOS Report

Project: Mills Wyoming Classical Academy Expansion TIS
Analysis Period: Existing (2026) Plus Project
Time Period: Morning Peak Hour **Project #:** UT26-3332

Intersection: East School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	1	100	3.8	A
	R	254	253	100	5.4	A
	Subtotal	255	254	100	5.4	A
SB	L	12	12	98	8.8	A
	Subtotal	12	12	100	8.8	A
EB	T	32	31	97	0.7	A
	Subtotal	32	31	97	0.7	A
WB	T	334	330	99	1.2	A
	R	17	18	107	1.2	A
	Subtotal	351	348	99	1.2	A
Total		652	647	99	2.9	A

Intersection: Robertson Road & Poison Spider Lane
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	102	102	100	16.5	C
	T	279	281	101	28.0	D
	R	142	138	97	23.9	C
	Subtotal	523	521	100	24.7	C
SB	L	11	10	93	9.3	A
	T	56	61	109	15.1	C
	R	98	97	99	9.8	A
	Subtotal	165	168	102	11.7	B
EB	L	77	80	104	10.2	B
	T	144	142	98	10.2	B
	R	81	79	98	5.9	A
	Subtotal	302	301	100	9.1	A
WB	L	35	40	113	9.4	A
	T	152	150	99	24.7	C
	R	38	40	106	17.8	C
	Subtotal	225	230	102	20.8	C
Total		1,214	1,220	100	18.4	C

SimTraffic LOS Report

Project: Mills Wyoming Classical Academy Expansion TIS
Analysis Period: Existing (2026) Plus Project
Time Period: Afternoon Peak Hour **Project #:** UT26-3332

Intersection: West School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	8	8	100	0.8	A
	R	149	147	99	0.6	A
	Subtotal	157	155	99	0.6	A
WB	L	22	21	94	1.3	A
	T	149	149	100	0.3	A
	Subtotal	171	170	99	0.4	A
Total		328	325	99	0.5	A

Intersection: Central School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	16	16	98	4.9	A
	R	1	1	100	3.0	A
	Subtotal	17	17	100	4.8	A
EB	T	8	8	97	0.2	A
	Subtotal	8	8	100	0.2	A
WB	L	3	2	73	1.6	A
	T	161	160	99	0.2	A
	R	14	15	107	0.1	A
	Subtotal	178	177	99	0.2	A
Total		204	202	99	0.6	A

SimTraffic LOS Report

Project: Mills Wyoming Classical Academy Expansion TIS
Analysis Period: Existing (2026) Plus Project
Time Period: Afternoon Peak Hour **Project #:** UT26-3332

Intersection: East School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	210	210	100	4.1	A
	Subtotal	210	210	100	4.1	A
SB	L	6	4	67	6.0	A
	Subtotal	6	4	67	6.0	A
EB	T	25	25	99	0.5	A
	Subtotal	25	25	100	0.5	A
WB	T	183	182	100	1.0	A
	R	12	10	83	0.9	A
	Subtotal	195	192	98	1.0	A
Total		436	431	99	2.5	A

Intersection: Robertson Road & Poison Spider Lane
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	56	57	102	6.5	A
	T	109	106	97	10.2	B
	R	76	74	98	6.1	A
	Subtotal	241	237	98	8.0	A
SB	L	32	31	96	6.2	A
	T	141	137	97	10.1	B
	R	49	50	102	6.3	A
	Subtotal	222	218	98	8.7	A
EB	L	69	70	101	6.0	A
	T	100	97	97	6.3	A
	R	72	71	98	5.2	A
	Subtotal	241	238	99	5.9	A
WB	L	69	66	96	6.7	A
	T	81	77	95	9.5	A
	R	25	26	103	5.6	A
	Subtotal	175	169	97	7.8	A
Total		878	862	98	7.6	A

SimTraffic LOS Report

Project: Mills Wyoming Classical Academy Expansion TIS
Analysis Period: Future (2031) Background
Time Period: Morning Peak Hour **Project #:** UT26-3332

Intersection: West School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	4	3	71	1.0	A
	R	99	99	100	0.9	A
	Subtotal	103	102	99	0.9	A
WB	L	83	84	101	1.3	A
	T	137	144	105	0.5	A
	Subtotal	220	228	104	0.8	A
Total		324	330	102	0.8	A

Intersection: Central School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	24	22	92	6.4	A
	T	1	1	100	5.7	A
	Subtotal	25	23	92	6.4	A
EB	T	5	4	84	0.1	A
	R	1	1	100	0.2	A
	Subtotal	6	5	83	0.1	A
WB	L	41	41	99	1.4	A
	T	207	215	104	0.3	A
	R	6	5	80	0.5	A
	Subtotal	254	261	103	0.5	A
Total		286	290	101	0.9	A

SimTraffic LOS Report

Project: Mills Wyoming Classical Academy Expansion TIS
Analysis Period: Future (2031) Background
Time Period: Morning Peak Hour **Project #:** UT26-3332

Intersection: East School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	1	100	7.3	A
	R	193	194	100	4.5	A
	Subtotal	194	195	101	4.5	A
SB	L	12	11	90	6.6	A
	Subtotal	12	11	92	6.6	A
EB	T	32	31	97	0.6	A
	Subtotal	32	31	97	0.6	A
WB	T	235	242	103	1.1	A
	R	17	18	107	1.1	A
	Subtotal	252	260	103	1.1	A
Total		492	497	101	2.5	A

Intersection: Robertson Road & Poison Spider Lane
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	72	72	100	9.9	A
	T	305	300	98	21.8	C
	R	140	139	99	18.1	C
	Subtotal	517	511	99	19.1	C
SB	L	15	14	95	9.0	A
	T	65	66	101	10.9	B
	R	68	69	102	6.6	A
	Subtotal	148	149	101	8.7	A
EB	L	59	59	100	8.7	A
	T	120	119	100	8.1	A
	R	63	63	100	5.4	A
	Subtotal	242	241	100	7.5	A
WB	L	45	46	103	8.1	A
	T	113	118	104	15.8	C
	R	45	45	101	10.4	B
	Subtotal	203	209	103	12.9	B
Total		1,109	1,110	100	14.1	B

SimTraffic LOS Report

Project: Mills Wyoming Classical Academy Expansion TIS
Analysis Period: Future (2031) Background
Time Period: Afternoon Peak Hour **Project #:** UT26-3332

Intersection: West School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	8	9	112	0.6	A
	R	112	115	103	0.5	A
	Subtotal	120	124	103	0.5	A
WB	L	22	19	85	1.3	A
	T	110	109	99	0.3	A
	Subtotal	132	128	97	0.4	A
Total		252	252	100	0.5	A

Intersection: Central School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	16	14	86	5.0	A
	R	1	1	100	4.0	A
	Subtotal	17	15	88	4.9	A
EB	T	8	9	109	0.1	A
	Subtotal	8	9	113	0.1	A
WB	L	3	3	109	1.4	A
	T	123	119	97	0.2	A
	R	14	14	100	0.2	A
	Subtotal	140	136	97	0.2	A
Total		166	160	97	0.6	A

SimTraffic LOS Report

Project: Mills Wyoming Classical Academy Expansion TIS
Analysis Period: Future (2031) Background
Time Period: Afternoon Peak Hour **Project #:** UT26-3332

Intersection: East School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	151	152	101	3.9	A
	Subtotal	151	152	101	3.9	A
SB	L	6	6	100	6.1	A
	Subtotal	6	6	100	6.1	A
EB	T	25	24	95	0.5	A
	Subtotal	25	24	96	0.5	A
WB	T	144	143	100	1.0	A
	R	12	12	100	0.8	A
	Subtotal	156	155	99	1.0	A
Total		338	337	100	2.3	A

Intersection: Robertson Road & Poison Spider Lane
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	39	86	6.6	A
	T	115	117	102	9.7	A
	R	75	74	98	5.8	A
	Subtotal	235	230	98	7.9	A
SB	L	40	39	98	6.6	A
	T	165	167	101	10.4	B
	R	38	42	110	6.5	A
	Subtotal	243	248	102	9.1	A
EB	L	51	54	106	5.7	A
	T	77	75	97	6.2	A
	R	54	55	101	5.7	A
	Subtotal	182	184	101	5.9	A
WB	L	80	79	98	6.8	A
	T	66	69	105	9.6	A
	R	30	32	108	4.7	A
	Subtotal	176	180	102	7.5	A
Total		838	842	101	7.7	A

SimTraffic LOS Report

Project: Mills Wyoming Classical Academy Expansion TIS
Analysis Period: Future (2031) Plus Project
Time Period: Morning Peak Hour **Project #:** UT26-3332

Intersection: West School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	4	3	71	0.5	A
	R	160	164	102	1.4	A
	Subtotal	164	167	102	1.4	A
WB	L	121	124	102	1.5	A
	T	216	211	97	0.8	A
	Subtotal	337	335	99	1.1	A
Total		502	502	100	1.2	A

Intersection: Central School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	24	24	100	10.0	A
	T	1	1	100	15.7	C
	Subtotal	25	25	100	10.2	B
EB	T	5	4	84	0.4	A
	R	1	1	100	0.0	A
	Subtotal	6	5	83	0.3	A
WB	L	41	40	97	1.5	A
	T	313	316	101	0.5	A
	R	6	5	80	0.5	A
	Subtotal	360	361	100	0.6	A
Total		392	391	100	1.2	A

SimTraffic LOS Report

Project: Mills Wyoming Classical Academy Expansion TIS
Analysis Period: Future (2031) Plus Project
Time Period: Morning Peak Hour

Project #: UT26-3332

Intersection: East School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	1	100	6.6	A
	R	254	256	101	5.7	A
	Subtotal	255	257	101	5.7	A
SB	L	12	11	90	8.1	A
	Subtotal	12	11	92	8.1	A
EB	T	32	31	97	0.7	A
	Subtotal	32	31	97	0.7	A
WB	T	334	336	100	1.2	A
	R	17	17	101	1.1	A
	Subtotal	351	353	101	1.2	A
Total		652	653	100	3.1	A

Intersection: Robertson Road & Poison Spider Lane
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	102	102	100	20.9	C
	T	323	323	100	56.4	F
	R	165	160	97	54.7	F
	Subtotal	590	585	99	49.7	E
SB	L	15	17	115	10.9	B
	T	65	64	98	15.5	C
	R	98	98	100	10.8	B
	Subtotal	178	179	101	12.5	B
EB	L	77	80	104	10.4	B
	T	144	142	98	11.1	B
	R	81	81	100	6.7	A
	Subtotal	302	303	100	9.7	A
WB	L	45	46	103	9.4	A
	T	152	154	101	22.3	C
	R	45	49	109	20.1	C
	Subtotal	242	249	103	19.5	C
Total		1,312	1,316	100	29.9	D

SimTraffic LOS Report

Project: Mills Wyoming Classical Academy Expansion TIS
Analysis Period: Future (2031) Plus Project
Time Period: Afternoon Peak Hour Project #: UT26-3332

Intersection: West School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	8	8	100	0.8	A
	R	149	152	102	0.6	A
	Subtotal	157	160	102	0.6	A
WB	L	22	23	103	1.2	A
	T	149	155	104	0.3	A
	Subtotal	171	178	104	0.4	A
Total		328	338	103	0.5	A

Intersection: Central School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	16	16	98	5.2	A
	R	1	1	100	4.9	A
	Subtotal	17	17	100	5.2	A
EB	T	8	8	97	0.1	A
	Subtotal	8	8	100	0.1	A
WB	L	3	2	73	1.6	A
	T	161	166	103	0.2	A
	R	14	16	114	0.1	A
	Subtotal	178	184	103	0.2	A
Total		204	209	103	0.6	A

SimTraffic LOS Report

Project: Mills Wyoming Classical Academy Expansion TIS
Analysis Period: Future (2031) Plus Project
Time Period: Afternoon Peak Hour **Project #:** UT26-3332

Intersection: East School Access & Poison Spider Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	210	214	102	4.1	A
	Subtotal	210	214	102	4.1	A
SB	L	6	5	83	5.1	A
	Subtotal	6	5	83	5.1	A
EB	T	25	25	99	0.5	A
	Subtotal	25	25	100	0.5	A
WB	T	183	189	103	1.0	A
	R	12	11	92	0.9	A
	Subtotal	195	200	103	1.0	A
Total		436	444	102	2.5	A

Intersection: Robertson Road & Poison Spider Lane
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	56	60	108	7.4	A
	T	126	114	91	11.2	B
	R	90	92	102	7.4	A
	Subtotal	272	266	98	9.0	A
SB	L	40	40	101	6.7	A
	T	165	162	98	11.3	B
	R	49	52	106	7.5	A
	Subtotal	254	254	100	9.8	A
EB	L	69	67	97	6.1	A
	T	100	102	102	7.4	A
	R	72	74	102	5.8	A
	Subtotal	241	243	101	6.6	A
WB	L	80	79	98	7.6	A
	T	81	79	98	10.0	A
	R	30	31	104	5.8	A
	Subtotal	191	189	99	8.3	A
Total		958	952	99	8.5	A

Appendix D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Mills Wyoming Classical Academy Expansion TIS

Analysis: Existing (2026) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Hales

Project #: UT26-3332

Intersection	NB			SB			EB			WB						
	L	R	TR	L	LR	LTR	TR	L	LTR	R	T	L	LT	TR	ULTR	UTR
01: West School Access & Poison Spider Lane																
02: Central School Access & Poison Spider Lane							50									50
03: East School Access & Poison Spider Lane			100				50									
04: Robertson Road & Poison Spider Lane	50		125	50	50		75	75		75	75	50			100	

SimTraffic Queueing Report

Project: Mills Wyoming Classical Academy Expansion TIS

Analysis: Existing (2026) Background

Time Period: Afternoon Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Hales

Project #: UT26-3332

Intersection	NB		SB		EB		WB	
	L	R	L	R	L	R	L	R
01: West School Access & Poison Spider Lane								
02: Central School Access & Poison Spider Lane			50					
03: East School Access & Poison Spider Lane	75		50					
04: Robertson Road & Poison Spider Lane	50	75	50	75	50	75	75	75

SimTraffic Queueing Report

Project: Mills Wyoming Classical Academy Expansion TIS

Analysis: Existing (2026) Plus Project

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT26-3332

Intersection	NB			SB				EB				WB				
	L	R	TR	L	LR	LTR	TR	L	LTR	R	T	L	LT	TR	ULTR	UTR
01: West School Access & Poison Spider Lane																
02: Central School Access & Poison Spider Lane			125			50										75
03: East School Access & Poison Spider Lane					50											
04: Robertson Road & Poison Spider Lane	175		350	25			100	100	100	75	100	100		200		

SimTraffic Queueing Report

Project: Mills Wyoming Classical Academy Expansion TIS

Analysis: Existing (2026) Plus Project

Time Period: Afternoon Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Hales

Project #: UT26-3332

Intersection	NB		SB		EB		WB	
	L	R	L	R	L	T	L	TR
01: West School Access & Poison Spider Lane								
02: Central School Access & Poison Spider Lane			50					
03: East School Access & Poison Spider Lane	100							
04: Robertson Road & Poison Spider Lane	50	75	50	75	75	75	75	75

SimTraffic Queueing Report

Project: Mills Wyoming Classical Academy Expansion TIS

Analysis: Future (2031) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT26-3332

Intersection	NB			SB			EB			WB				
	L	R	TR	L	LR	LTR	TR	L	R	T	L	LT	TR	ULTR
01: West School Access & Poison Spider Lane														
02: Central School Access & Poison Spider Lane						50								50
03: East School Access & Poison Spider Lane			100			50								
04: Robertson Road & Poison Spider Lane	125		250	50			75	75	75	100	75			125

SimTraffic Queueing Report

Project: Mills Wyoming Classical Academy Expansion TIS

Analysis: Future (2031) Background

Time Period: Afternoon Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Hales

Project #: UT26-3332

Intersection	NB		SB				EB		WB					
	L	R	TR	L	LR	LTR	TR	L	R	T	L	LT	LTR	TR
01: West School Access & Poison Spider Lane														
02: Central School Access & Poison Spider Lane						50								
03: East School Access & Poison Spider Lane		75												
04: Robertson Road & Poison Spider Lane	50		75	50			100	75	75	75	75			75

SimTraffic Queueing Report

Project: Mills Wyoming Classical Academy Expansion TIS

Analysis: Future (2031) Plus Project

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT26-3332

Intersection	NB			SB			EB			WB						
	L	R	TR	L	LR	LTR	TR	L	LTR	R	T	L	LT	TR	ULTR	UTR
01: West School Access & Poison Spider Lane																
02: Central School Access & Poison Spider Lane							50									50
03: East School Access & Poison Spider Lane			125				50									
04: Robertson Road & Poison Spider Lane	375		750	50			125	100	75	100		75				175

SimTraffic Queueing Report

Project: Mills Wyoming Classical Academy Expansion TIS

Analysis: Future (2031) Plus Project

Time Period: Afternoon Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT26-3332

Intersection	NB		SB				EB				WB			
	L	R	TR	L	LR	LTR	TR	L	LTR	R	T	L	LTR	TR
02: Central School Access & Poison Spider Lane						50								
03: East School Access & Poison Spider Lane		75												
04: Robertson Road & Poison Spider Lane	50		100	50			100	75		75	75	75		75



Wyoming Classical Academy

Storm Water Drainage Study –Wyoming Classical Academy

PREPARED FOR: Casey Coates, City of Mills
PREPARED BY: Robert Bennett, CEPI
Austin Luers, CEPI
DATE: October 1, 2026



Introduction

Wyoming Classical Academy is looking to begin construction on Phase II of the charter school. Phase II will consist of the addition of the 7th grade to 12th grade building that will attach to the existing building. This phase will also consist of the construction of the parking lot, roads, and sports fields. The City of Mills has observed the existing ditch along Poison Spider over flow during significant moisture events.

Historic Flows

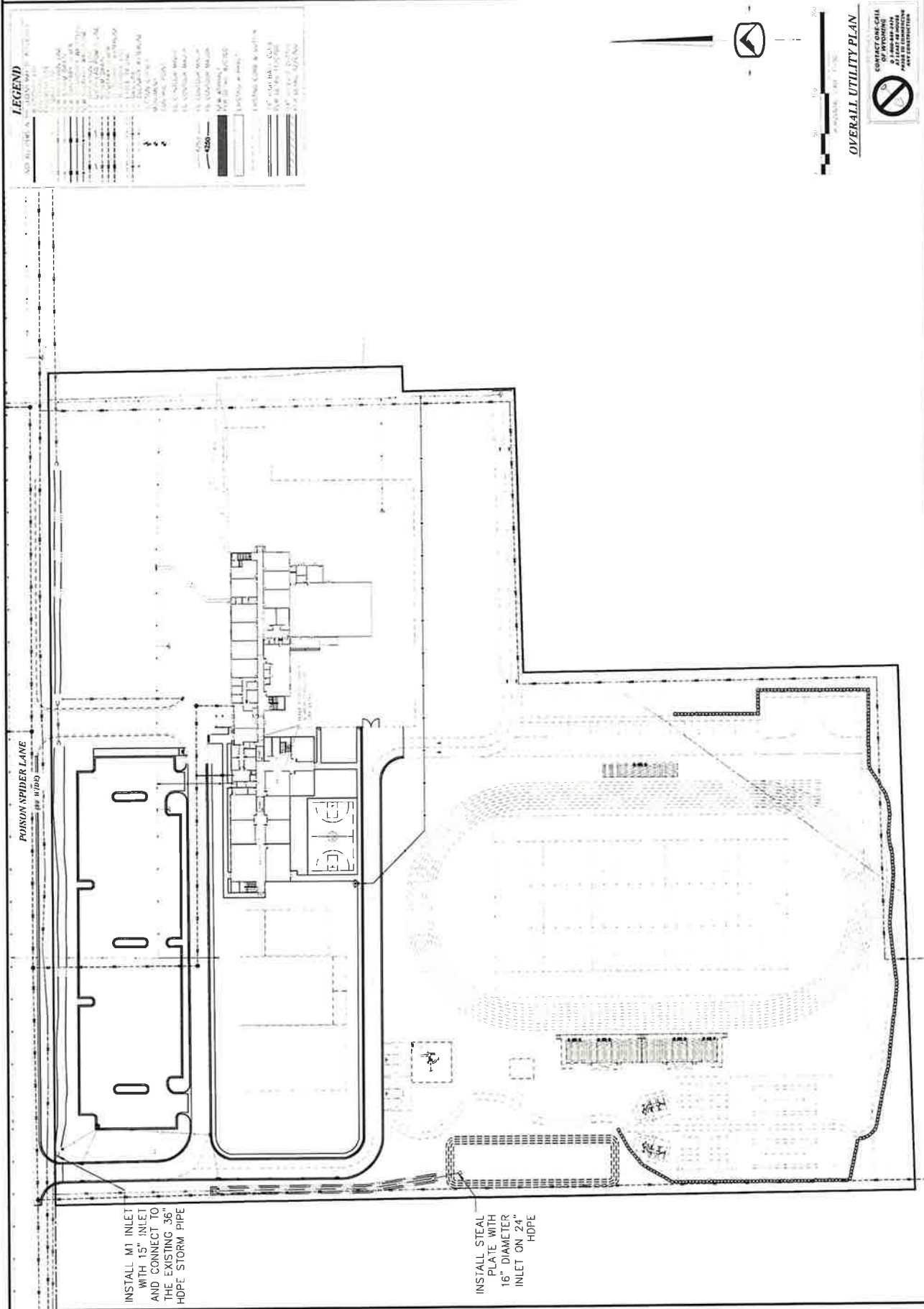
In reference to the original drainage study, October 25, 2023 prepared by ECS Engineers, both Phase I and Phase II are located in sub-basin C. Sub-base C has an area of 56.73 acres. The school takes up roughly 20 acres and the rural housing development takes the other 36.73 acres. The drainage study prepared by ECS Engineers shows the average percentage of land impervious to be 40.8% which would increase the detention required to 226,494 cf. The detention pond was over designed and has an as-built volume of 260,955 cubic feet with 1 foot of free board retained. Leaving the basin with excess of by 34,461 cubic feet. Within the school's 20 acres, 18.62 acres drain directly to the drainage swale along Poison Spider Road. The other 1.38 acres and the subdivision's 36.73 acres drain into a 27,751 cf retention pond prior to entering the drainage swale along Poison Spider Rd.

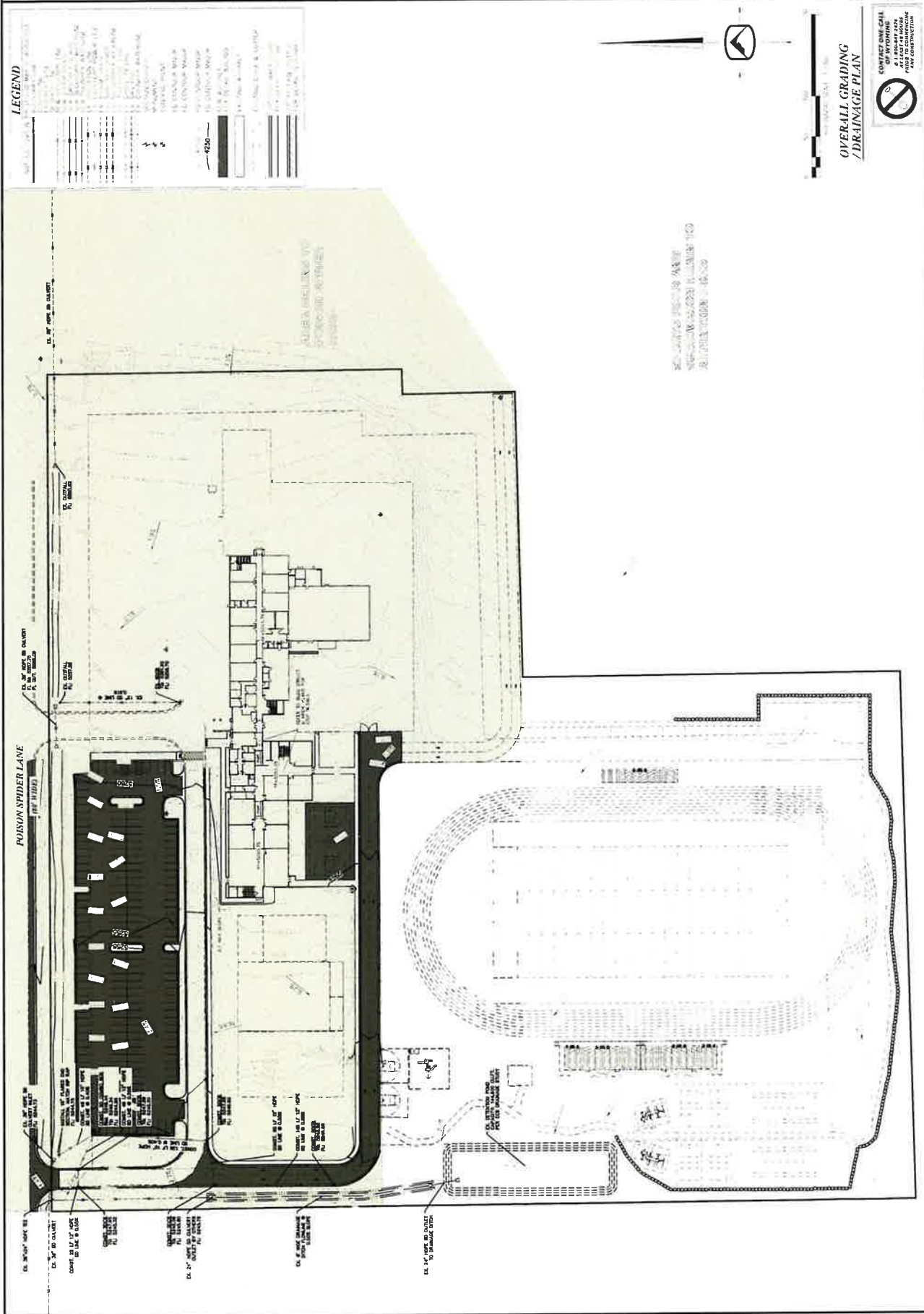
Projected Flows

With the new layout of Phase II, the new average area of land that is impervious is 42.9% for the 56.73 acres of sub-basin C. this makes the required detention of sub-basin C, 230,672 cf.

Storm Water Detention

The existing detention pond has the capacity to hold the additional 4,178 cf required and still have an additional 30, 283 cf of storage. This change has little to no effect of the drainage system and will have no negative impact. The outflow of the retention pond should either have 16" diameter pipe installed or a steal plate with an opening with the equivalent square inch as a 16" diameter pipe installed. For the swale on Poison Spider, there should be a 15" M1 inlet drain on the culvert on the East Side on the North west access of the school's property.







**ENGINEER'S WATER SUPPLY ANALYSIS
WYOMING CLASSICAL ACADEMY - ADDITION
SEPTEMBER 28, 2026**

This report contains an assessment of the water supply available at the proposed Addition for Wyoming Classical Academy located at 6389 Poison Spider Lane in Mills, Wyoming. This report is prepared at the direction of:

Mr. Logan Hammer
Silverpeak Engineering
177 East Antelope Drive, Suite B
Layton, Utah 84041

Prepared by:

Brett A. Jones
Protection Consultants, Inc.
1199 South Main Street, Suite 101
Centerville, Utah 84014

SUMMARY

The purpose of this report is to determine the water supply that is currently available for the proposed sprinkler system at the Wyoming Classical Academy - Addition to determine the available fire flow, and to determine the water supply available for this facility. The available water supply was determined by conducting a water flow test using existing fire hydrants located nearby the proposed Campus to measure available water flow while recording the static and residual pressures.

WATER FLOW TEST AND ANALYSIS

The water supply was determined by performing a water flow test. The test was performed at 10:00 AM on September 17, 2026, by Protection Consultants, Inc., and Casey Coates, Public Works Supervisor with the City of Mills. A pressure gauge was placed on a fire hydrant located in the parking area North of the existing school building. Discharge was then measured by flowing the steamer outlet on a hydrant located directly North of where the proposed building addition will occur. Refer to the attached water flow test report for the locations of the tested hydrants. The results of the water flow test are as follows:

WATER SUPPLY ANALYSIS

Wyoming Classical Academy - Addition
6389 Poison Spider Lane
Mills, Wyoming

Page 2

Static Pressure:	 68 psi
Residual Pressure:	 58 psi
Flow:	 1,720 gpm

This water flow test represents the current pressures and volume available from the 8" water line which runs in the drop off loop of the Academy on the North side of the proposed and existing building. This test provides a good representation of the water pressures and volume that can be expected from this water system at this location during the year. Based on the results of this test PCI calculates a theoretical fire flow of 4,012 gpm at 20 psi.

Prior to the design of the fire sprinkler system for the proposed addition, the pressures should be adjusted to account for lower pressures that could be encountered during periods of peak demand and after further development if any of the immediate area. A 10% reduction in water pressures used for the fire sprinkler system design is recommended. The water supply that should be used for the design of the fire sprinkler system should be:

Static Pressure:	 61 psi
Residual Pressure:	 52 psi
Flow:	 1,720 gpm

WATER SUPPLY ANALYSIS

Information about the City of Mills City Water System and how it operates was obtained from an interview with Casey Coates, Public Works Supervisor with the City of Mills. "The water storage tank feeding the school and the related subdivision has a total capacity of 2.4 million gallons. A second tank, which equalizes this tank has the capacity of 1.5 million gallons of storage. These tanks are serviced by a primary tank with a capacity of 600 thousand gallons. A set of pumps pulls water from the primary tank and sends water to each of the high volume tanks." The water supply comes from the water treatment plant which provides 1.5 million gallons per day to the city water system.

The results of our water flow test finds this portion of the water system **capable** of providing a theoretical fire flow of approximately **4,012 gpm at 20 psi**. The Wyoming Classical Academy is a two level building. The breakdown of square footage for the building is as follows:

Existing Building

Main Level: 23,023 square feet
Upper Level: 13,841 square feet
Total: 36,864 Total existing square footage

WATER SUPPLY ANALYSIS

Wyoming Classical Academy - Addition
6389 Poison Spider Lane
Mills, Wyoming

Page 3

Addition to Existing Building

Main Level: 13,552 square feet
Upper Level: 12,595 square feet
Total: 26,147 square feet

The total square footage of this building including the existing and new areas will be 63,011 square feet. This building will be built utilizing type II-B construction. The required fire flow per Table B105.1 in the 2021 Edition of the International Fire Code (Attached) for a building of this size and construction type is **5,250 gpm** for a period of four hours. In accordance with the exception noted in IFC B105 (Attached) the required fire flow (up to 25% of the initial value but not less than 1,000 gpm) may be obtained through the installation of a fire sprinkler system in all areas of the building where approved by the Authority Having Jurisdiction. A reduction in the fire flow requirements for this building **WILL BE** required whereas the available fire flow of **4,012 gpm** is less than the required fire flow of **5,250 gpm**. Since a fire sprinkler system per NFPA 13 will be present throughout the Wyoming Classical Academy, the resultant required fire flow is $5,250 \text{ gpm} \times 0.25 = 1,313 \text{ gpm}$. The available fire flow of 4,012 gpm measured during the water flow test **EXCEEDS** the required fire flow of 1,313 gpm for the Academy. The water system can provide the required fire flow for the proposed improvement to the new and existing portions of the Academy building.

CONCLUSIONS AND RECOMMENDATIONS

The data collected for this analysis reflects the pressures and flows that are available in this water system at this time and throughout the year. Fluctuations in pressures and flows can be expected during periods of high demand. A reduction in the fire flow requirements for the Wyoming Classical Academy **WILL BE** required where the available fire flow of **4,012 gpm** is less than the required fire flow of **5,250 gpm**.

If there are any questions regarding this analysis please contact the author.

Brett A. Jones

Brett A. Jones
Protection Consultants, Inc.

PROTECTION CONSULTANTS, INC.

1199 SOUTH MAIN STREET, SUITE 101
CENTERVILLE, UTAH 84014

PAGE 1 OF 2

WATER FLOW TEST REPORT

PROJECT NAME: WYOMING CLASSICAL ACADEMY - ADDITION

STREET ADDRESS: 6389 POISON SPIDER LANE

CITY: MILLS

STATE: WYOMING

TESTED BY: MILLS WATER DEPARTMENT

WITNESSED BY: CASEY COATES - MILLS WATER DEPARTMENT

TEST DATE: 09/21/2026 TEST TIME: 10:00 AM TEMPERATURE: 59°F PROJECT ELEVATION: 5,263 FT.

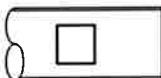
COMMENTS: FIRE FLOW: 4,012 GPM @ 20 PSI.

HYDRANT & FLOW DATA

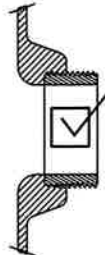
TEST HYDRANT (GAUGED):	STATIC:	68	PSI	RESIDUAL:	58	PSI	ELEVATION:	5,263	FT.
FLOW OUTLET DIAMETER:	OUTLET 1:	2.500	INCHES	OUTLET 2:		INCHES			
FLOW OUTLET C-FACTOR:	OUTLET 1:	0.90		OUTLET 2:					
FLOW HYDRANT (PITOTED):	OUTLET 1:		PSI	OUTLET 2:		PSI			
WATER FLOW VOLUME:	OUTLET 1:	1,720	GPM	OUTLET 2:		GPM	TOTAL:	1,720	GPM

FORMULA: $Q = 29.83 C_d^2 \sqrt{P}$ Q: FLOW VOLUME d: OUTLET DIAMETER P: PITOT PRESSURE C: COEFFICIENT OF DISCHARGE

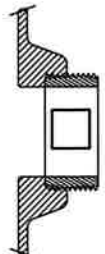
AREA MAP



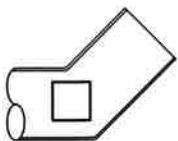
C=0.97
PLAY PIPE



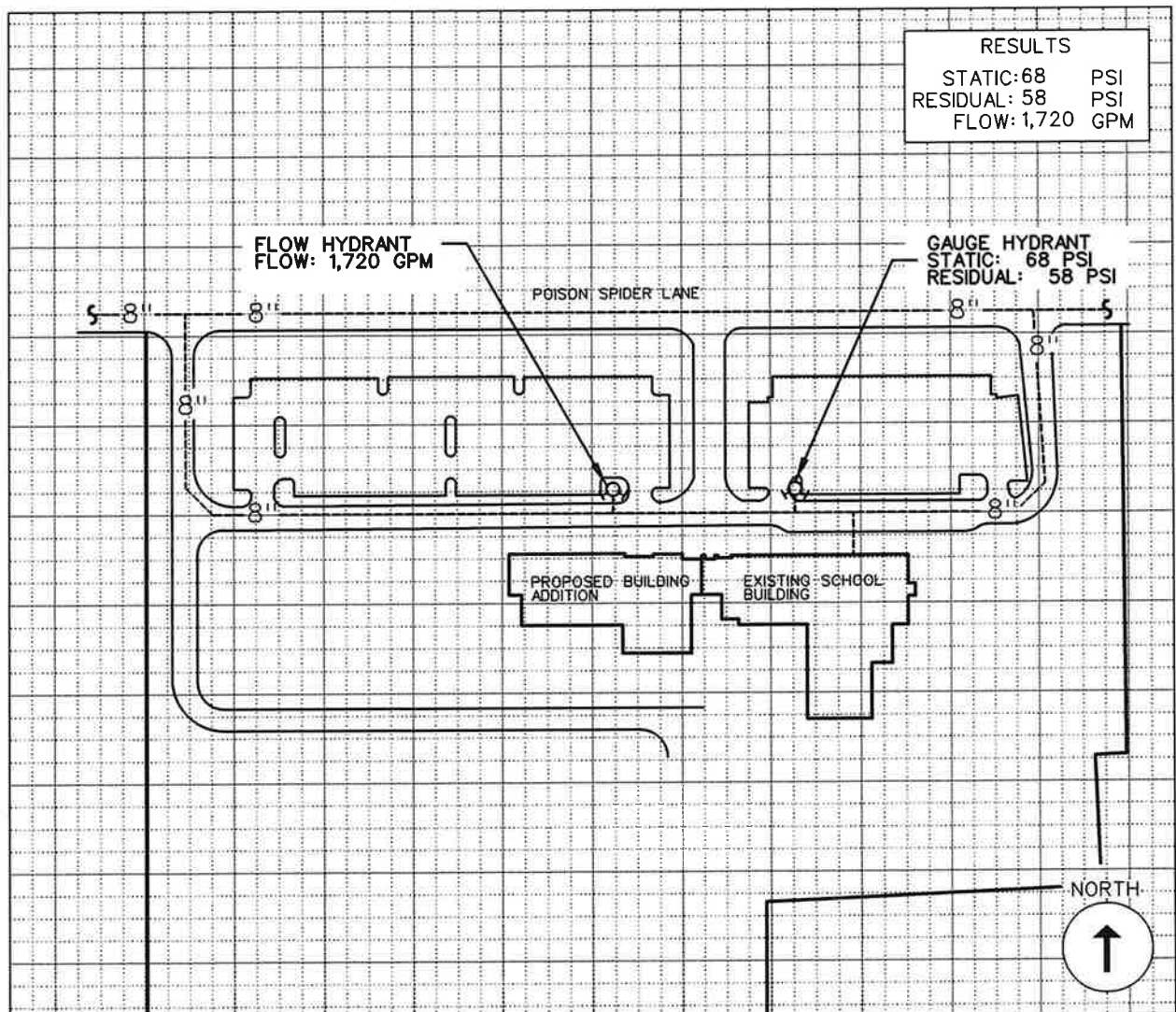
C=0.90
SMOOTH



C=0.80
SQUARE



C=0.88
45 DEG.
PLAY PIPE

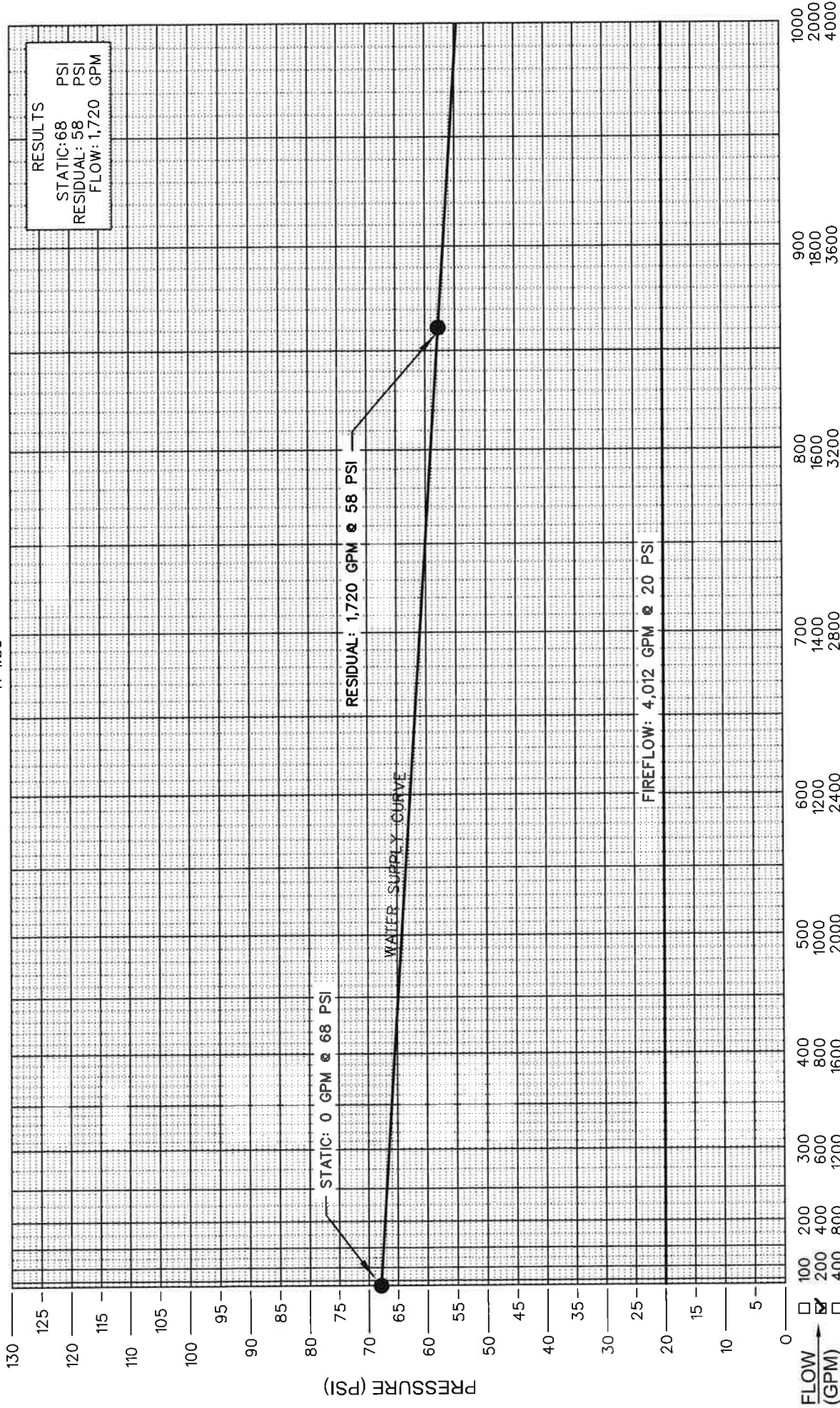


☒ FLOW TEST CONDUCTED IN ACCORDANCE WITH NFPA 291 "RECOMENDED PRACTICE FOR FIRE FLOW TESTING AND MARKING OF HYDRANTS"

PROTECTION CONSULTANTS, INC.

1199 SOUTH MAIN STREET, SUITE 101
CENTERVILLE, UTAH 84014

WATER FLOW GRAPH
N-1.85



RESULTS
STATIC: 68 PSI
RESIDUAL: 58 PSI
FLOW: 1,720 GPM

EXPLAIN ANY VARIABLES IN OPERATION
OF WATER SYSTEM THAT WOULD AFFECT
EITHER STATIC PRESSURE OR FLOW
VOLUMES AT A DIFFERENT TIME OF
DAY OR DURING THE YEAR.

APPENDIX B—FIRE-FLOW REQUIREMENTS FOR BUILDINGS

TABLE B105.1(1)
REQUIRED FIRE FLOW FOR ONE- AND TWO-FAMILY DWELLINGS, GROUP R-3 AND R-4 BUILDINGS AND TOWNHOUSES

FIRE-FLOW CALCULATION AREA (square feet)	AUTOMATIC SPRINKLER SYSTEM (Design Standard)	MINIMUM FIRE FLOW (gallons per minute)	FLOW DURATION (hours)
0–3,600	No automatic sprinkler system	1,000	1
3,601 and greater	No automatic sprinkler system	Value in Table B105.1(2)	Duration in Table B105.1(2) at the required fire-flow rate
0–3,600	Section 903.3.1.3 of the <i>International Fire Code</i> or Section P2904 of the <i>International Residential Code</i>	500	1/2
3,601 and greater	Section 903.3.1.3 of the <i>International Fire Code</i> or Section P2904 of the <i>International Residential Code</i>	1/2 value in Table B105.1(2)	1

For SI: 1 square foot = 0.0929 m², 1 gallon per minute = 3.785 L/m.

TABLE B105.1(2)
REFERENCE TABLE FOR TABLES B105.1(1) AND B105.2

FIRE-FLOW CALCULATION AREA (square feet)					FIRE FLOW (gallons per minute) ^b	FLOW DURATION (hours)
Type IA and IB ^a	Type IIA and IIIA ^a	Type IV and V-A ^a	Type IIB and IIIB ^a	Type V-B ^a		
0–22,700	0–12,700	0–8,200	0–5,900	0–3,600	1,500	2
22,701–30,200	12,701–17,000	8,201–10,900	5,901–7,900	3,601–4,800	1,750	
30,201–38,700	17,001–21,800	10,901–12,900	7,901–9,800	4,801–6,200	2,000	
38,701–48,300	21,801–24,200	12,901–17,400	9,801–12,600	6,201–7,700	2,250	
48,301–59,000	24,201–33,200	17,401–21,300	12,601–15,400	7,701–9,400	2,500	
59,001–70,900	33,201–39,700	21,301–25,500	15,401–18,400	9,401–11,300	2,750	
70,901–83,700	39,701–47,100	25,501–30,100	18,401–21,800	11,301–13,400	3,000	3
83,701–97,700	47,101–54,900	30,101–35,200	21,801–25,900	13,401–15,600	3,250	
97,701–112,700	54,901–63,400	35,201–40,600	25,901–29,300	15,601–18,000	3,500	
112,701–128,700	63,401–72,400	40,601–46,400	29,301–33,500	18,001–20,600	3,750	
128,701–145,900	72,401–82,100	46,401–52,500	33,501–37,900	20,601–23,300	4,000	4
145,901–164,200	82,101–92,400	52,501–59,100	37,901–42,700	23,301–26,300	4,250	
164,201–183,400	92,401–103,100	59,101–66,000	42,701–47,700	26,301–29,300	4,500	
183,401–203,700	103,101–114,600	66,001–73,300	47,701–53,000	29,301–32,600	4,750	
203,701–225,200	114,601–126,700	73,301–81,100	53,001–58,600	32,601–36,000	5,000	
225,201–247,700	126,701–139,400	81,101–89,200	58,601–65,400	36,001–39,600	5,250	
247,701–271,200	139,401–152,600	89,201–97,700	65,401–70,600	39,601–43,400	5,500	
271,201–295,900	152,601–166,500	97,701–106,500	70,601–77,000	43,401–47,400	5,750	
295,901–Greater	166,501–Greater	106,501–115,800	77,001–83,700	47,401–51,500	6,000	
—	—	115,801–125,500	83,701–90,600	51,501–55,700	6,250	
—	—	125,501–135,500	90,601–97,900	55,701–60,200	6,500	
—	—	135,501–145,800	97,901–106,800	60,201–64,800	6,750	
—	—	145,801–156,700	106,801–113,200	64,801–69,600	7,000	
—	—	156,701–167,900	113,201–121,300	69,601–74,600	7,250	
—	—	167,901–179,400	121,301–129,600	74,601–79,800	7,500	
—	—	179,401–191,400	129,601–138,300	79,801–85,100	7,750	
—	—	191,401–Greater	138,301–Greater	85,101–Greater	8,000	

For SI: 1 square foot = 0.0929 m², 1 gallon per minute = 3.785 L/m, 1 pound per square inch = 6.895 kPa.

a. Types of construction are based on the *International Building Code*.

b. Measured at 20 psi residual pressure.

APPENDIX B—FIRE-FLOW REQUIREMENTS FOR BUILDINGS

TABLE B105.2
REQUIRED FIRE FLOW FOR BUILDINGS OTHER THAN ONE- AND
TWO-FAMILY DWELLINGS, GROUP R-3 AND R-4 BUILDINGS AND TOWNHOUSES

AUTOMATIC SPRINKLER SYSTEM (Design Standard)	MINIMUM FIRE FLOW (gallons per minute)	FLOW DURATION (hours)
No automatic sprinkler system	Value in Table B105.1(2)	Duration in Table B105.1(2)
Section 903.3.1.1 of the <i>International Fire Code</i>	25% of the value in Table B105.1(2) ^a	Duration in Table B105.1(2) at the reduced flow rate
Section 903.3.1.2 of the <i>International Fire Code</i>	25% of the value in Table B105.1(2) ^b	Duration in Table B105.1(2) at the reduced flow rate

For SI: 1 gallon per minute = 3.785 L/m.

a. The reduced fire flow shall be not less than 1,000 gallons per minute.

b. The reduced fire flow shall be not less than 1,500 gallons per minute.

SECTION B106

REFERENCED STANDARDS

B106.1 General. See Table B106.1 for standards that are referenced in various sections of this appendix. Standards are listed by the standard identification with the effective date, standard title, and the section or sections of this appendix that reference the standard.

TABLE B106.1
REFERENCED STANDARDS

STANDARD ACRONYM	STANDARD NAME	SECTIONS HEREIN REFERENCED
IBC—21	<i>International Building Code</i>	B104.2
IRC—21	<i>International Residential Code</i>	Table B105.1(1)
IWUIC—21	<i>International Wildland-Urban Interface Code</i>	B103.3
NFPA 1142—17	<i>Standard on Water Supplies for Suburban and Rural Fire Fighting</i>	B103.3