

PLANNING & ZONING
October 08, 2026
5:30 PM
City Hall



Chairman:
John Gudger
Vice Chairman:
Chris Volzke
Members:
John Bryson
Laura Miramontes
Robin Baye

AGENDA

MILLS CITY PLANNING COMMISSION

ITEMS ON THIS AGENDA ARE SUBJECT TO A PUBLIC HEARING BEFORE THE CITY COUNCIL FOR FINAL ACTION

CALL TO ORDER

ELECTION OF OFFICERS FOR 2026-2027 TERM

1. Chair
2. Vice-Chair

CONSENT AGENDA

- [3.](#) Approval of Minutes from 08/06/2026 Meeting

AGENDA ITEM

- [4.](#) TETRAL NO. 1 SUBDIVISION
- [5.](#) WYOMING CLASSICAL ACADEMY - DEVELOPMENT PLAN

PUBLIC COMMENT - Public comment is a time when citizens may bring forth items of interest or concern that are not on the agenda. Please note no formal action will be taken on these items during this time. However, they may be scheduled on a future posted agenda if action is required.

ADJOURNMENT

AGENDA SUBJECT TO CHANGE WITHOUT NOTICE

NEXT MEETING - November 5, 2026 at 5:30pm

In accordance with the Americans with Disabilities Act, persons who need accommodation in order to attend or participate in this meeting should contact City Hall at 307-234-6679 within 48 hours prior to the meeting in order to request such assistance.

PLANNING & ZONING
August 06, 2026
5:30 PM
City Hall



Chairman:
 John Gudger
Vice Chairman:
 Chris Volzke
Members:
 John Bryson
 Laura Miramontes
 Robin Baye

MINUTES

MILLS CITY PLANNING COMMISSION MEETING MINUTES

ITEMS ON THIS AGENDA ARE SUBJECT TO A PUBLIC HEARING BEFORE THE CITY COUNCIL FOR FINAL ACTION

CALL TO ORDER

Chairman John Gudger called the meeting to order at 5:32pm.

Board Attendees: John Gudger, Chris Volzke and Robin Baye

City Employees: Casey Coates (Planner) and Megan Smith (City Clerk)

ELECTION OF OFFICERS FOR 2026-2027 TERM

1. Chair
2. Vice-Chair

Chairman John Gudger motioned to postpone the vote until the September meeting. Voting Yea: Chairman Gudger, Vice Chairman Volzke, Member Baye.

CONSENT AGENDA

3. Approval of Minutes from 07/09/2026 Meeting

Member Baye motioned to approve the minutes from 7/9/2026, and seconded by Vice Chairman Volzke. Voting Yea: Chairman Gudger, Vice Chairman Volzke, Member Baye.

AGENDA ITEM

4. Chapman Industrial Park – Replat

Planner Coates presented the Chapman Industrial Park Replat application submitted by Blue Mountain Real Estate LLC. The request would subdivide and replat an existing parcel at 5701 Chapman Place into two conforming light industrial lots, establishing legal lots of record for future ownership and development. No zoning changes were proposed.

Staff reviewed the proposal and found it complies with all applicable light industrial zoning standards, including lot size, frontage, access, and utility requirements. Existing easements would be preserved, and no nonconforming or landlocked parcels would be created. Reviewing agencies, including police, fire, public works, Rocky Mountain Power, and Black Hills Energy, reported no significant concerns. One engineering comment regarding survey corner documentation was identified and will be addressed prior to final plat recording.

Based on the review, staff determined the replat is consistent with city subdivision regulations and the intent of the light industrial district and recommended approval.

Commission members indicated the application was straightforward and had no questions. A motion was made and seconded to approve the application following staff's recommendation and initially passed unanimously. The chair then reopened the public hearing to allow for any public comment. With no comments received, a new motion was made by Member Baye to approve the Chapman Industrial Park Replat and seconded by Vice Chairman Volzke. Voting Yea: Chairman Gudger, Vice Chairman Volzke, Member Baye.

5. Peterson Addition No. 4 – Replat

Planner Coates presented a request from CCR Properties LLC for the vacation and replat of Lot 20, Peterson Addition No. 2, located at 1120 Falcon Avenue and zoned Light Industrial. The proposal would create two conforming industrial lots, approximately 8.55 acres and 7.865 acres, establishing legal lots of record for future ownership and development while maintaining existing access and utility easements.

Staff reviewed the proposal and found it complies with Light Industrial zoning requirements, including minimum lot size, frontage, setbacks, and development standards. Both lots have frontage on Falcon Avenue, preserve necessary utility and access easements, and can be served by existing infrastructure. No zoning changes were proposed, and no nonconforming or landlocked parcels would be created.

Agency reviews identified no concerns from the Police Department, Fire Department, Public Works Department, Rocky Mountain Power, or Black Hills Energy, although Black Hills Energy noted that new utility service will be required for the newly created lot. The City Engineer identified minor plat scaling and description corrections, which will be addressed administratively before final plat recording.

Staff also explained that an existing shared breezeway between two buildings will be separated through a partition and required firewall construction to comply with building code requirements. Commissioners asked questions regarding access and easements. Staff clarified that all access easements would be preserved and that no fencing or barriers would be permitted that would impede access to the rear parcel.

The public hearing was opened, and no comments were received.

A motion was made by Member Baye to approve Peterson Addition No. 4 Replat and seconded by Vice Chairman Volzke. Voting Yea: Chairman Gudger, Vice Chairman Volzke, Member Baye.

6. Un-tabling: Devore Limited Rezone/Map Amendment

A motion was made by Member Baye to un-table Devore Limited Rezone/Map Amendment and seconded by Vice Chairman Volzke. Voting Yea: Chairman Gudger, Vice Chairman Volzke, Member Baye.

Planner Coates provided an overview of the request from DeVore Limited, LLC to rezone multiple parcels near West Yellowstone Highway from C1 (General Commercial) to C3 (Business Service). Staff explained that the request would change only the zoning designation and would not alter property boundaries, create new lots, or modify public rights-of-way. Future development would remain subject to all applicable land development regulations.

Staff reviewed the differences between the C1 and C3 districts, noting that C1 is intended for customer-oriented commercial uses, while C3 accommodates business services and limited light manufacturing uses. Staff emphasized that C3 does not permit heavy industrial uses and that development standards related to buffering, landscaping, screening, lighting, and performance impacts would continue to apply.

Commission discussion focused on compatibility with surrounding land uses, particularly nearby residential properties. Commissioners noted that the subject property would be the first C3-zoned property along that corridor and expressed concerns about introducing uses that could be more intensive than those allowed under the current C1 designation. Commissioners also discussed long-term planning goals for the corridor and the importance of maintaining compatibility between residential and non-residential development.

During public comment, the applicant's representative spoke in support of the rezoning request. He stated that the property had historically been used for more intensive commercial purposes, noted the property's proximity to existing industrial uses, and argued that C3 zoning could attract desirable business users while reducing the likelihood of vacancy. He also stated that prospective tenants often seek certainty regarding permitted uses and may pursue locations elsewhere when rezoning is required.

Following additional discussion, commissioners reiterated concerns about the potential impacts of expanded permitted uses on adjacent residential properties and consistency with the city's long-term planning goals.

A motion was made by Vice Chairman Volzke for a **Do Not Pass** recommendation for the City Council and seconded by Member Baye. Voting Yea: Chairman Gudger, Vice Chairman Volzke, Member Baye.

PUBLIC COMMENT - Public comment is a time when citizens may bring forth items of interest or concern that are not on the agenda. Please note no formal action will be taken on these items during this time. However, they may be scheduled on a future posted agenda if action is required.

ADJOURNMENT

The Chairman adjourned the meeting at 6:14pm

AGENDA SUBJECT TO CHANGE WITHOUT NOTICE

NEXT MEETING - 5:30 PM DAY, September 3rd, 2026

In accordance with the Americans with Disabilities Act, persons who need accommodation in order to attend or participate in this meeting should contact City Hall at 307-234-6679 within 48 hours prior to the meeting in order to request such assistance.

John Grudger, Chairman

Date

City Clerk, Megan Smith

Date

CITY OF MILLS – PLANNING DEPT.

Tetral Subdivision No.1



Subdivision Review
Findings and Considerations

Request –

Tetral Corporation of Casper requests approval of a Final Plat dividing 86.13 acres of unplatted land into two industrial lots:

Lot	Acres	Sq. ft.	Street frontage	Access
Lot 1	8.50	370,488.20	Powerline Road (60' ROW), 859.54'; U.S. 20-26 Bypass, 304.46'	Direct from Powerline Road
Lot 2	77.63	3,381,468.63	U.S. 20-26 Bypass (400' ROW) only	New 60' public access easement across Lot 1 from Opportunity Blvd.; existing 30' access easement (Inst. #1147114) extended 80'

The plat also dedicates a new 20' sanitary sewer easement along the 60' access easement and grants utility and sewer easements to public and private utilities.

Note: Although referred to as a replat, the land is currently unplatted, so this is a first-time Final Plat. No certificate of vacation is needed (47.55.030(1)(u)).

Background –

The site is a wedge of open land bounded by the U.S. 20-26 Bypass on the north, Powerline Road and Opportunity Subdivision on the east, and the BNSF Railroad on the southwest. It is zoned I-1 and surrounded by industrial and unplatted land.

Direction	Adjacent land
North	U.S. 20-26 Bypass (400' ROW); unplatted land in Sections 31 and 36 beyond
East	Lot 5 and remainder of Opportunity Subdivision; Powerline Road (60' ROW)
South	Unplatted Lot 5, Section 6; Tract B, Midway Subdivision; Midway Subdivision; Tank Farm Industrial Park
Southwest	BNSF Railroad ROW; unplatted SE¼NE¼, Section 1

Existing easements of record shown on the plat:

- 20' sanitary sewer easement (Inst. #459431) running north–south through Lot 2 and along its south side
- 20' power line easement (Inst. #651587) and 60' power line easement (Inst. #957516), approximate locations

- 75' powerline easements (Book 31 Misc., p. 556; Book 26 AC&L, p. 611) and a 170' powerline easement (Book 48 AC&L, p. 313) crossing Lot 1 diagonally, with a "Restricted Building and Vegetation Area" near the south line
- 30' access easements (Inst. #1147114 and #1147985) near the C-N1/16 corner on Powerline Road / M-J-B Road

The transmission corridor crossing Lot 1 will limit where buildings can go on that lot, but the remaining area still far exceeds I-1 minimums.

Title 17 Compliance Analysis –

The plat complies with the I-1 dimensional standards and most Final Plat content requirements. Four items do not comply or cannot be confirmed from the plat and are carried into the recommended conditions.

I-1 Light Industrial District Standards (20.15, I-1 Use District Chart)

Standard	Requirement	Lot 1	Lot 2	Status
Minimum lot size	6,000 sq. ft.	370,488 sq. ft.	3,381,469 sq. ft.	Complies
Minimum lot width	40'	approx. 304'	over 1,000'	Complies
Setbacks (front/side/rear)	25' / 5' (15' abutting residential) / 15'	Applied at building permit	Applied at building permit	N/A to plat
Lot coverage/height	85–90% / 45' (most uses)	Applied at site plan	Applied at site plan	N/A to plat

Subdivision Standards (Section 47)

Section	Requirement	Finding	Status
47.55.030(1)(a)	Subdivision name, legal description, owner, engineer on plat	Shown	Complies
47.55.030(1)(b)	Space for County Clerk filing record	Blank box at upper right	Complies
47.55.030(1)(c)	Owner dedication and acknowledgment	Certificate of Dedication by Tetral Corp. VP; notary blank	Complies (to be executed)
47.55.030(1)(d)	Date, written and graphic scale (1"=50' or multiple), north arrow	1"=200', bar scale, north arrow	Complies
47.55.030(1)(f)	Wyoming PLS certification	PLS No. 5528, survey August 2026	Complies
47.55.030(1)(g)	All lots have satisfactory access to a public street with minimum frontage	Lot 1 fronts Powerline Rd. Lot 2 fronts only the U.S. 20-26 Bypass and relies on an access easement	Does not comply – Lot 2

Section	Requirement	Finding	Status
47.55.030(1)(h)(ii)	Public access easements cannot be used in lieu of dedicated ROW; no private roads	60' public access easement used as Lot 2's access	Does not comply
47.55.030(1)(h)(i)	60' minimum ROW for industrial subdivisions, dedicated to the City	Access strip is 60' wide but not dedicated as ROW	See above
47.55.030(1)(k)(iii)	10' general utility easement along all street-side lot lines	Dedication references strips marked "Utility Easement"; none are labeled on the drawing	Not shown
47.55.030(1)(l)	Closure better than 1:10,000, with closure reports	Note 1: exceeds 1:1,000,000	Complies; closure reports to City Surveyor
47.55.030(1)(m)	Signature blocks: Mayor, City Clerk, City Engineer, City Planner	Shown (plus City Surveyor)	Complies
47.55.030(1)(o)	Basis of bearings	Note 2: WY State Plane East Central, NAD83(2011)	Complies
47.55.030(1)(p)(ii)	Curve data	R=5929.58', L=972.81', $\Delta=9^{\circ}24'00''$, chord shown	Complies
47.55.030(1)(p)(iii)	Existing and proposed easements, use and size	Shown with recording references	Complies
47.55.030(1)(p)(vi)–(vii)	Monuments in legend; brass caps at major perimeter corners	Legend shown; brass caps at most corners; aluminum cap (LS 2097) at SW corner of Lot 5, Opportunity Sub.	City Surveyor to verify
47.55.030(1)(p)(ix)	Grid or ground distance note	Note 4: all distances are grid	Complies
47.55.030(1)(q)	Abutting subdivisions named or marked unplatted	Opportunity, Midway, Tract B Midway, Tank Farm Industrial Park, unplatted parcels	Complies
47.45	Digital plat (DWG/GIS), 2 control points, City coordinate system	2 control points with N/E; elevation, convergence and combined factor shown	Complies on plat face; confirm digital files
47.65	Park fees and dedication	Residential only	N/A
47.70	Improvements installed or secured by Subdivision Improvements Agreement; utilities underground; sidewalks	Depends on resolution of Lot 2 access	Condition

Lot 2 Access - Lot 2's only street frontage is the Bypass, a 400' highway ROW. The 60' easement extends the Opportunity Boulevard alignment west across Lot 1, but 47.55.030(1)(h)(ii) prohibits using a public access easement in place of dedicated ROW.

A Deviation (10.55) cannot waive a specific prohibition, so the fix belongs on the plat: dedicate the 60' strip as public ROW to the City (built to standard with a turnaround under 47.55.030(1)(j)), or reconfigure Lot 2 with fee-simple frontage on a public street, such as a flag lot approved by the Applicable Director under 47.55.030(1)(v).

Agency Review Comments –

Agency	Basis	Response
City of Mills Public Works	§47.50(3)(a), required	No concerns
City of Mills Police Department	§47.50(3)(f), required	No concerns
City of Mills Fire Department	§47.50(3)(e), required	No concerns
Rocky Mountain Power	§47.50(4)(c), electric utility	No concerns
Black Hills Energy	§47.50(4)(b), natural gas utility	No concerns
City of Casper	§47.50(4)(f), adjacent municipality	No concerns
Town of Bar Nunn	§47.50(4)(f), adjacent municipality	No concerns
City Engineer	§47.50(3)(b), required	No concerns
City Surveyor	§47.50(3)(c), required	No concerns
Building Inspector	§47.50(3)(d), required	No concerns

Findings of Fact –

1. The property is within the City of Mills and zoned I-1 Light Industrial. Industrial lots are consistent with the I-1 district purpose in §20.10(1).
2. Both proposed lots exceed the I-1 minimum lot size of 6,000 sq. ft. and minimum lot width of 40'.
3. The plat is a Final Plat creating new lots from unplatted land and is reviewed under Review Process 3 (§47.25(1)).
4. The plat meets the content requirements of §47.55.030(1) for title, legal description, dedication, surveyor certification, scale, basis of bearings, curve data, easements, monuments, closure, signature blocks and abutting subdivisions.
5. Lot 1 has direct frontage on Powerline Road, a dedicated 60' public right-of-way.
6. Lot 2 has no frontage on a local public street; its proposed access is a 60' public access easement, which §47.55.030(1)(h)(ii) does not allow in place of dedicated right-of-way.
7. The plat does not label the 10' general utility easements required along street-side lot lines by §47.55.030(1)(k)(iii).

8. All agencies that responded to the 47.50 referral — Public Works, Police, Fire, Rocky Mountain Power, Black Hills Energy, the City of Casper and the Town of Bar Nunn — reported no concerns.
9. With the conditions below, the plat can be brought into conformance with Title 17.

Staff Recommendation –

Staff recommends the Commission forward the Final Plat of Tetral Subdivision No. 1 to City Council with a recommendation of approval, subject to these conditions being met before the plat goes to Council:

1. **Lot 2 Access.** Revise the plat so Lot 2 has access to a dedicated public street. Either dedicate the 60' strip from Opportunity Boulevard as public right-of-way to the City of Mills, or reconfigure Lot 2 with fee-simple frontage on a public street, subject to Applicable Director approval (47.55.030(1)(g), (h), (v)). Revise the Certificate of Dedication to match.
2. **Street Improvements.** If right-of-way is dedicated, construct it to City standards with a temporary turnaround, or secure it through a Subdivision Improvements Agreement and financial security (47.55.030(1)(j); 47.70).
3. **Utility Easements.** Show and label 10' general utility easements along all street-side lot lines (47.55.030(1)(k)(iii)).
4. **Technical Review.** Address any comments from the City Engineer and City Surveyor, including perimeter monumentation and closure reports (47.55.030(1)(l), (p)).
5. **Execution.** Complete all signatures and notary acknowledgments before recording.

Alternatives –

Under 47.40(7), the Commission may approve, approve with conditions, deny, or table the application.

Sample Motion –

"I move to recommend that City Council approve the Final Plat of Tetral Subdivision No. 1, subject to the seven conditions listed in the staff report, based on the findings of fact in the staff report."



CITY OF MILLS
APPLICATION FOR PLAT/REPLAT
 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: 9/2/26
 Return by: _____
 (Submittal Deadline)
 For Meeting on: _____

PLEASE PRINT

SINGLE POINT OF CONTACT: Bill Fehringer

APPLICANT/PROPERTY OWNER(S) INFORMATION:

Print Owner Name: Tetral Corporation
 Owner Mailing Address: 7072 Barton Dr
 City, State, Zip: Casper, WY 82604
 Owner Phone: 307-262-7400
 Applicant Email: steve@71construction.com

AGENT INFORMATION:

Print Agent Name: CEPI
 Agent Mailing Address: 6080 Enterprise Drive
 City, State, Zip: Casper, WY 82609
 Agent Phone: 307-266-4346
 Agent Email: billf@cepi-casper.com

PROPERTY INFORMATION:

Subject property legal description (attach separate page if long legal): Unplatted land located in a portio of Lot 3 & Lot 4, Section 6. T.33N., R.79W., and Lot 1 & SE1/4NE1/4 of Section 1, T.33N., R.80W.
 Physical address of subject property if available: 3570 Opportunity Blvd
 Size of lot(s) 86.13 Ac sq. ft/acres:
 Current zoning: Heavy Industrial Current use: Landscape supply and materials yard
 Intended use of the property: Landscape supply and materials yard
 Zoning within 300 feet: Light Industrial Land use within 300 feet: Commercial

ATTACHMENTS (REQUIRED):

1. Proof of ownership: Deed (such as deed, title certification, attorney's title opinion)
2. One (1) full sized copy of the plat/replat: _____
3. One reproducible 11 x 17 plat/replat hard copy: _____
4. One plat/replat electronic copy (pdf): _____

RIGHT-OF-WAY / EASEMENT INFORMATION:

Right-of-Way / Easement Location: At the SE corner extending MJB Road to the west
 (Example: along west property line, running north & south)
 Width of Existing Right-of-Way / Easement: 60' Number of Feet to be Vacated: 0
 Please indicate the purpose for which the Right-of-Way / Easement is to be vacated / Abandoned
Extending the access easement to the west approximately 80' to the west line of Lot 1 as shown on the plat.

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 also to be notified and/or contacted 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:

OWNER Signature TETRA CORP [Signature] OWNER Signature _____
V-PRF
AGENT Signature _____

FEES (Plat/Replat): \$10.00 per lot (\$250.00 minimum and a \$1,000.00 maximum), plus \$150.00 recording fee.

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

WARRANTY DEED

JOHNSTON DEVELOPMENT COMPANY, a partnership, grantor, of Natrona County, and State of Wyoming, for and in consideration of TEN DOLLARS (\$10.00) and other good and valuable consideration in hand paid, receipt whereof is hereby acknowledged, CONVEYS AND WARRANTS TO TETRAL CORPORATION, a Wyoming corporation, grantee, of P. O. Box 4600, Casper, Natrona County, and State of Wyoming, the following described real estate, situate in Natrona County and State of Wyoming, hereby releasing and waiving all rights under and by virtue of the homestead exemption laws of the State, to-wit:

A Parcel located in and being portions of Lot 2 (NW1/4NE1/4), Lot 3 (NE1/4NW1/4), Lot 4 (NW1/4NW1/4), Section 6, Township 33 North, Range 79 West and portions of Lot 1 (NE1/4NE1/4), and SE1/4NE1/4, Section 1, Township 33 North, Range 80 West of the Sixth Principal Meridian, Natrona County, Wyoming, and being more particularly described by metes and bounds as follows:

Beginning at the northeasterly corner of the Parcel being described and also the northeasterly corner of said Lot 2 (NW1/4NE1/4), Section 6; thence along the easterly line of said Parcel and Lot 2 (NW1/4NE1/4), Section 6, S.0°16'W., 1286.01 feet to the southeasterly corner of said Parcel and Lot 2 (NW1/4NE1/4), Section 6; thence along the southerly line of said Parcel and Lot 2 (NW1/4NE1/4), Section 6, S.88°53'W., 1313.22 feet to a point and southeasterly corner of said Lot 3 (NE1/4NW1/4), Section 6; thence continuing along the southerly line of said Parcel and the southerly line of said Lot 3 (NE1/4NW1/4), Section 6, S.88°53'W., 1324.83 feet to a point and southeasterly corner of said Lot 4 (NW1/4NW1/4), Section 6; thence continuing along the southerly line of said Parcel and the southerly line of said Lot 4 (NW1/4NW1/4), Section 6, S.88°54'W., 1278.17 feet to a point and northeasterly corner of said SE1/4NE1/4, Section 1; thence along the easterly line of said Parcel and SE1/4NE1/4, Section 1, S.0°18'W., 697.15 feet to the most southerly corner of said Parcel and a point in and intersection with the northeasterly right-of-way line of the Burlington Northern Railroad; thence along the southwesterly line of said Parcel and the northeasterly right-of-way line of said Railroad, N.40°05'W., 1960.95 feet to the northwesterly corner of said Parcel and a point in and intersection with the southerly right-of-way line of U.S. Highway Nos. 20 & 26; thence along the northerly line of said Parcel and the southerly right-of-way line of said Highway, N. 89°30'E., 567.19 feet to a point of curve; thence along the arc of a true curve to the left, having a radius of 5929.58 feet and through a central angle of 9°24', northeasterly, 972.81 feet to a point of tangency; thence continuing along the northerly line of said Parcel and the southerly right-of-way line of said Highway, N.80°06'E., 2366.28 feet to a point in and intersection with the westerly line of said Lot 2 (NW1/4NE1/4), Section 6; thence along the westerly line of said Lot 2 (NW1/4NE1/4), Section 6 and said highway right-of-way line, N.0°08'W., 42.41 feet to the northwesterly corner of said Lot 2 (NW1/4NE1/4), Section 6; thence continuing along the northerly line of said Parcel and Lot 2 (NW1/4NE1/4), Section 6 and the southerly right-of-way line of said Highway, N.89°17'E., 1322.04 feet to the Point of Beginning and containing 124.0 acres, more or less, as set forth by the plat attached and made a part hereof and EXCEPTING therefrom that certain pipeline right-of-way recorded in the office of the County Clerk of Natrona County, Wyoming in Book 40 of Deeds at Page

856935



NATRONA COUNTY CLERK, LYONING
 Range 79
 Dec 10, 2008 01:18:49 PM
 Pages: 6
 Fee: \$23.00
 SANDY CREEDENS

11 and containing 1.2 acres, more or less, and also EXCEPTING therefrom that certain highway right-of-way identified as 66 feet wide Salt Creek Highway as described in Natrona County Road Records and containing 2.0 acres, more or less, leaving a net acreage of 120.8 acres for the Parcel being described.

Said Parcel being subject to any and all reservations, easements and right-of-way of record or as may otherwise exist and more particularly a 20 feet wide access and roadway easement along and adjacent to the southerly lines of Lot 2 (NW1/4NE1/4) and Lot 3 (NE1/4NW1/4), Section 6 bounded on the east by Salt Creek Highway and on the west by the westerly line of said Lot 3 (NE1/4NW1/4), Section 6 and as shown on the plat attached.

Subject to reservations and restrictions of record, including prior mineral reservations.

Witness my hand this 25 day of November, 1998.

JOHNSTON DEVELOPMENT COMPANY

By Roy N. Johnston
Roy N. Johnston
Partner

By Barbara C. Johnston
Barbara C. Johnston
Partner

By Carol Johnston Fearon
Carol Johnston Fearon
Partner

STATE OF CALIFORNIA)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me by Roy N. Johnston this 25 day of November, 1998.

Witness my hand and official seal.



[Signature]
NOTARY PUBLIC

My Commission Expires:

My Commission Expires September 19, 2000

STATE OF COLORADO)
) ss.
COUNTY OF DENVER)

The foregoing instrument was acknowledged before me by Barbara C. Johnston this 24th day of November, 1998.

Witness my hand and official seal.



William Leary
NOTARY PUBLIC

My Commission Expires:
My Commission Expires September 19, 2000

STATE OF NEW YORK)
) ss.
COUNTY OF SENECA)

The foregoing instrument was acknowledged before me by Carol ~~Ray~~ Johnston Fearon this 3rd day of DECEMBER, 1998.

Witness my hand and official seal.

Kathleen A. Cooper
NOTARY PUBLIC

My Commission Expires:
5/31/2000

KATHLEEN A. COOPER
Notary Public In the State of New York
Seneca County Clerks No. 994
Commission Expires May 31, 19
2000

STATE OF CALIFORNIA)
)
 COUNTY OF SONOMA) ss:

On this 25th day of NOVEMBER, 1998, before me, Brian D. Rondon,
 personally appeared ROY N. JOHNSTON, personally known to me (or
 proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to
 the within instrument, and acknowledged to me that he executed the same in his authorized
 capacity, and that by his signature on the instrument the person, or the entity upon behalf of which
 the person acted, executed the instrument.

WITNESS my hand and official seal.


 NOTARY PUBLIC, State of California



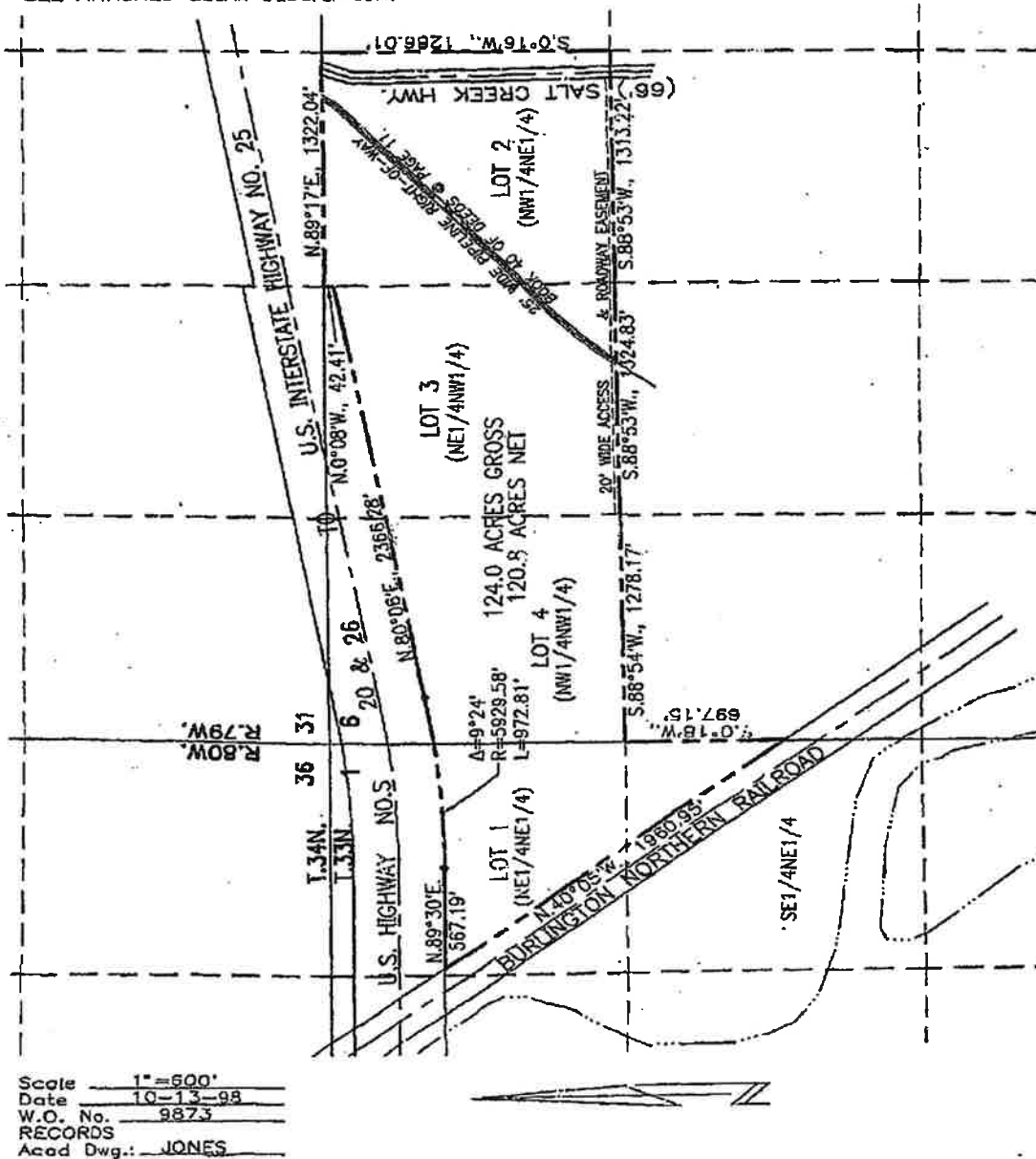
OCT. 14, 1998 3:06PM REMAX BROKERAGE HOUSE REMAX BROKERAGE HOUSE P.2

WORTHINGTON, LENHART & CARPENTER, INC.
200 PRONGHORN STREET, CASPER, WYOMING 82601

Client JOHNSTON DEVELOPMENT CO. Address 1814 EAST 2ND STREET
City CASPER State WYOMING Zip 82601

PROPERTY LOCATION PLAT

City	CASPER	County	NATRONA	State	WYOMING
NW1/4NE1/4	Section 6	T. 33 N., R. 79 W.,	6th Principal Meridian,	Wyoming	
N1/2NW1/4	Section 6	T. 33 N., R. 79 W.,	6th Principal Meridian,	Wyoming	
E1/2NE1/4	Section 1	T. 33 N., R. 80 W.,	6th Principal Meridian,	Wyoming	
SEE ATTACHED LEGAL DESCRIPTION.					



A PARCEL LOCATED IN AND BEING PORTIONS OF LOT 2 (NW¼NE¼), LOT 3 (NE¼NW¼), LOT 4 (NW¼NW¼), SECTION 6, TOWNSHIP 33 NORTH, RANGE 79 WEST AND PORTIONS OF LOT 1 (NE¼NE¼), AND SE¼NE¼, SECTION 1, TOWNSHIP 33 NORTH, RANGE 80 WEST OF THE SIXTH PRINCIPAL MERIDIAN, NATRONA COUNTY, WYOMING, AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING AT THE NORTHEASTERLY CORNER OF THE PARCEL BEING DESCRIBED AND ALSO THE NORTHEASTERLY CORNER OF SAID LOT 2 (NW¼NE¼), SECTION 6; THENCE ALONG THE EASTERLY LINE OF SAID PARCEL AND LOT 2 (NW¼NE¼), SECTION 6, S.0°16'W., 1286.01 FEET TO THE SOUTHEASTERLY CORNER OF SAID PARCEL AND LOT 2 (NW¼NE¼), SECTION 6; THENCE ALONG THE SOUTHERLY LINE OF SAID PARCEL AND LOT 2 (NW¼NE¼), SECTION 6, S.88°53'W., 1313.22 FEET TO A POINT AND SOUTHEASTERLY CORNER OF SAID LOT 3 (NE¼NW¼), SECTION 6; THENCE CONTINUING ALONG THE SOUTHERLY LINE OF SAID PARCEL AND THE SOUTHERLY LINE OF SAID LOT 3 (NE¼NW¼), SECTION 6, S.88°53'W., 1324.83 FEET TO A POINT AND SOUTHEASTERLY CORNER OF SAID LOT 4 (NW¼NW¼), SECTION 6; THENCE CONTINUING ALONG THE SOUTHERLY LINE OF SAID PARCEL AND THE SOUTHERLY LINE OF SAID LOT 4 (NW¼NW¼), SECTION 6, S.88°54'W., 1278.17 FEET TO A POINT AND NORTHEASTERLY CORNER OF SAID SE¼NE¼, SECTION 1; THENCE ALONG THE EASTERLY LINE OF SAID PARCEL AND SE¼NE¼, SECTION 1, S.0°18'W., 697.15 FEET TO THE MOST SOUTHERLY CORNER OF SAID PARCEL AND A POINT IN AND INTERSECTION WITH THE NORTHEASTERLY RIGHT-OF-WAY LINE OF THE BURLINGTON NORTHERN RAILROAD; THENCE ALONG THE SOUTHWESTERLY LINE OF SAID PARCEL AND THE NORTHEASTERLY RIGHT-OF-WAY LINE OF SAID RAILROAD, N.40°05'W., 1960.95 FEET TO THE NORTHWESTERLY CORNER OF SAID PARCEL AND A POINT IN AND INTERSECTION WITH THE SOUTHERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NOS. 20 & 26; THENCE ALONG THE NORTHERLY LINE OF SAID PARCEL AND THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID HIGHWAY, N.89°30'E., 567.19 FEET TO A POINT OF CURVE; THENCE ALONG THE ARC OF A TRUE CURVE TO THE LEFT, HAVING A RADIUS OF 5929.58 FEET AND THROUGH A CENTRAL ANGLE OF 9°24', NORTHEASTERLY, 972.81 FEET TO A POINT OF TANGENCY; THENCE CONTINUING ALONG THE NORTHERLY LINE OF SAID PARCEL AND THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID HIGHWAY, N.80°06'E., 2366.28 FEET TO A POINT IN AND INTERSECTION WITH THE WESTERLY LINE OF SAID LOT 2 (NW¼NE¼), SECTION 6; THENCE ALONG THE WESTERLY LINE OF SAID LOT 2 (NW¼NE¼), SECTION 6 AND SAID HIGHWAY RIGHT-OF-WAY LINE, N.0°08'W., 42.41 FEET TO THE NORTHWESTERLY CORNER OF SAID LOT 2 (NW¼NE¼), SECTION 6; THENCE CONTINUING ALONG THE NORTHERLY LINE OF SAID PARCEL AND LOT 2 (NW¼NE¼), SECTION 6 AND THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID HIGHWAY, N.89°17'E., 1322.04 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT CERTAIN LAND DESCRIBED IN BOOK 40 OF DEEDS, PAGE 11 AND ALSO EXCEPTING THEREFROM THAT CERTAIN LAND IN THE HIGHWAY RIGHT-OF-WAY IDENTIFIED AS 66 FEET WIDE SALT CREEK HIGHWAY.

26-187

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 $\times$ 2 + 10 junior high $\times$ 4 + 17 high school $\times$ 8. The 274 stalls provided exceed that by 72.

Dimensions. Table 40.10-2 requires 10 ft. $\times$ 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. $\times$ 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 each
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: _____
(Submission 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 Brigitte Duffalo

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 NATRONA

THE UNDERSIGNED, WYOMING CLASSICAL ACADEMY, INC., HAS HEREBY DEEDED TO THE CITY OF WILLS, WYOMING, A VACATION AND REPLAT OF LOT 1A, MOUNTAIN MEADOWS NO. 2 AND LOTS 1 & 2, CHARTER HEIGHTS, BEING A PORTION OF THE SE1/4 OF SECTION 16, T13N, R30W, E7H PM NATRONA COUNTY, WYOMING, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEING A PORTION OF THE SE1/4 OF SECTION 16, T13N, R30W, E7H PM NATRONA COUNTY, WYOMING, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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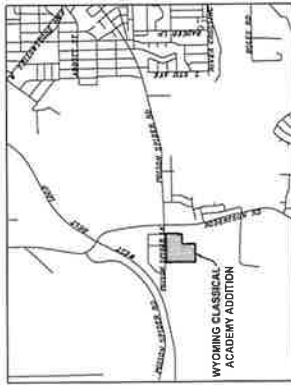
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VICINITY MAP
SCALE: 1"=2000'

APPROVALS

APPROVED BY THE CITY COUNCIL OF WILLS, WYOMING BY RESOLUTION NO. _____ DATED _____ 2023
APPROVED AND APPROVED THIS _____ DAY OF _____ 2023

ATTEST: _____ CITY CLERK

NOTED AND APPROVED THIS _____ DAY OF _____ 2023

NOTED AND APPROVED THIS _____ DAY OF _____ 2023

NOTED AND APPROVED THIS _____ DAY OF _____ 2023

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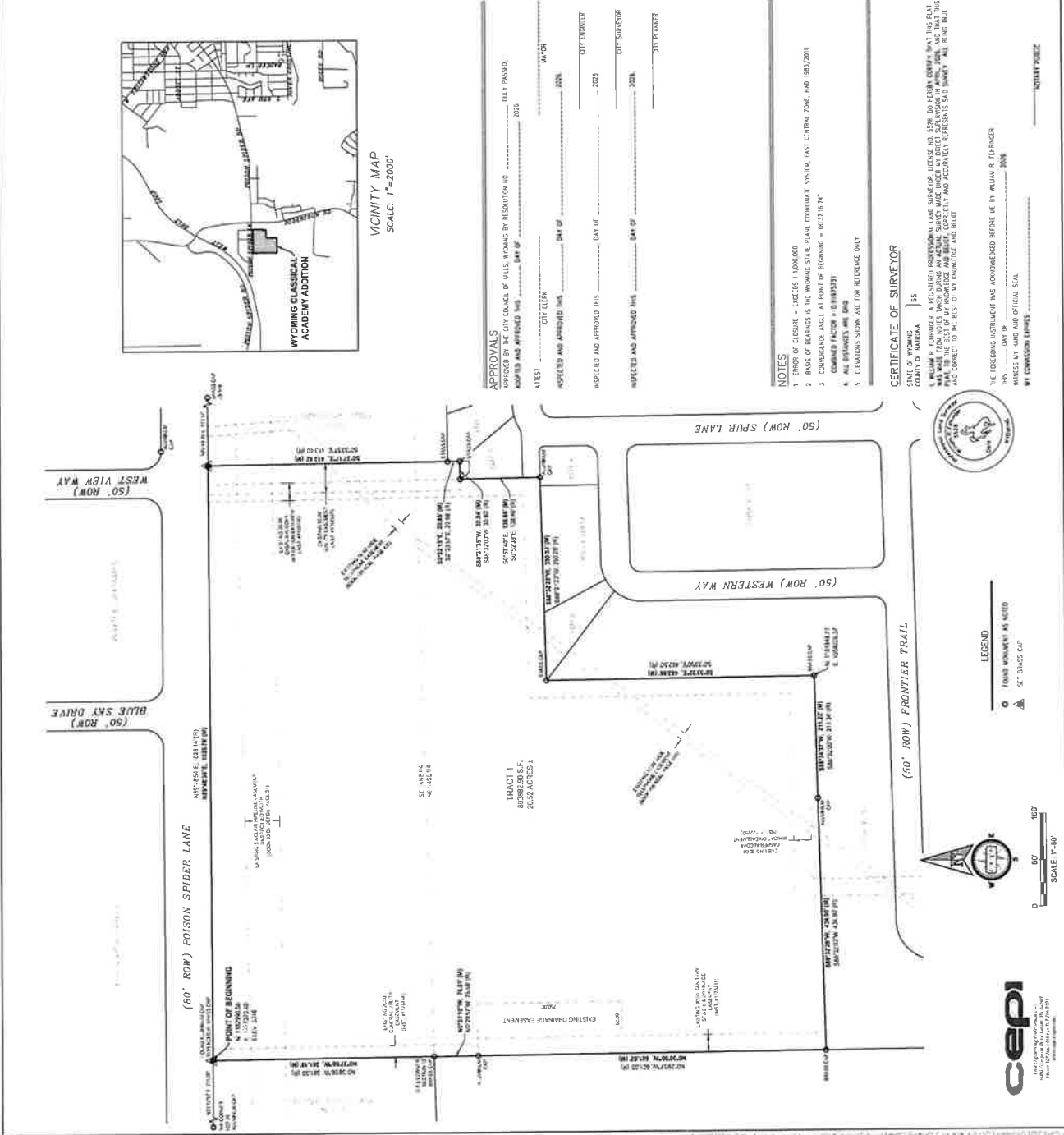
NOTED AND APPROVED THIS _____ DAY OF _____ 2023

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NOTED AND APPROVED THIS _____ DAY OF _____ 2023

NOTED AND APPROVED THIS _____ DAY OF _____ 2023



cepi

Professional Surveyors
10000 N. 10th Street, Suite 100
Tulsa, Oklahoma 74116
Phone: 918.438.1234
Fax: 918.438.1235
www.cepi-surveyors.com

LEGEND

○ (FUND) BOUNDARY AS NOTED

△ SET BACKS CAP

0 80' 160'

SCALE 1"=80'

CERTIFICATE OF SURVEYOR

STATE OF WYOMING } 35
COUNTY OF NATRONA

I, WILLIAM R. FENNER, A REGISTERED PROFESSIONAL LAND SURVEYOR, LICENSE NO. 10001, 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 WILLIAM R. FENNER, THIS _____ DAY OF _____ 2023.

WITNESS MY HAND AND OFFICIAL SEAL.

MY COMMISSION EXPIRES _____

NOTARY PUBLIC

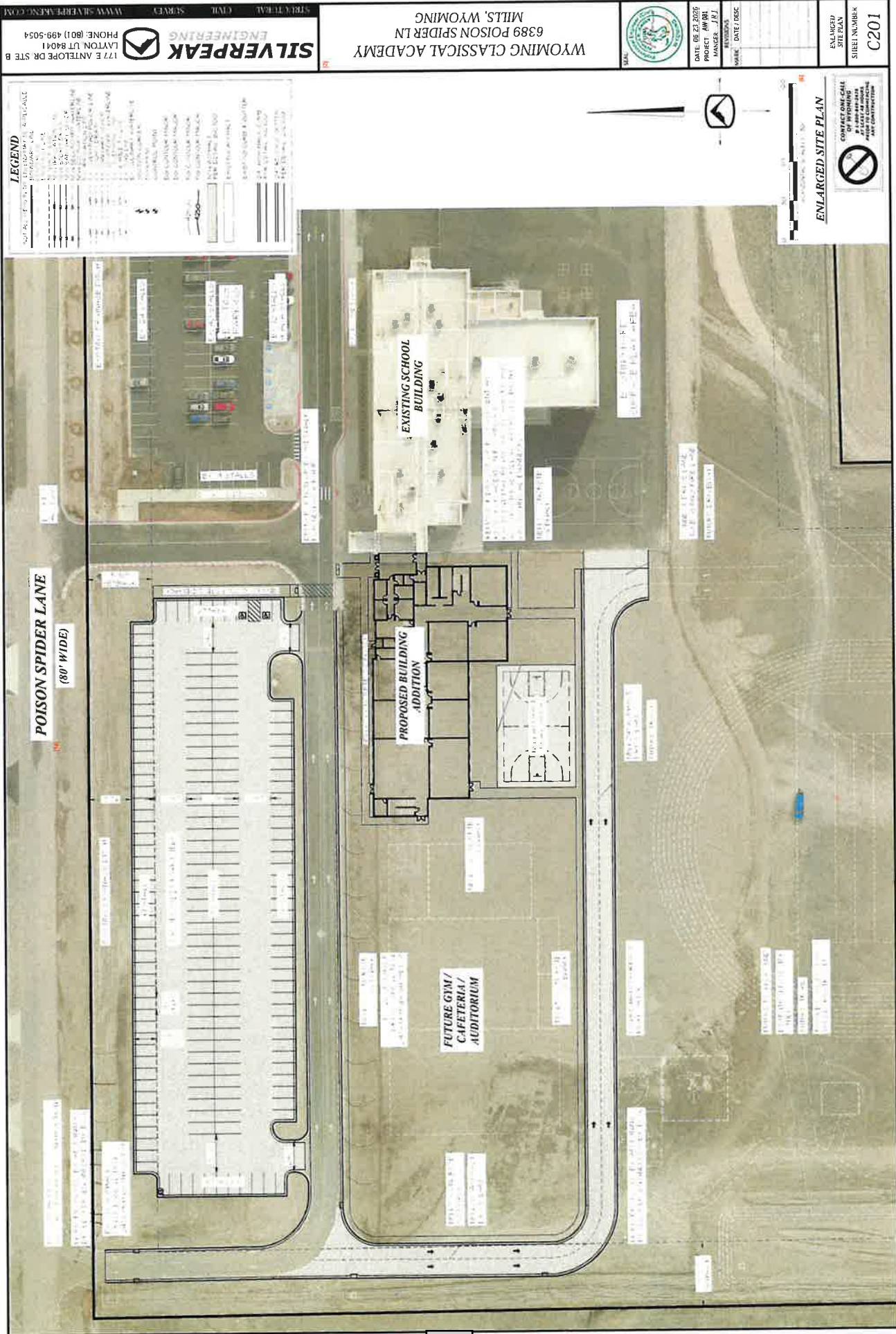
A VACATION AND REPLAT OF
LOT 1A, MOUNTAIN MEADOWS NO. 2 AND
LOTS 1 & 2, CHARTER HEIGHTS

WYOMING CLASSICAL ACADEMY ADDITION

AN ADDITION TO THE CITY OF WILLS, WYOMING
BEING A PORTION OF THE SE1/4 OF SECTION 16,
T13N, R30W, E7H PM NATRONA COUNTY, WYOMING

WCD 20-014





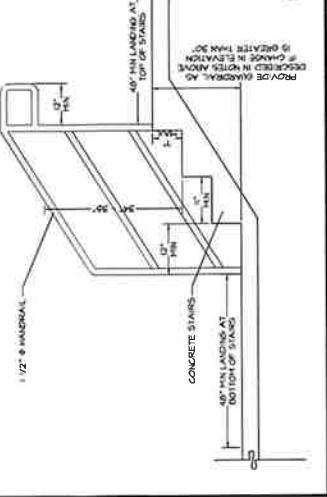




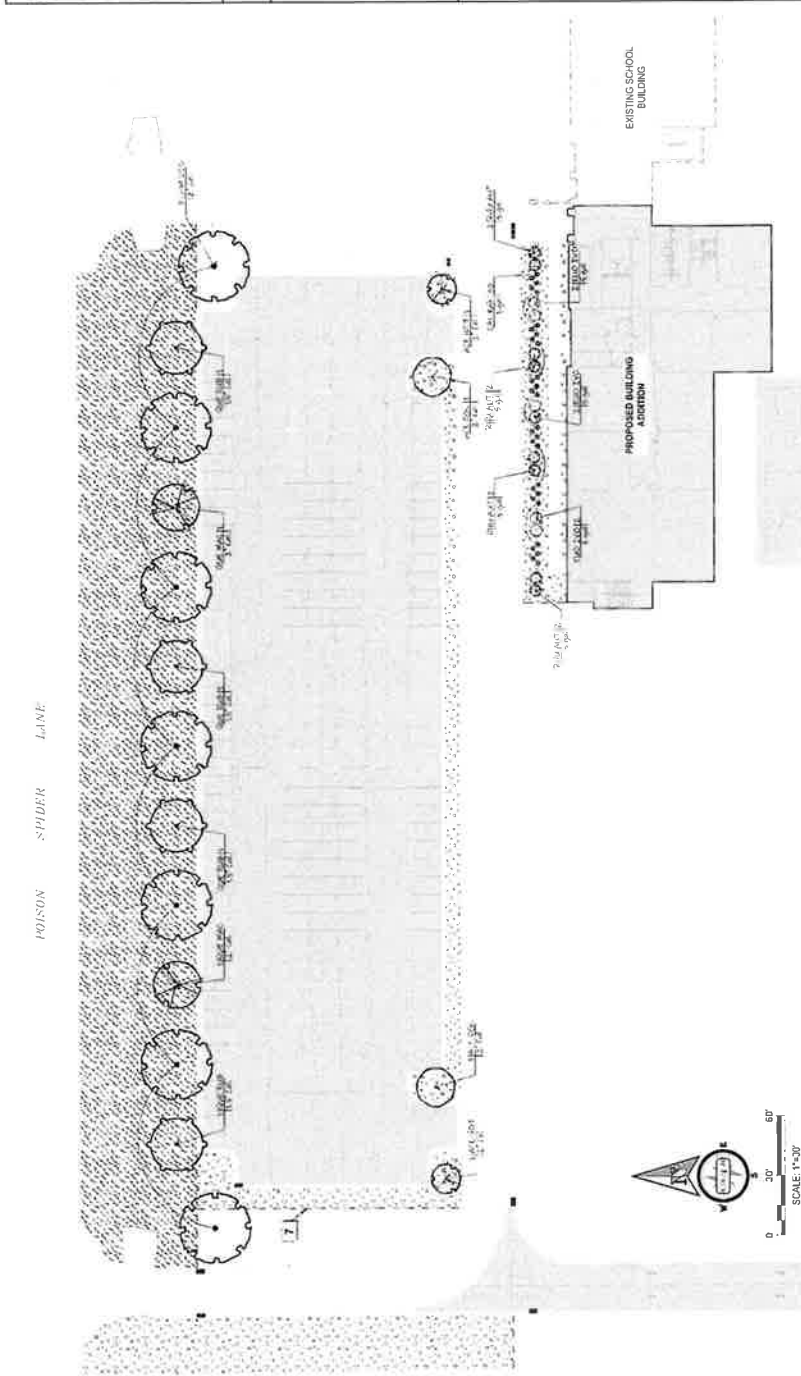








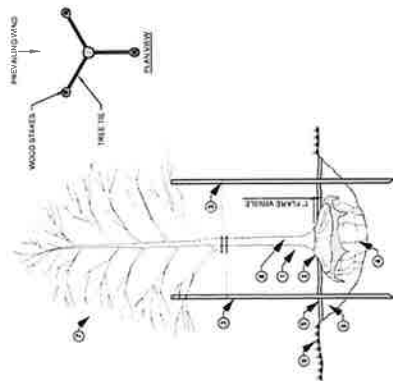




PLANT SCHEDULE				BOTANICAL COMMON NAME	SIZE	ROOT
SYMBOL	CODE	QTY				
TREES	ACE EOL	2		ACER RUBRUM OCTOBER GLORY OCTOBER GLORY RED MALE	2" CAL	3/4 B
	ACE POT	2		ACER TATSIENSA HOT WINGS HOT WINGS TATSIENSA MALE	2" CAL	3/4 B
	QYM DIO	1		QUERCUS ILEX SPICATA RED TAIL SPICATA MALE	2" CAL	3/4 B
	QUE MAC	2		QUERCUS MACROCARPA BURR OAK	2" CAL	3/4 B
	QUE RUB	4		QUERCUS RUBRA RED WINGED OAK	1.5" CAL	3/4 B
	SLU IVO	4		EUONYME FORTUNYI JADE DRAGON TREE	3 CAL	
SHRUBS	RHAUT	1		ROSA CHINA AUTUMN WARRIOR AUTUMN AMBER SUMAC	3 CAL	
	SLU IVO	4		EUONYME FORTUNYI JADE DRAGON TREE	3 CAL	
	RHAUT	1		ROSA CHINA AUTUMN WARRIOR AUTUMN AMBER SUMAC	3 CAL	
ORANGE	SLU IVO	10		EUONYME FORTUNYI JADE DRAGON TREE	3 CAL	POT

LANDSCAPING NOTES

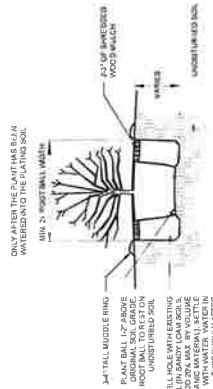
- [illegible]



1037

- [illegible]

TYPICAL TREE PLANTING

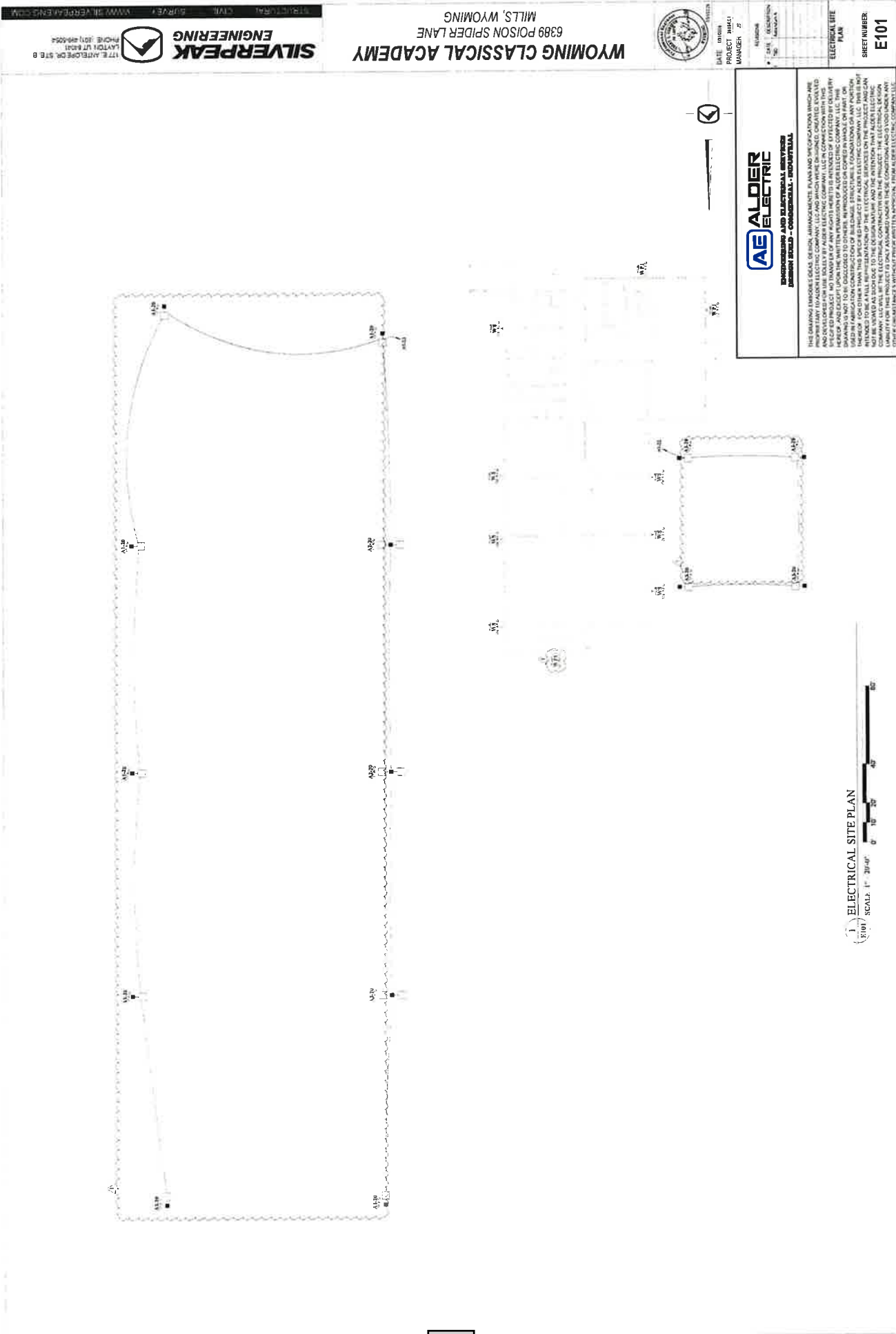


NOTES:

- ## TYPICAL SHRUB PLANTING

REFERENCE NOTES SCHEDULE

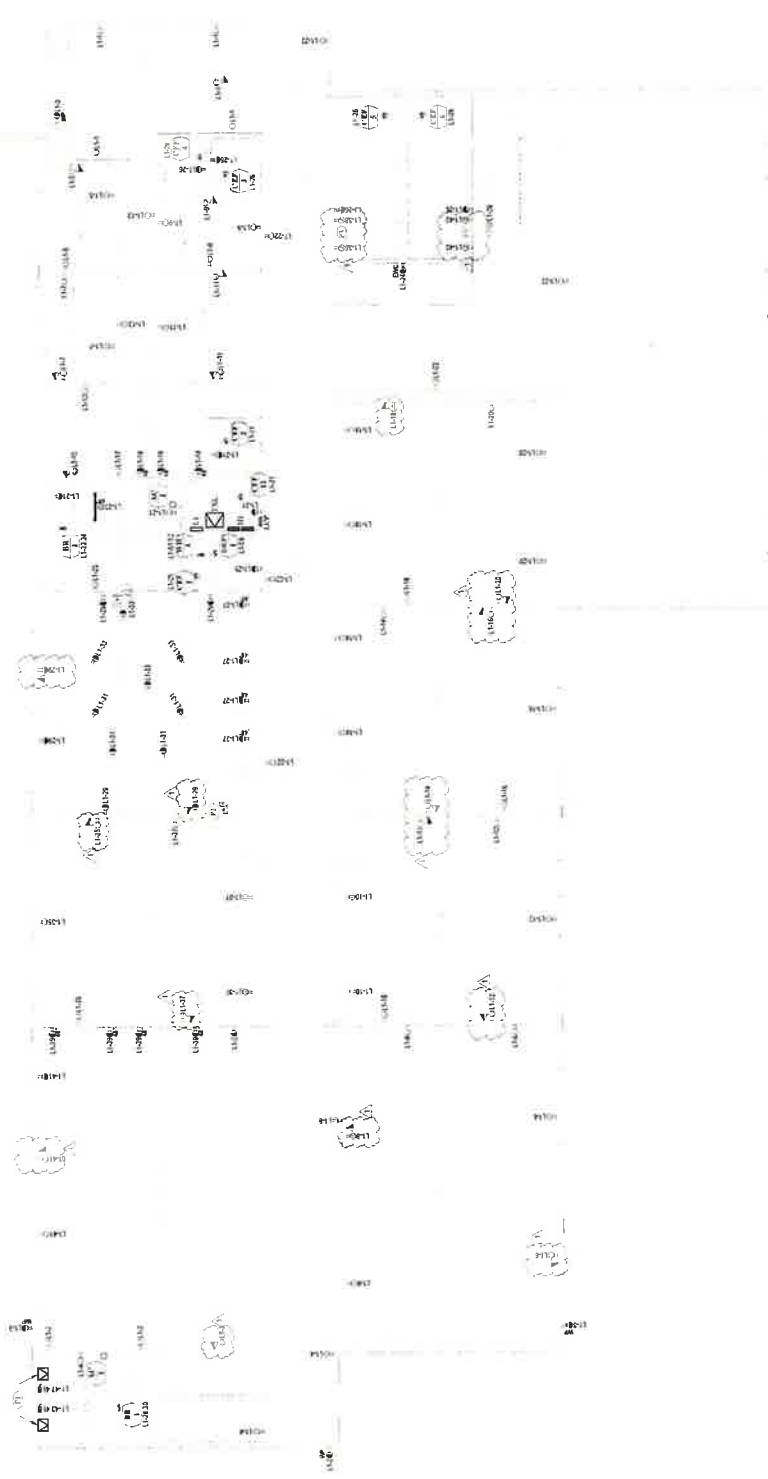
SYMBOL	DESCRIPTION	QTY
1	2" X 10" RICK ROCK MULCH AT 3" THICK OVER LANDSCAPE	14,222 SF
2	2" X 1/2" WHITE GRAVEL BED CAPING WY	29,534 SF
3	RT FESQUE SOD	5,955 SF
7	4" MIN POWDER COATED STEEL LANDSCAPE EDGING	28' L.F.



[illegible]

SCALE





LEVEL 1 POWER PLAN

SCALE 1/8" = 1'-0"

0' 4' 8' 16' 32'

KEY NOTES

P1. POWER FOR COORDINATE UNITS CONTRACTOR TO INSTALL
ELECTRIC LINE, PROPOSE 300AMP, 240VOLT, 2 POLE FUSEABLE
DISCONNECT SWITCH WITH RAFTY FUSES, CONFORM FUSE
SIZE BREAKER SIZE, AND FUSE SIZE WITH FUSEAL EQUIPMENT
SELECTION. COORDINATE EXACT LOCATION WITH OWNER &
ARCHITECT. PROVIDE INVA INVA-BUS-80031 228-320 VOLT
SINGLE PHASE TRANSFORMER

P2. EMERGENCY GAS SHUT-OFF SWITCH FOR GAS COOKTOP
SINK NOISE. COORDINATE WITH PLUMBING CONTRACTOR TO
ENSURE PROPER OPERATION

P3. JUNCTION BOX POWER TO HAND DRYER. COORDINATE EXACT
LOCATION WITH ARCHITECT AND OWNER

[illegible]

**ALDER
ELECTRIC**

E201

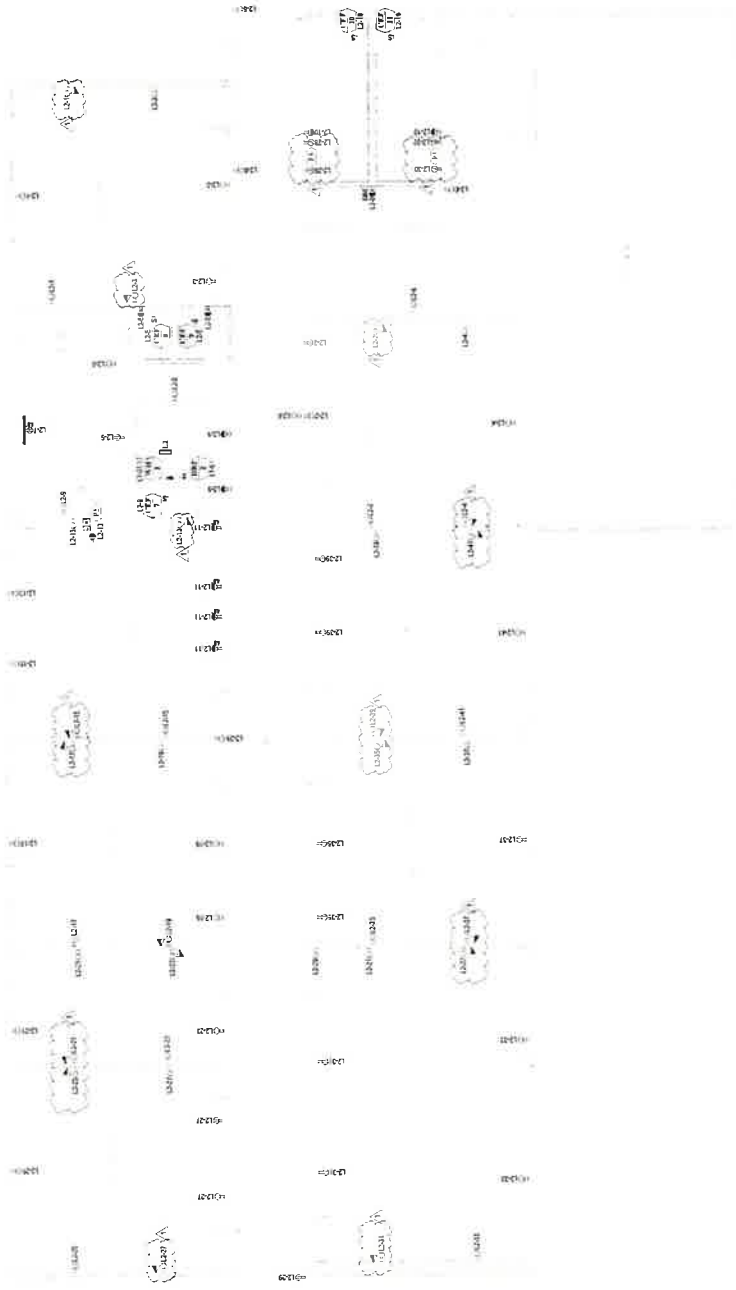


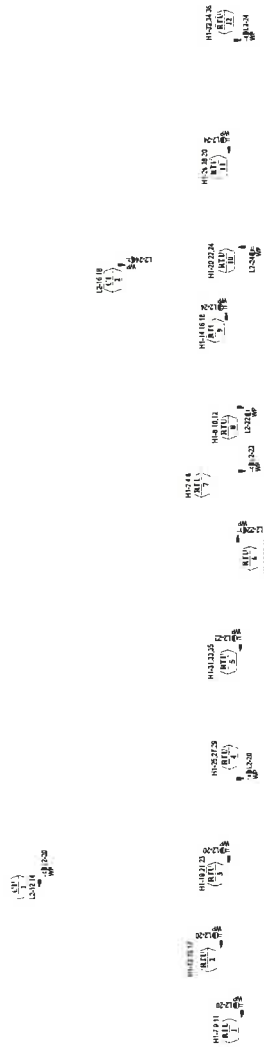
ALDER ELECTRIC
ELECTRICAL AND PLUMBING SERVICES
RESIDENTIAL - COMMERCIAL - INDUSTRIAL

THIS DRAWING LENDS IDEAL DESIGN ARRANGEMENTS, PLANS AND SPECIFICATIONS WHICH ARE THE PROPERTY OF ALDER ELECTRIC COMPANY, LLC. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF ALDER ELECTRIC COMPANY, LLC. THE USER OF THIS DRAWING IS NOT TO BE DEEMED TO BE A FULL REPRESENTATION OF THE ELECTRICAL SERVICES ON THE PROJECT AND CAN BE USED FOR INFORMATION PURPOSES ONLY. THE ELECTRICAL CONTRACTOR ON THE PROJECT, THE ELECTRICAL DESIGN COMPANY, LLC, SHALL BE RESPONSIBLE FOR THE ELECTRICAL DESIGN AND SHALL BE RESPONSIBLE FOR THE ELECTRICAL DESIGN AND SHALL BE RESPONSIBLE FOR THE ELECTRICAL DESIGN AND SHALL BE RESPONSIBLE FOR THE ELECTRICAL DESIGN.

KEY NOTES
P1 EMERGENCY GAS SHUT-OFF / WARNING VALVES
P2 EMERGENCY GAS SHUT-OFF / WARNING VALVES
P3 JUNCTION BOXES TO BE INSTALLED IN ACCORDANCE TO THE
NATIONAL ELECTRICAL CODE (NEC) AND THE
LOCAL ELECTRICAL CODES.

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





1 OVERALL ROOF PLAN



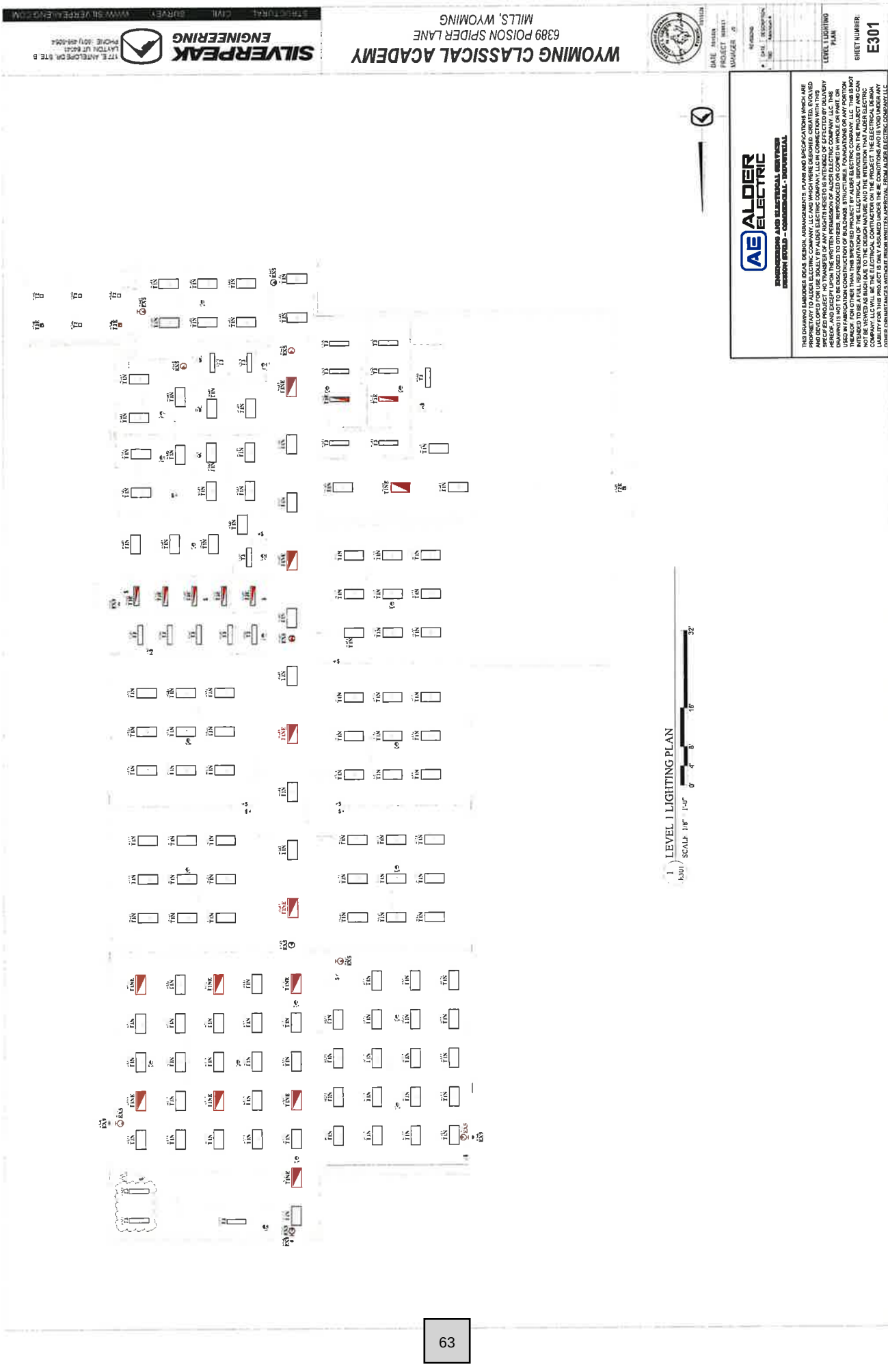
**ALDER
ELECTRIC**

ENGINEERING AND ELECTRICAL SERVICES
DESIGN BUILD - COMMERCIAL - INDUSTRIAL

This company, TANNER ELECTRIC, INC., is a privately owned, closely held corporation, located in the town of Tannersville, New York. It is a company that has been in business since 1946 and has developed over the years into a company that is now one of the leading electrical contractors in the United States. The company is a member of the National Electrical Contractors Association (NECA) and the International Brotherhood of Electrical Workers (IBEW). The company is a 501(c)(3) non-profit organization and is dedicated to providing the highest quality electrical services to its customers. The company is a leader in the industry and is known for its commitment to excellence and its dedication to its customers. The company is a member of the National Electrical Contractors Association (NECA) and the International Brotherhood of Electrical Workers (IBEW). The company is a 501(c)(3) non-profit organization and is dedicated to providing the highest quality electrical services to its customers. The company is a leader in the industry and is known for its commitment to excellence and its dedication to its customers.

OVERALL ROOF
POWER PLAN

SHEET NUMBER:



SILVERPEAK ENGINEERING
177 E. ANTelope DR., STE. B
LAFAYETTE, WY 83004
PHONE: 307.488.0044
WWW.SILVERPEAKENGINEERING.COM

WYOMING CLASSICAL ACADEMY
6389 POISON SPIDER LANE
MILLS, WYOMING

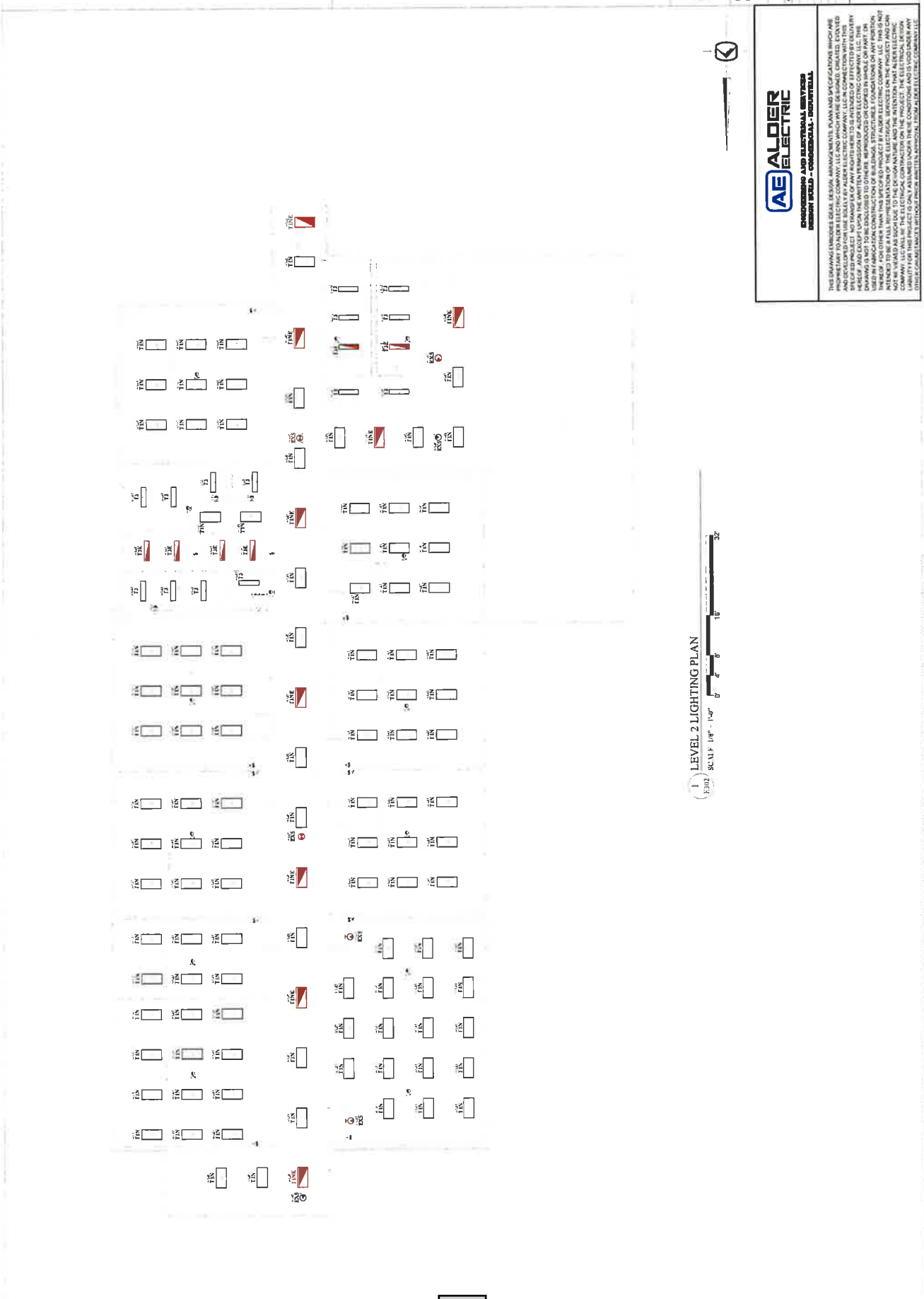
ALDER ELECTRIC
DESIGN AND ELECTRICAL SERVICES
PROJECT SHEET - ELECTRICAL MATERIALS

DATE: 08/18/2020
PROJECT: 2020-001
MANAGER: J. B. ALDER

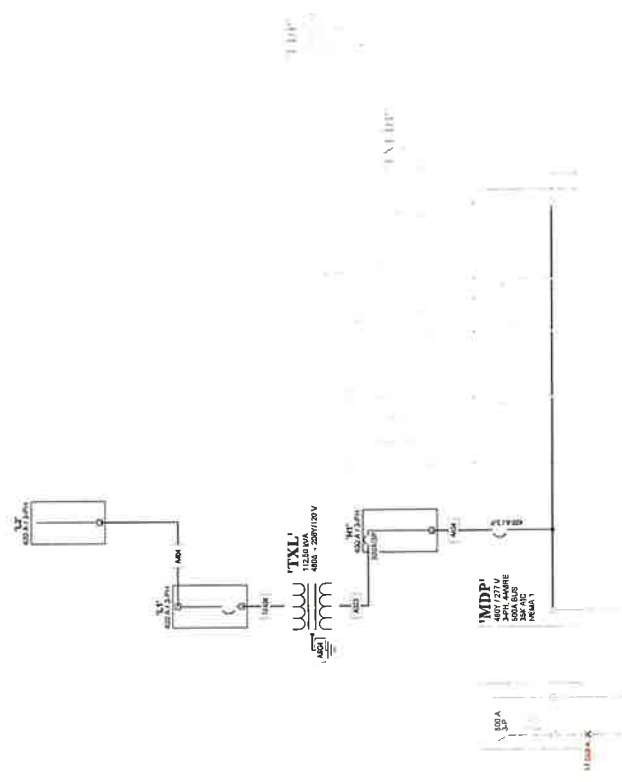
LEVEL: 1
PLAN: 1

SHEET NUMBER: E301

THIS DRAWING LAYOUT, DESIGN, ARRANGEMENTS, PLANS AND SPECIFICATIONS WHICH ARE THE PROPERTY OF ALDER ELECTRIC COMPANY, LLC AND WHICH WERE PREPARED FOR THE PROJECT SPECIFIED HEREIN, ARE THE PROPERTY OF ALDER ELECTRIC COMPANY, LLC AND WILL BE KEPT ON FILE BY ALDER ELECTRIC COMPANY, LLC FOR FUTURE REFERENCE. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF ALDER ELECTRIC COMPANY, LLC. THE ELECTRICAL DESIGN AND SPECIFICATIONS ARE THE PROPERTY OF ALDER ELECTRIC COMPANY, LLC AND WILL BE KEPT ON FILE BY ALDER ELECTRIC COMPANY, LLC FOR FUTURE REFERENCE. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF ALDER ELECTRIC COMPANY, LLC.



1 LEVEL 2 LIGHTING PLAN



ONE-LINE DIAGRAM

OVERLINE
F401. NOT TO SCALE

GROUNDING	
LABEL	GROUND
ASG4	8110 XH-MVAL

TRANSFORMER SCHEDULE							
EQUIP. NAME	PH	WA	PBL		SEC		FLA
			COLL	COLL	FLA	FLA	
TXL	3	112.5	480	200	2.4	135.3	312.3

FEEDER/CONDUIT SCHEDULE			
SIZE	DEPTH	CONDUIT	FEEDER PER FT.
203	1.5 FT	10-5000 Shielded	3-TC
404	2.5 FT	10-5000 Shielded	2-UTG
404	2.5 FT	10-5000 Shielded	3-UTG

KEY NOTES



ALDER
ELECTRIC

**EXERCISING AND EDUCATIONAL GOALS
PERSON BUILD - COMMERCIAL - DEDICATED**

[illegible]

SHEET NUMBER:
E401

LUMINAIRE SCHEDULE

[illegible]

EQUIPMENT SCHEDULE

UNIT#	EQUIPMENT DESCRIPTION	UNIT	LOAD (WATTS)	PHASE	FLA	VOLT/FREQ - APPARENT LOAD	PANEL	REF. NOTES	RATING SIZE	ENCLOSURE	STATUS	FILE	BREAKER	REMARKS
AC-1	SPLIT AIR CONDITIIONING- 120V	1 MCA	300	1	0.82	160 VAC	238.000-238 VAC	12	12	-	-	-	-	POWERED BY OUTDOOR UNIT
AC-2	SPLIT AIR CONDITIIONING- 120V	1 MCA	300	1	0.80	160 VAC	238.000-238 VAC	12	12	-	-	-	-	POWERED BY OUTDOOR UNIT
BB-1	BATTERY UNIT	1550 W	200	1	6.21	120 VAC	238.000-238 VAC	11	1A	20	-	-	-	POWERED BY OUTDOOR UNIT
BR-1	BATTERY UNIT	1550 W	200	1	6.21	120 VAC	238.000-238 VAC	11	1A	20	-	-	-	POWERED BY OUTDOOR UNIT
CH-1	CEILING EXHAUST FAN	45 W	100	1	0.05	48 VAC	120 V1-144 VAC	31	1A	-	-	-	-	POWERED BY OUTDOOR UNIT
CH-2	CEILING EXHAUST FAN	45 W	100	1	0.05	48 VAC	120 V1-144 VAC	31	1A	-	-	-	-	POWERED BY OUTDOOR UNIT
CH-3	CEILING EXHAUST FAN	165 W	170	1	1.60	168 VAC	120 V1-168 VAC	31	1A	-	-	-	-	POWERED BY OUTDOOR UNIT
CH-4	CEILING EXHAUST FAN	165 W	170	1	1.60	168 VAC	120 V1-168 VAC	31	1A	-	-	-	-	POWERED BY OUTDOOR UNIT
CH-5	CEILING EXHAUST FAN	165 W	170	1	1.60	168 VAC	120 V1-168 VAC	31	1A	-	-	-	-	POWERED BY OUTDOOR UNIT
CH-6	CEILING EXHAUST FAN	45 W	100	1	0.05	48 VAC	120 V1-144 VAC	31	1A	-	-	-	-	POWERED BY OUTDOOR UNIT
CH-7	CEILING EXHAUST FAN	45 W	100	1	0.05	48 VAC	120 V1-144 VAC	31	1A	-	-	-	-	POWERED BY OUTDOOR UNIT
CH-8	CEILING EXHAUST FAN	165 W	170	1	1.60	168 VAC	120 V1-168 VAC	31	1A	-	-	-	-	POWERED BY OUTDOOR UNIT
CH-9	CEILING EXHAUST FAN	165 W	170	1	1.60	168 VAC	120 V1-168 VAC	31	1A	-	-	-	-	POWERED BY OUTDOOR UNIT
CH-10	CEILING EXHAUST FAN	165 W	170	1	1.60	168 VAC	120 V1-168 VAC	31	1A	-	-	-	-	POWERED BY OUTDOOR UNIT
CH-11	CEILING EXHAUST FAN	144 W	120	1	1.40	144 VAC	120 V1-144 VAC	31	1A	-	-	-	-	POWERED BY OUTDOOR UNIT
CH-12	CEILING EXHAUST FAN	312 W	120	1	2.81	312 VAC	200 V2-312 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-13	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-14	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-15	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-16	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-17	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-18	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-19	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-20	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-21	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-22	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-23	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-24	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-25	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-26	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-27	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-28	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-29	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-30	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-31	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-32	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-33	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-34	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-35	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-36	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-37	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-38	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-39	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-40	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-41	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-42	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-43	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-44	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-45	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-46	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-47	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-48	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-49	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-50	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-51	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-52	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-53	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-54	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-55	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-56	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-57	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-58	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-59	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-60	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-61	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-62	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-63	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-64	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-65	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-66	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-67	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-68	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-69	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-70	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-71	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-72	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-73	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-74	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-75	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-76	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-77	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-78	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-79	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-80	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-81	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-82	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-83	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-84	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-85	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-86	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-87	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-88	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-89	CEILING EXHAUST FAN	120 W	120	1	1.20	120 VAC	200 V2-120 VAC	31	1A	30A	-	-	-	POWERED BY OUTDOOR UNIT
CH-90	CEILING EXHAUST FAN	120 W	120	1										

AE **ALDER**
ELECTRIC

[illegible]

EET NUMBER: E501

WYOMING CLASSICAL ACADEMY

6389 POISON SPIDER LANE
MILLS, WYOMING



177 E. HATFIELD DR. STE B
PHOENIX, AZ 85016-0004
WWW.SILVERPEAKENGINEERING.COM



STATE OF WYOMING
PROJECT NUMBER
MANAGER

DATE
REVISION
ELECTRICAL
SCHEDULES
SHEET NUMBER
E502

HI

WYOMING CLASSICAL ACADEMY	DATE: 05/27/2019	BY: [Signature]	FOR: [Signature]	PROJECT: 177 E. HATFIELD DR. STE B, PHOENIX, AZ 85016-0004
REVISIONS	DATE	BY	FOR	DESCRIPTION
1	05/27/2019	[Signature]	[Signature]	ISSUED FOR PERMIT
2	05/27/2019	[Signature]	[Signature]	ISSUED FOR CONSTRUCTION

Panel	Panel Type	Panel Description	Wiring Data	Panel Rating	Panel Notes
1	120V/240V	120V/240V	120V/240V	100A	120V/240V
2	120V/240V	120V/240V	120V/240V	100A	120V/240V
3	120V/240V	120V/240V	120V/240V	100A	120V/240V
4	120V/240V	120V/240V	120V/240V	100A	120V/240V
5	120V/240V	120V/240V	120V/240V	100A	120V/240V
6	120V/240V	120V/240V	120V/240V	100A	120V/240V
7	120V/240V	120V/240V	120V/240V	100A	120V/240V
8	120V/240V	120V/240V	120V/240V	100A	120V/240V
9	120V/240V	120V/240V	120V/240V	100A	120V/240V
10	120V/240V	120V/240V	120V/240V	100A	120V/240V
11	120V/240V	120V/240V	120V/240V	100A	120V/240V
12	120V/240V	120V/240V	120V/240V	100A	120V/240V
13	120V/240V	120V/240V	120V/240V	100A	120V/240V
14	120V/240V	120V/240V	120V/240V	100A	120V/240V
15	120V/240V	120V/240V	120V/240V	100A	120V/240V
16	120V/240V	120V/240V	120V/240V	100A	120V/240V
17	120V/240V	120V/240V	120V/240V	100A	120V/240V
18	120V/240V	120V/240V	120V/240V	100A	120V/240V
19	120V/240V	120V/240V	120V/240V	100A	120V/240V
20	120V/240V	120V/240V	120V/240V	100A	120V/240V
21	120V/240V	120V/240V	120V/240V	100A	120V/240V
22	120V/240V	120V/240V	120V/240V	100A	120V/240V
23	120V/240V	120V/240V	120V/240V	100A	120V/240V
24	120V/240V	120V/240V	120V/240V	100A	120V/240V
25	120V/240V	120V/240V	120V/240V	100A	120V/240V
26	120V/240V	120V/240V	120V/240V	100A	120V/240V
27	120V/240V	120V/240V	120V/240V	100A	120V/240V
28	120V/240V	120V/240V	120V/240V	100A	120V/240V
29	120V/240V	120V/240V	120V/240V	100A	120V/240V
30	120V/240V	120V/240V	120V/240V	100A	120V/240V
31	120V/240V	120V/240V	120V/240V	100A	120V/240V
32	120V/240V	120V/240V	120V/240V	100A	120V/240V
33	120V/240V	120V/240V	120V/240V	100A	120V/240V
34	120V/240V	120V/240V	120V/240V	100A	120V/240V
35	120V/240V	120V/240V	120V/240V	100A	120V/240V
36	120V/240V	120V/240V	120V/240V	100A	120V/240V
37	120V/240V	120V/240V	120V/240V	100A	120V/240V
38	120V/240V	120V/240V	120V/240V	100A	120V/240V
39	120V/240V	120V/240V	120V/240V	100A	120V/240V
40	120V/240V	120V/240V	120V/240V	100A	120V/240V
41	120V/240V	120V/240V	120V/240V	100A	120V/240V
42	120V/240V	120V/240V	120V/240V	100A	120V/240V
43	120V/240V	120V/240V	120V/240V	100A	120V/240V
44	120V/240V	120V/240V	120V/240V	100A	120V/240V
45	120V/240V	120V/240V	120V/240V	100A	120V/240V
46	120V/240V	120V/240V	120V/240V	100A	120V/240V
47	120V/240V	120V/240V	120V/240V	100A	120V/240V
48	120V/240V	120V/240V	120V/240V	100A	120V/240V
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54	120V/240V	120V/240V	120V/240V	100A	120V/240V
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56	120V/240V	120V/240V	120V/240V	100A	120V/240V
57	120V/240V	120V/240V	120V/240V	100A	120V/240V
58	120V/240V	120V/240V	120V/240V	100A	120V/240V
59	120V/240V	120V/240V	120V/240V	100A	120V/240V
60	120V/240V	120V/240V	120V/240V	100A	120V/240V
61	120V/240V	120V/240V	120V/240V	100A	120V/240V
62	120V/240V	120V/240V	120V/240V	100A	120V/240V
63	120V/240V	120V/240V	120V/240V	100A	120V/240V
64	120V/240V	120V/240V	120V/240V	100A	120V/240V
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70	120V/240V	120V/240V	120V/240V	100A	120V/240V
71	120V/240V	120V/240V	120V/240V	100A	120V/240V
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73	120V/240V	120V/240V	120V/240V	100A	120V/240V
74	120V/240V	120V/240V	120V/240V	100A	120V/240V
75	120V/240V	120V/240V	120V/240V	100A	120V/240V
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77	120V/240V	120V/240V	120V/240V	100A	120V/240V
78	120V/240V	120V/240V	120V/240V	100A	120V/240V
79	120V/240V	120V/240V	120V/240V	100A	120V/240V
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82	120V/240V	120V/240V	120V/240V	100A	120V/240V
83	120V/240V	120V/240V	120V/240V	100A	120V/240V
84	120V/240V	120V/240V	120V/240V	100A	120V/240V
85	120V/240V	120V/240V	120V/240V	100A	120V/240V
86	120V/240V	120V/240V	120V/240V	100A	120V/240V
87	120V/240V	120V/240V	120V/240V	100A	120V/240V
88	120V/240V	120V/240V	120V/240V	100A	120V/240V
89	120V/240V	120V/240V	120V/240V	100A	120V/240V
90	120V/240V	120V/240V	120V/240V	100A	120V/240V
91	120V/240V	120V/240V	120V/240V	100A	120V/240V
92	120V/240V	120V/240V	120V/240V	100A	120V/240V
93	120V/240V	120V/240V	120V/240V	100A	120V/240V
94	120V/240V	120V/240V	120V/240V	100A	120V/240V
95	120V/240V	120V/240V	120V/240V	100A	120V/240V
96	120V/240V	120V/240V	120V/240V	100A	120V/240V
97	120V/240V	120V/240V	120V/240V	100A	120V/240V
98	120V/240V	120V/240V	120V/240V	100A	120V/240V
99	120V/240V	120V/240V	120V/240V	100A	120V/240V
100	120V/240V	120V/240V	120V/240V	100A	120V/240V

Additional Notes

1. All wiring shall be in accordance with the National Electrical Code (NEC) and the local codes of the State of Wyoming.
2. All equipment shall be listed and labeled for the intended use.
3. All equipment shall be installed in accordance with the manufacturer's instructions.
4. All equipment shall be installed in a dry location.
5. All equipment shall be installed in a location where it will not be subject to physical damage.
6. All equipment shall be installed in a location where it will not be subject to vibration.
7. All equipment shall be installed in a location where it will not be subject to corrosive gases.
8. All equipment shall be installed in a location where it will not be subject to excessive heat.
9. All equipment shall be installed in a location where it will not be subject to excessive moisture.
10. All equipment shall be installed in a location where it will not be subject to excessive dust.

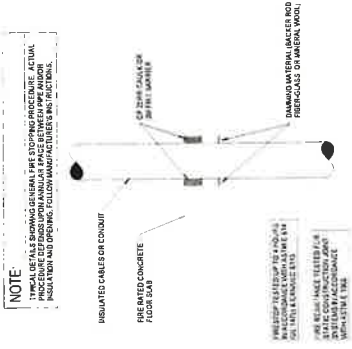
Legend

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

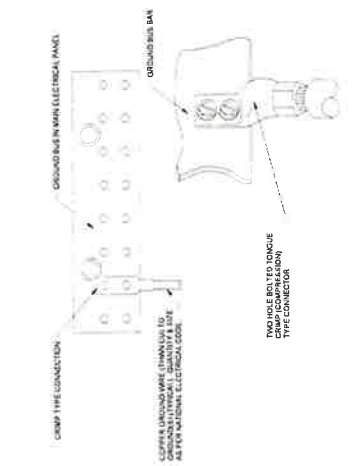
Panel Schedule

Panel	Panel Type	Panel Description	Wiring Data	Panel Rating	Panel Notes
1	120V/240V	120V/240V	120V/240V	100A	120V/240V
2	120V/240V	120V/240V	120V/240V	100A	120V/240V
3	120V/240V	120V/240V	120V/240V	100A	120V/240V
4	120V/240V	120V/240V	120V/240V	100A	120V/240V
5	120V/240V	120V/240V	120V/240V	100A	120V/240V
6	120V/240V	120V/240V	120V/240V	100A	120V/240V
7	120V/240V	120V/240V	120V/240V	100A	120V/240V
8	120V/240V	120V/240V	120V/240V	100A	120V/240V
9	120V/240V	120V/240V	120V/240V	100A	120V/240V
10	120V/240V	120V/240V	120V/240V	100A	120V/240V
11	120V/240V	120V/240V	120V/240V	100A	120V/240V
12	120V/240V	120V/240V	120V/240V	100A	120V/240V
13	120V/240V	120V/240V	120V/240V	100A	120V/240V
14	120V/240V	120V/240V	120V/240V	100A	120V/240V
15	120V/240V	120V/240V	120V/240V	100A	120V/240V
16	120V/240V	120V/240V	120V/240V	100A	120V/240V
17	120V/240V	120V/240V	120V/240V	100A	120V/240V
18	120V/240V	120V/240V	120V/240V	100A	120V/240V
19	120V/240V	120V/240V	120V/240V	100A	120V/240V
20	120V/240V	120V/240V	120V/240V	100A	120V/240V
21	120V/240V	120V/240V	120V/240V	100A	120V/240V
22	120V/240V	120V/240V	120V/240V	100A	120V/240V
23	120V/240V	120V/240V	120V/240V	100A	120V/240V
24	120V/240V	120V/240V	120V/240V	100A	120V/240V
25	120V/240V	120V/240V	120V/240V	100A	120V/240V
26	120V/240V				

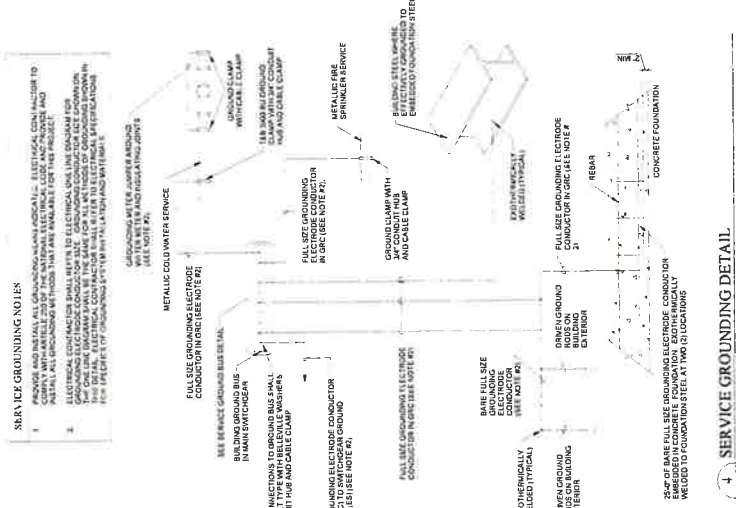




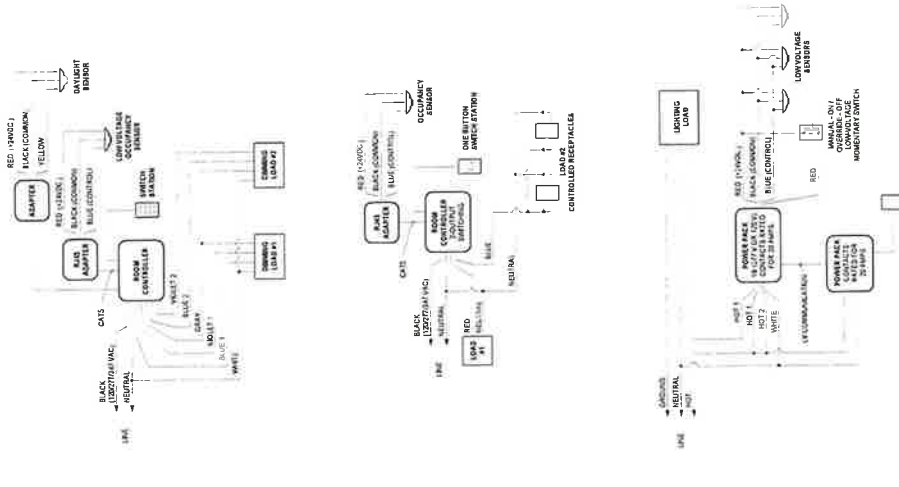
5 FIRESTOP THRU CONCRETE FLOOR
E602 NOT TO SCALE



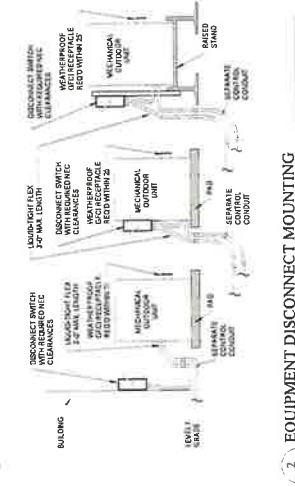
3 SERVICE GROUND BUS DETAIL
E602 NOT TO SCALE



4
E602



1 OC SENSOR WIRING DIAGRAM
NOT TO SCALE



2 EQUIPMENT DISCONNECT MOUNTING
E602 NEXT TO S-1-A-F

AE ALDER ELECTRIC

[illegible]

SHEET NUMBER
E602

WYOMING CLASSICAL ACADEMY
6389 POISON SPIDER LANE
MILLS, WYOMING 82604

SILVERPEAK ENGINEERING
STRUCTURAL CIVIL SURVEY
WWW.SILVERPEAKENGINEERING.COM
177 E. ARTHUR DRIVE STE. B
LAYTON UT 84041
PHONE (801) 499-8844

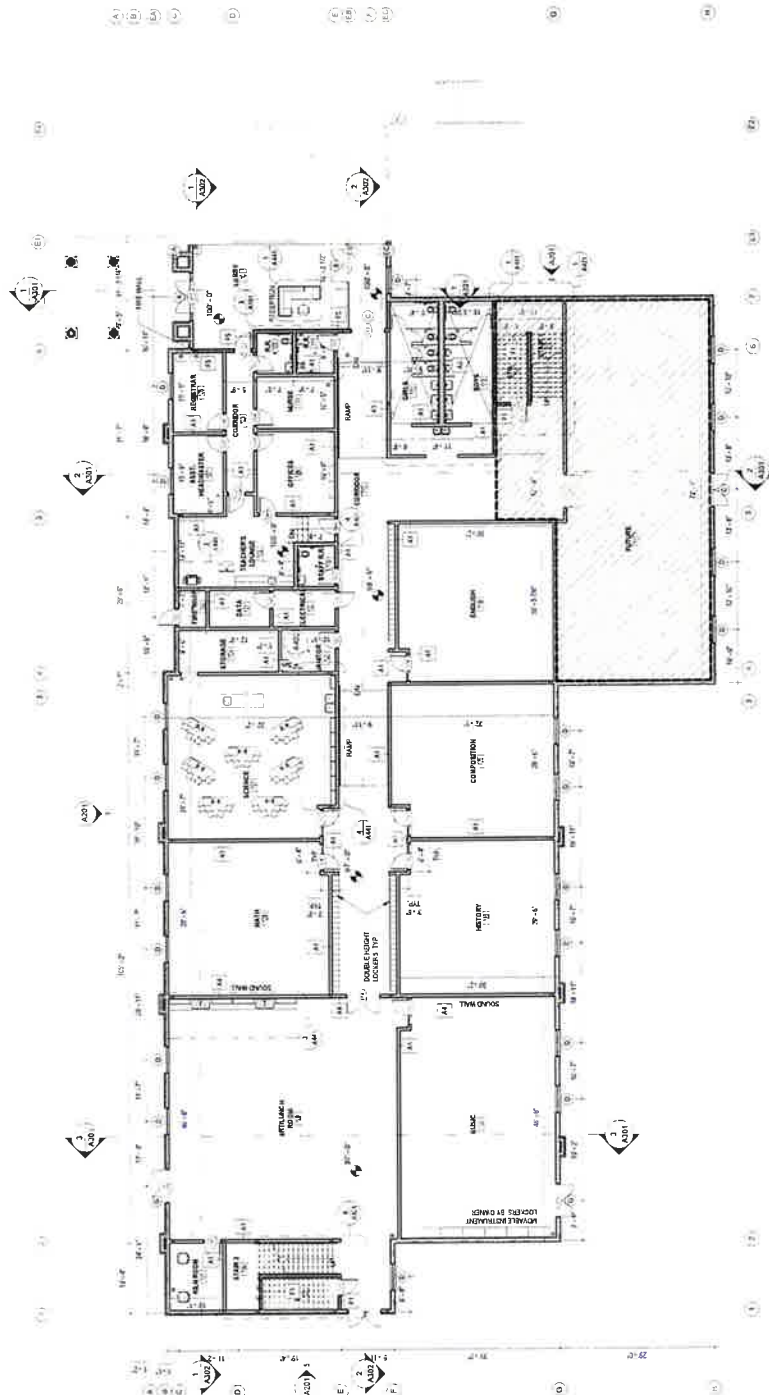


DATE: 08/20/2024	PROJECT: WASH
PROJECT MANAGER: DA	
DESIGNED BY: DA	CHECKED BY: DA
DATE: 08/20/2024	PROJECT: WASH
PROJECT MANAGER: DA	
DESIGNED BY: DA	CHECKED BY: DA
DATE: 08/20/2024	PROJECT: WASH
PROJECT MANAGER: DA	
DESIGNED BY: DA	CHECKED BY: DA

LEVEL: FLOOR PLAN
SHEET NUMBER: A101

FLOOR PLAN LEGEND

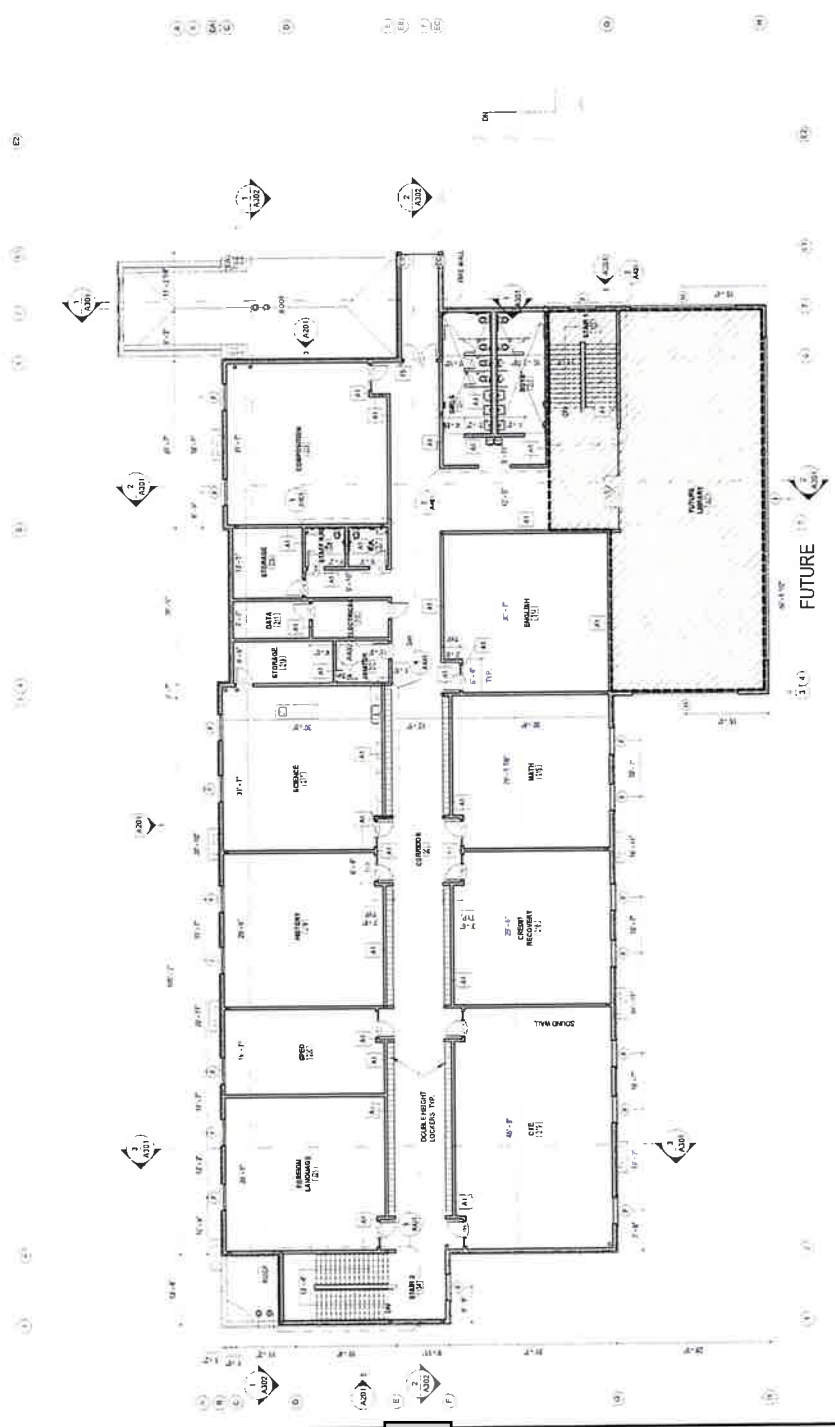
SYMBOL	DESCRIPTION
(Symbol)	WALL TYPE: 12" CMU, 8" WALL, 1/2" INSULATED SHEET PILING
(Symbol)	DOOR: 12" x 8" GLASS, 1/2" INSULATED SHEET PILING
(Symbol)	WINDOW: 12" x 12" WINDOW, 1/2" INSULATED SHEET PILING



LEVEL 1 FLOOR PLAN

FLOOR PLAN LEGEND

SYMBOL	DESCRIPTION
(1)	WALL TYPE TAG-USE WALL TYPE (PARTIAL)
(2)	DOOR TAG-USE DOOR SCHEDULE (PARTIAL)
(3)	WALL TAG-USE WALL SCHEDULE (PARTIAL)



LEVEL 2 FLOOR PLAN

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%

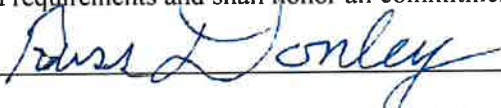
PERCENTAGE OF INORGANIC LANDSCAPING: 19% of total landscape & 5% of total site

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

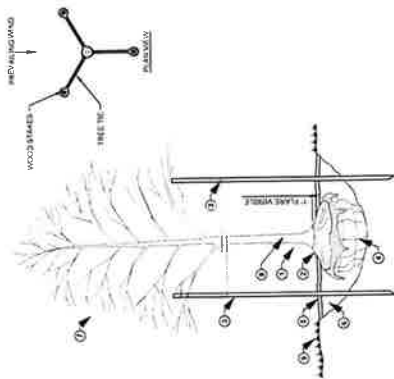
TYPE AND NUMBER OF TREES AND PLANTINGS:
See attached proposed landscape plan

DATE OF COMPLETION: 6-24-2026

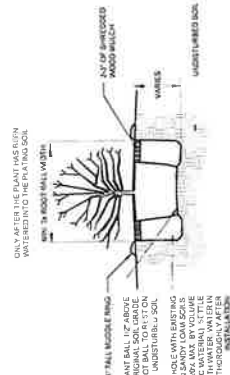
The following owner's signature signifies that all information on the landscaping plan application is correct and accurate to the best of the owner's knowledge and that the owner has thoroughly read and understands all landscaping information and requirements and shall honor all commitments made therein.

SIGNATURES OF PROPERTY OWNER: 
DATE: 6-24-2026

SIGNATURE OF PLANNING DIRECTOR: _____
DATE: _____

[illegible]

● TYPICAL TREE PLANTING



NOTES: _____

TYPICAL SHRUB PLANTING

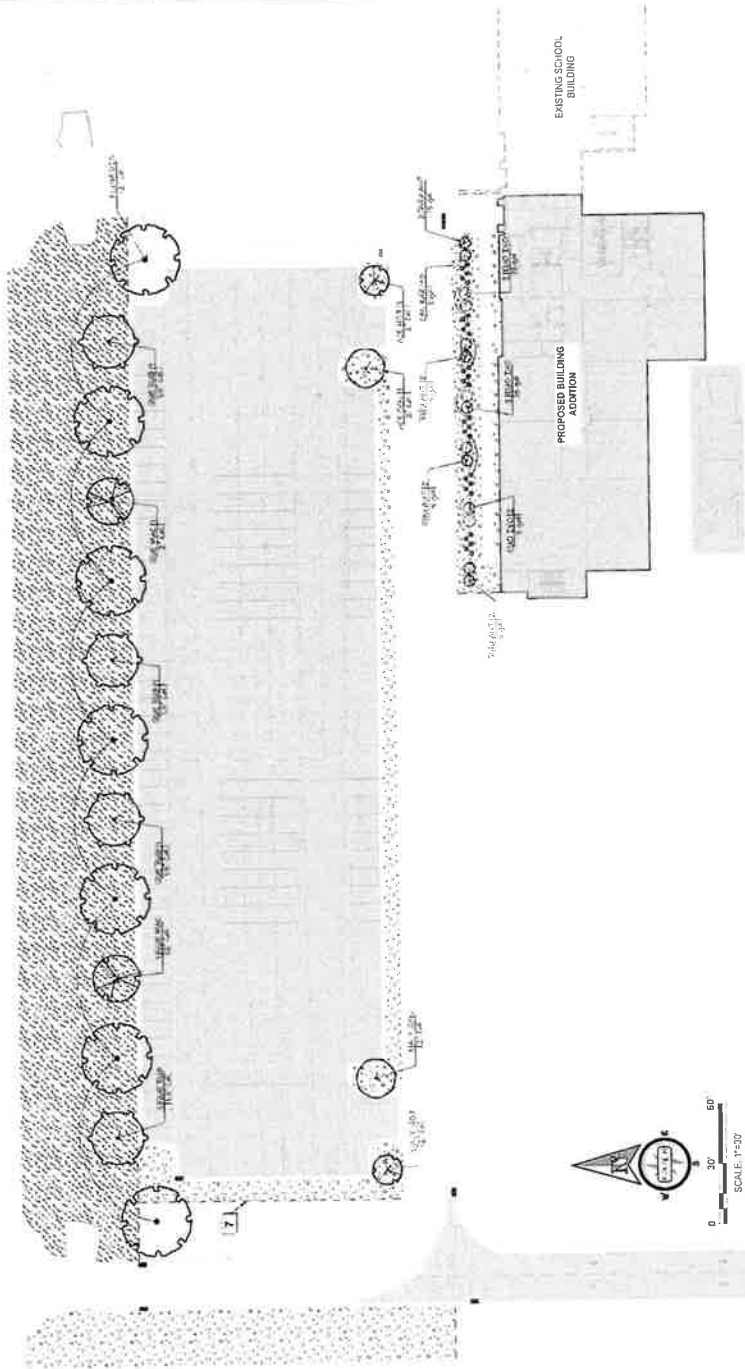
REFERENCE NOTES SCHEDULE		
SYMBOL	DESCRIPTION	QTY
	3" RIVER ROCK MUSH AT 3" THICK OVER LANDSCAPE FABRIC	41,222 SF
	1" NATIVE GRASS SEED CASPER WY	23,384 SF
	TYPE 1 FILL	5,853 SF
7	4" W/IN POWDER COATED STEEL LANDSCAPE EDGING	181 LF

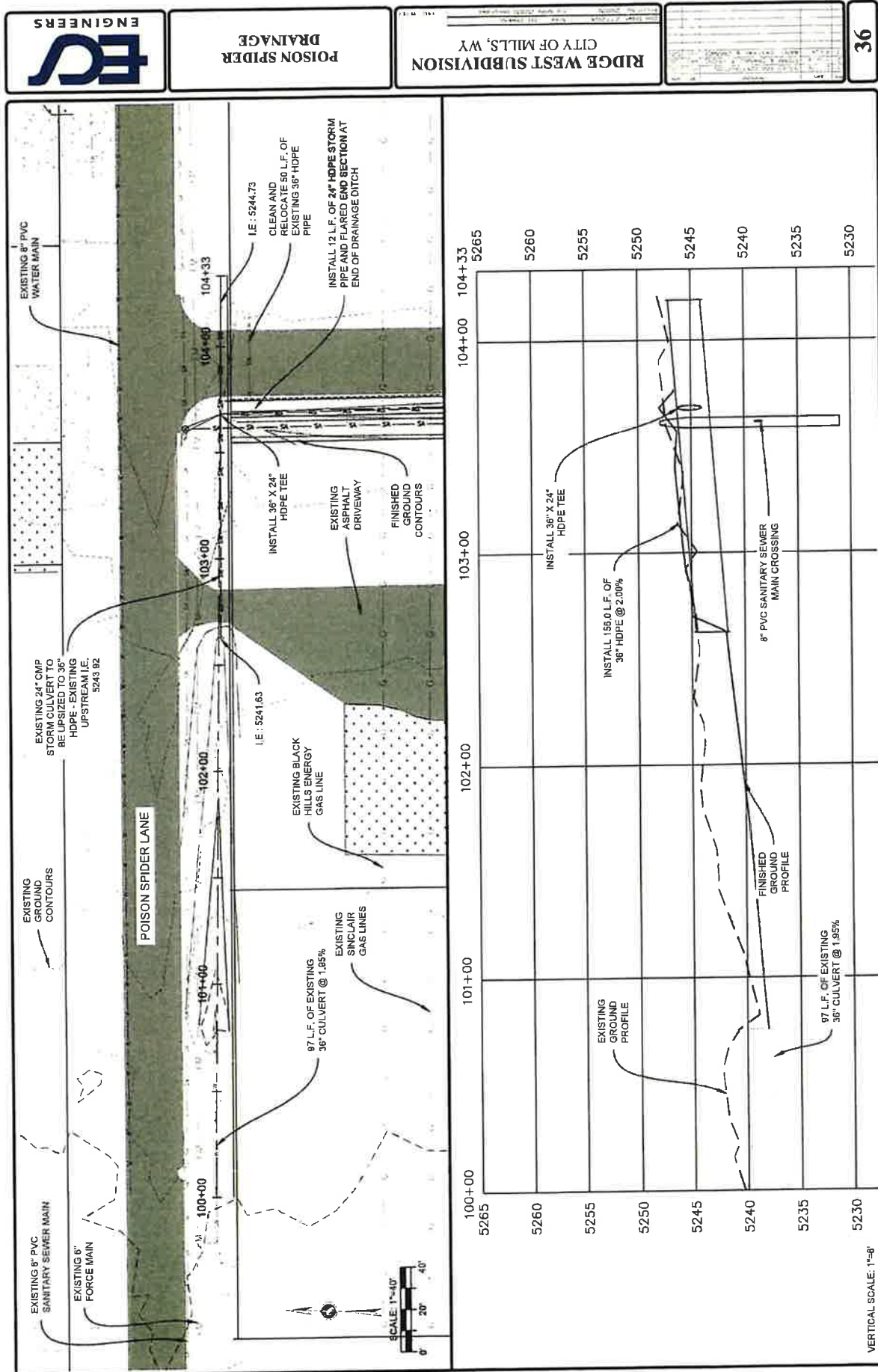
7 | 4" MIN POWDER COATED STEEL LANDSCAPE EDGING

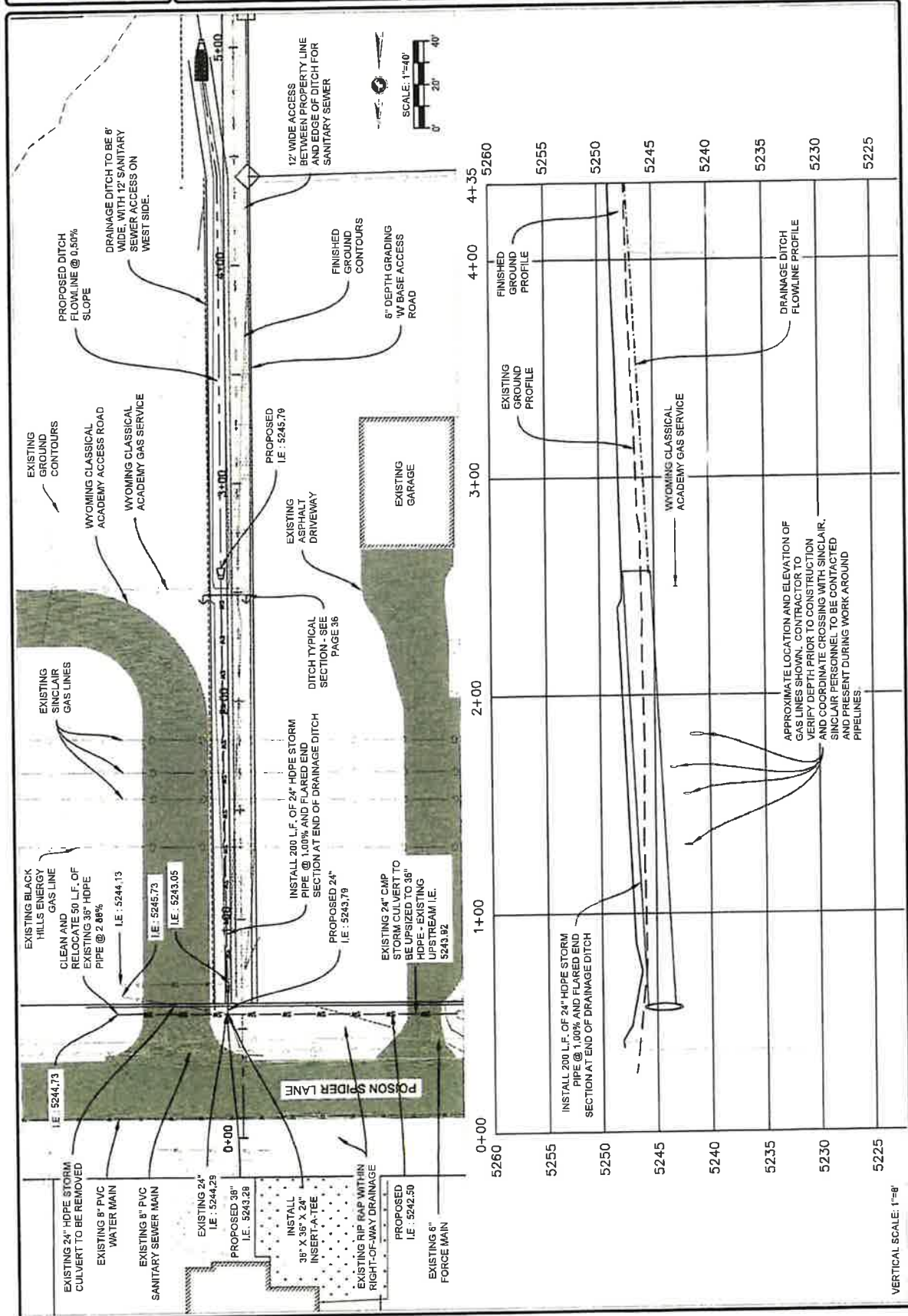
LANDSCAPING NOTES

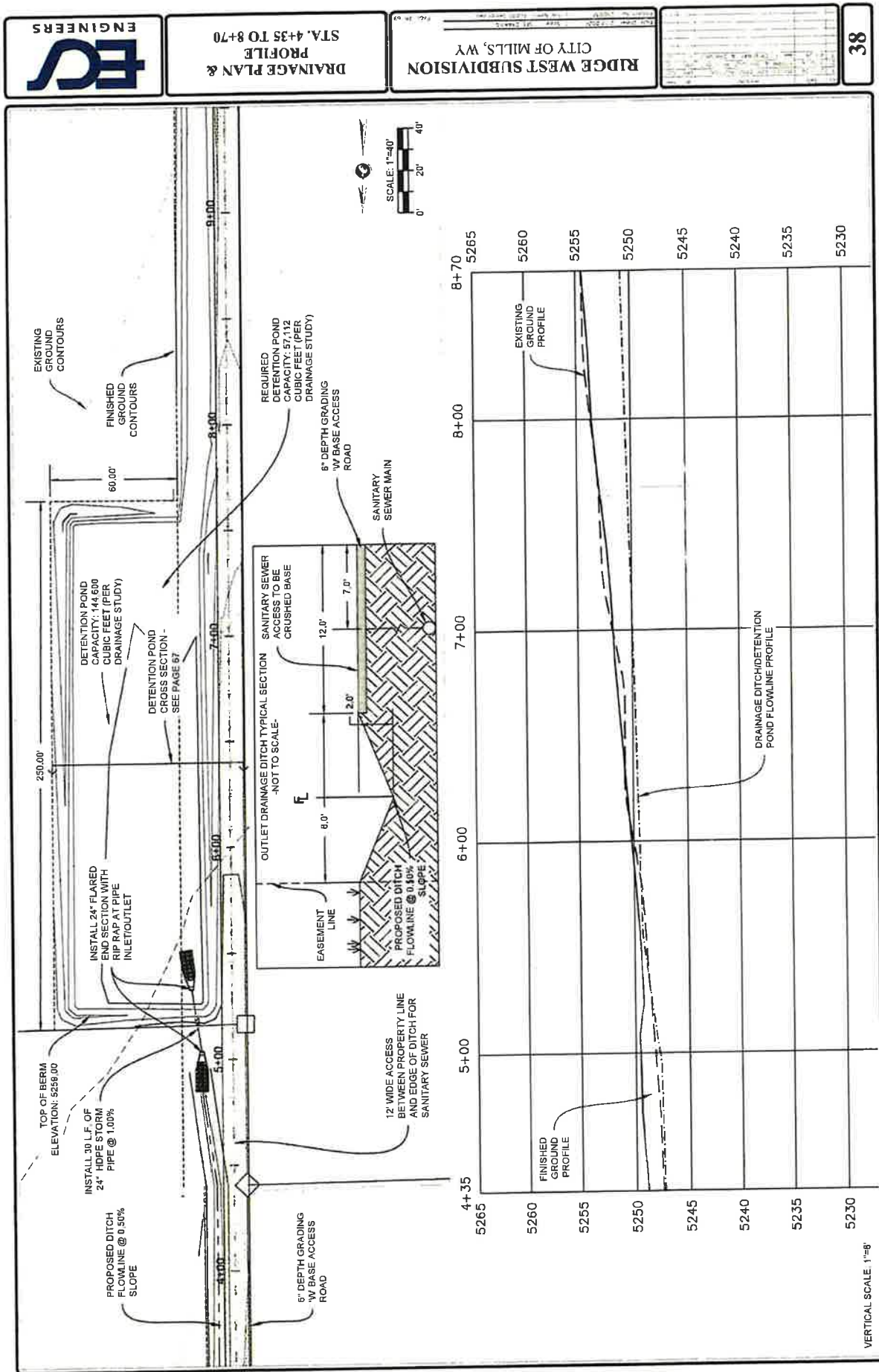
- [illegible]

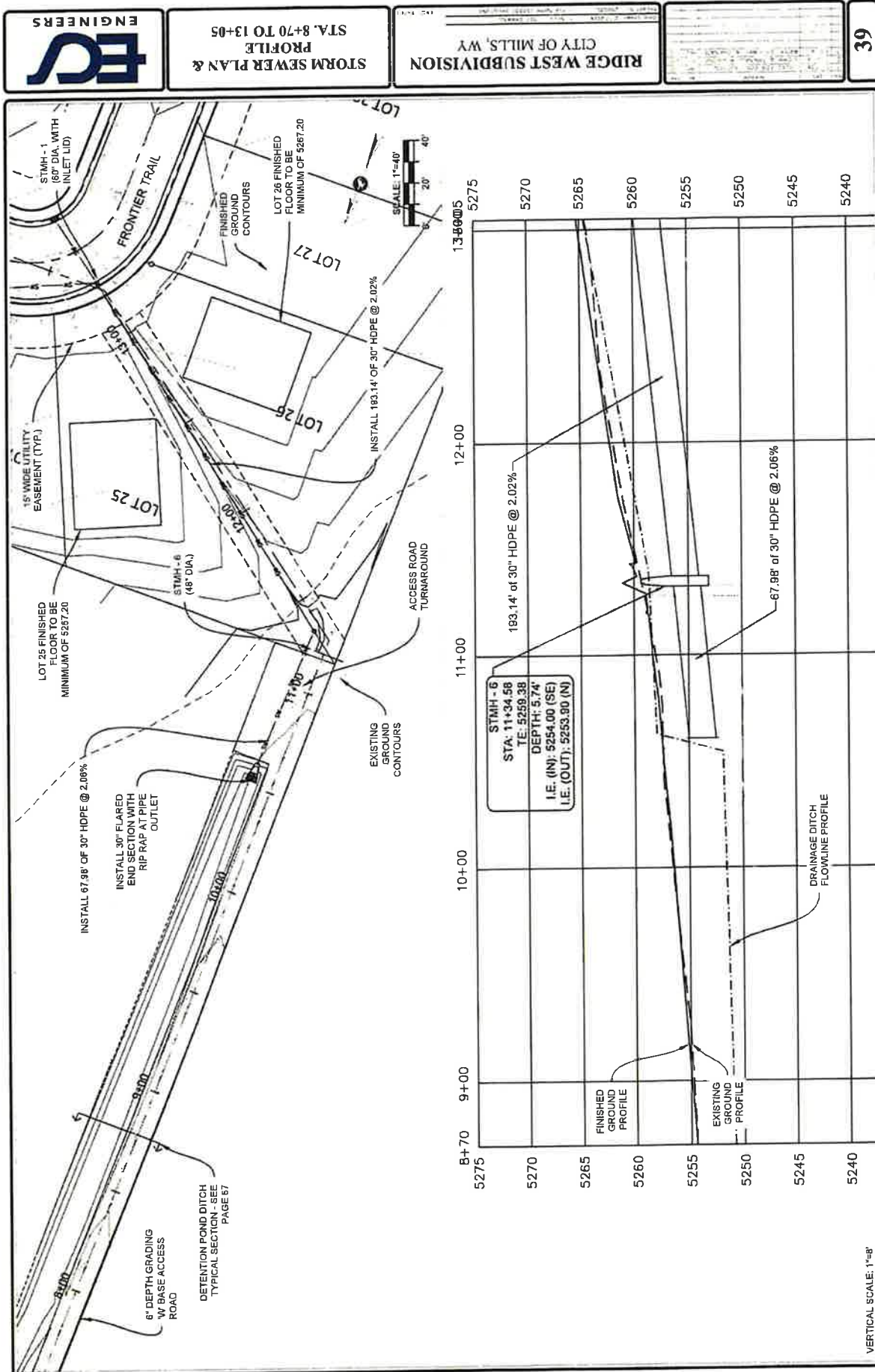
PLANT SCHEDULE						SIZE	ROOT
SUBSTR.	CODE	QTY	BOTANICAL / COMMON NAME		SIZE	ROOT	
TREES	ACE 00A	2	ACER RUBRUM	OCTOBER GLORY OCTOBER GLORY RED MAPLE	2" CAL	3/4 B	
	ACE 101	2	ACER FRANKLINIUM	HOT WINGS HOT WINGS THORNLESS MAPLE	2" CAL	3/4 B	
	UYN 110	7	QUINQUELOBA FUSCA	SPRING DOGWOOD	2" CAL	6/8 B	
	QUE MAC	2	QUERUS MACROCARPA	BURR OAK	2" CAL	3/4 B	
	QUE RUB	4	QUERUS RUBRA	NORTHERN RED OAK	1 1/2" CAL	3/4 B	
SHRUBS	AUD10	6	LEUCODENDRON FORTUNE TREES	JADE	5 GAL		
	RYA141	1	RYNCHOPHYLLA	AUTUMN AMBER AUTUMN AMBER SUMAC	5 GAL		
	CEM 101	50	CELANANDRA PESTIS X ACID FRONTS	KAL FOREVER FEATHERS RED DRUMS	1 GAL	POT	
ORNAMENTAL GRASSES							
	CEM 101	50	CELANANDRA PESTIS X ACID FRONTS	KAL FOREVER FEATHERS RED DRUMS	1 GAL	POT	

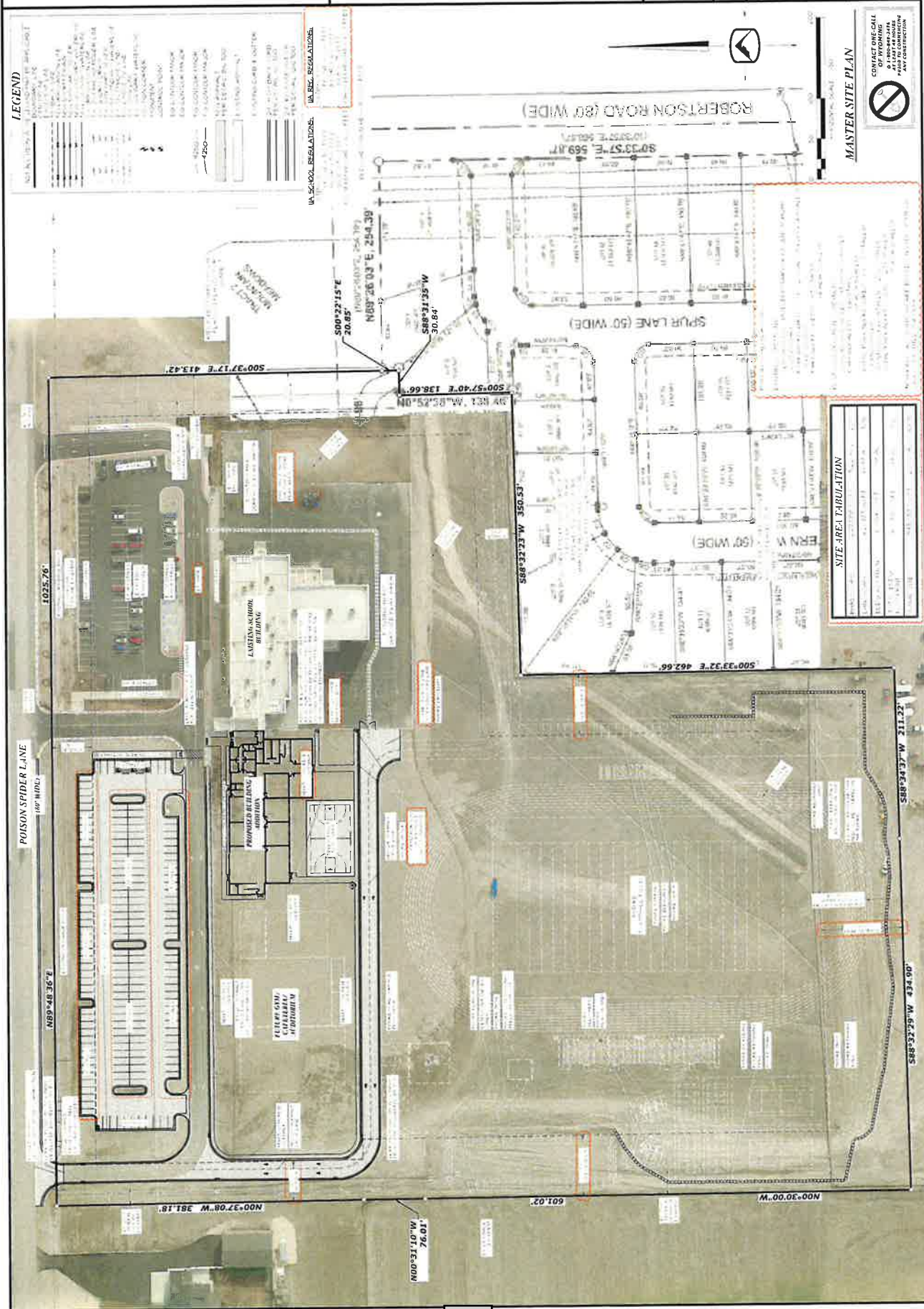


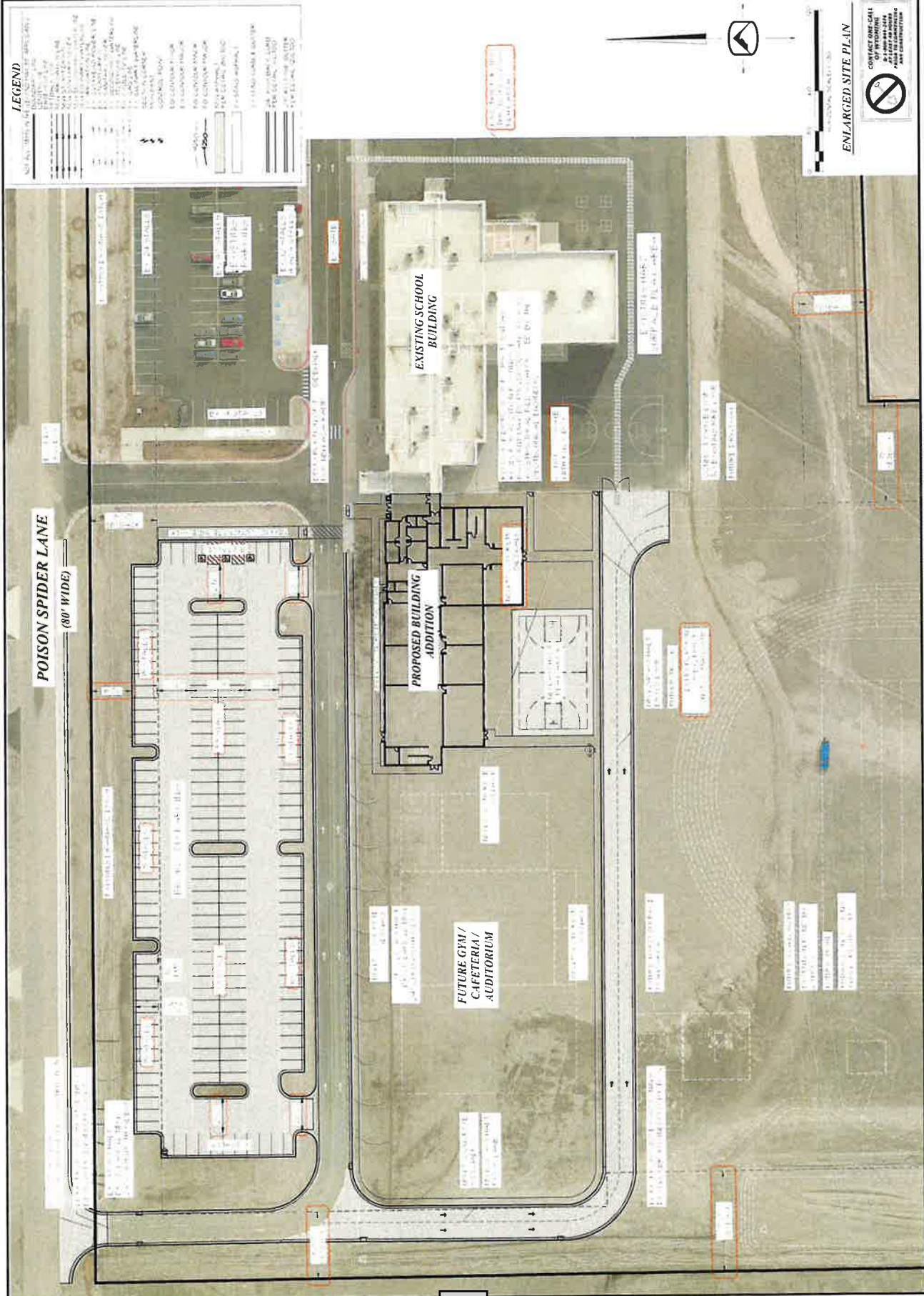


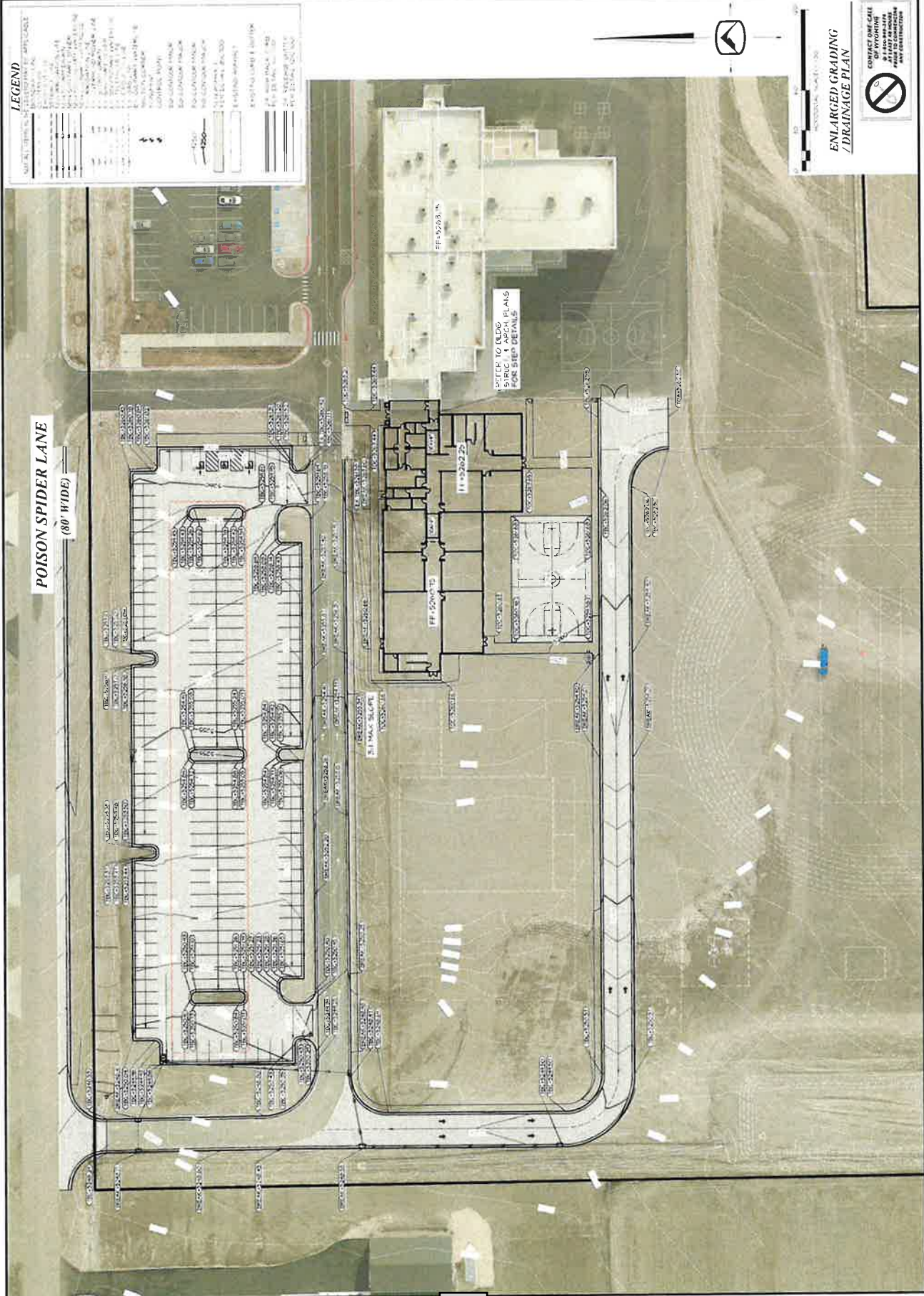






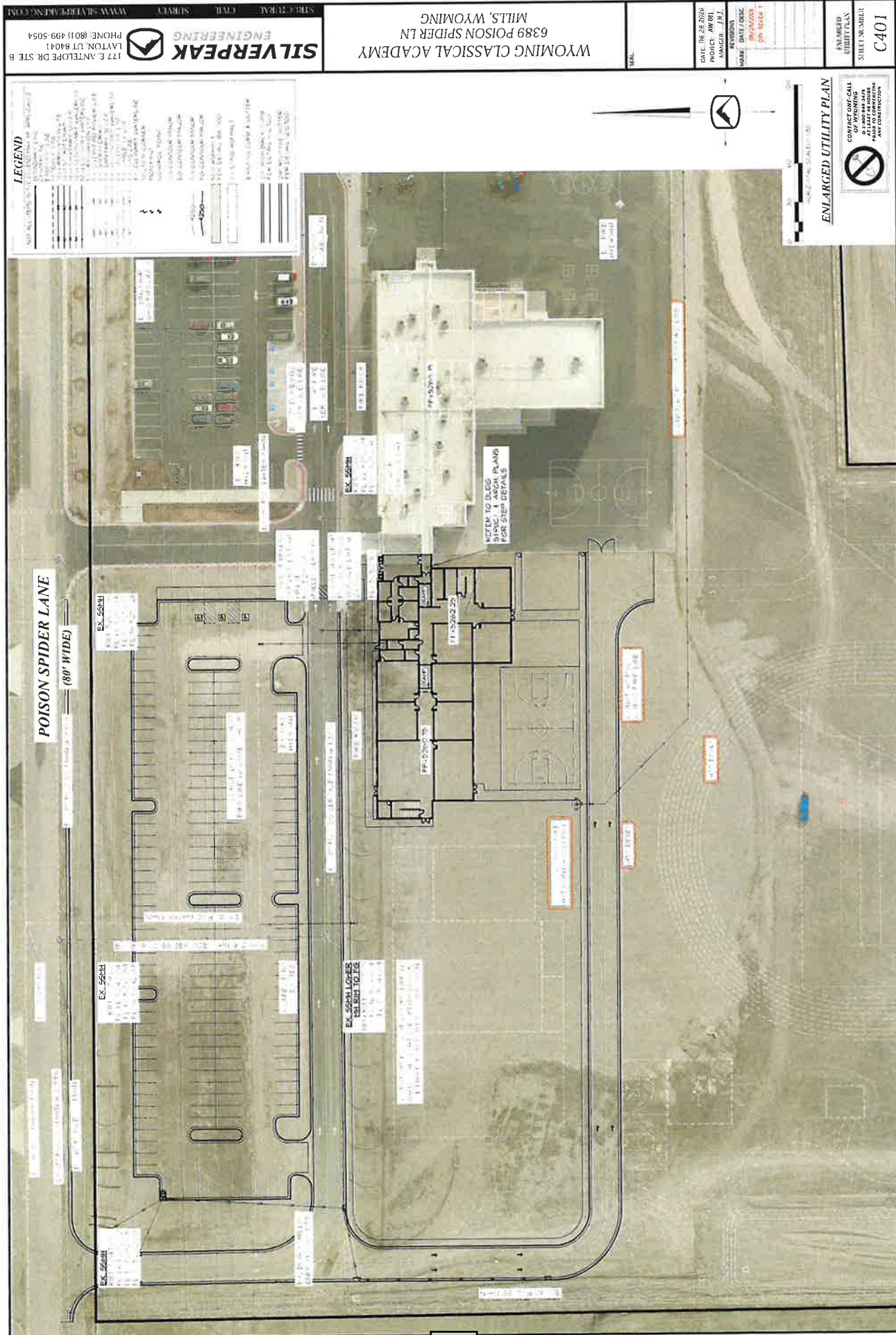


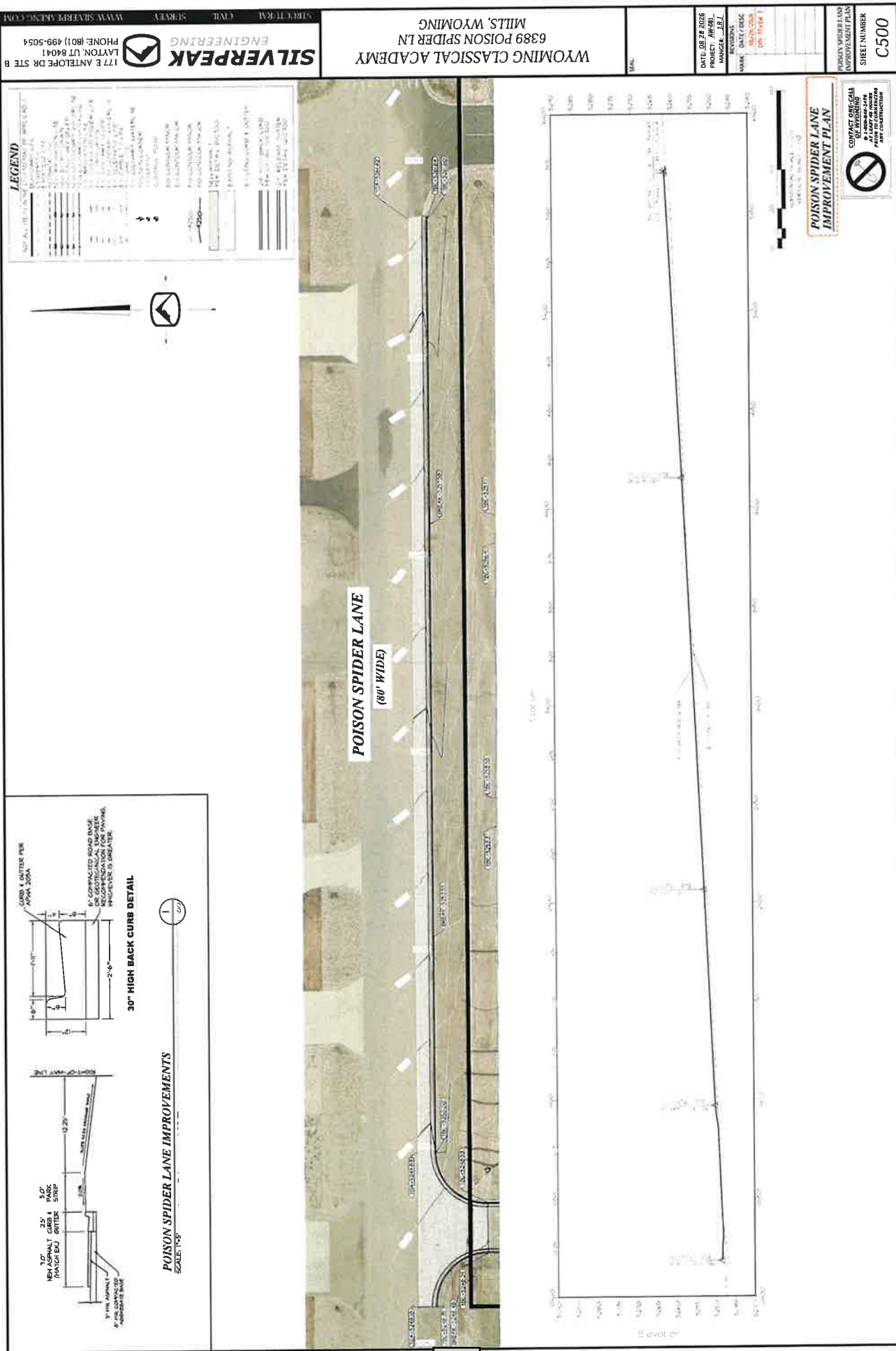


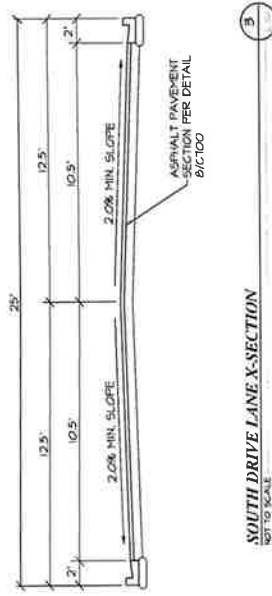


DATE: 08/28/2006	OVERALL UTILITY PLAN
PROJECT: A44-081	SHEET NUMBER
MANAGER: J.R.J.	C400
REVISIONS	
NO. DATE / DESC	
1 08/27/2006	
2 08/28/2006	
3 08/28/2006	

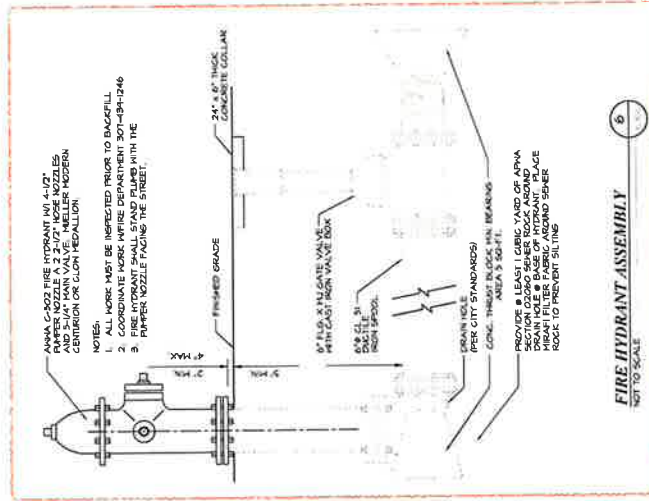




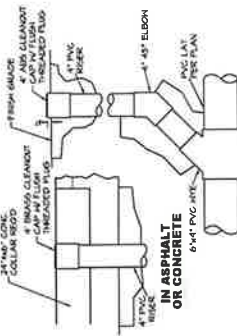




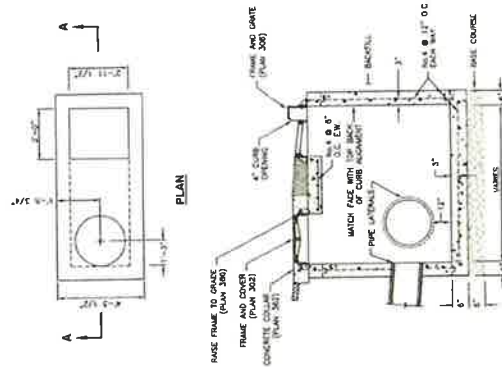
SOUTH DRIVE LANE X-SECTION



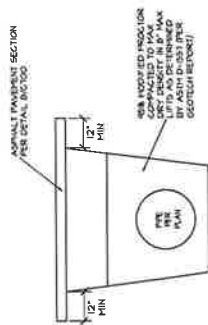
FIRE HYDRANT ASSEMBLY
NOT TO SCALE



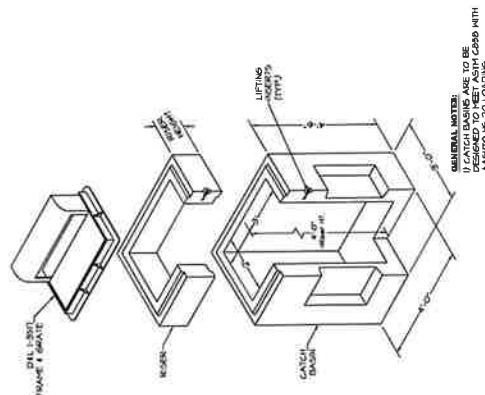
2
SANITARY SEWER CLEANOUT
NOT TO SCALE



STORM DRAIN COMBO BOX
NOT TO SCALE



**TYPICAL
UTILITY TRENCH X-SECTION**

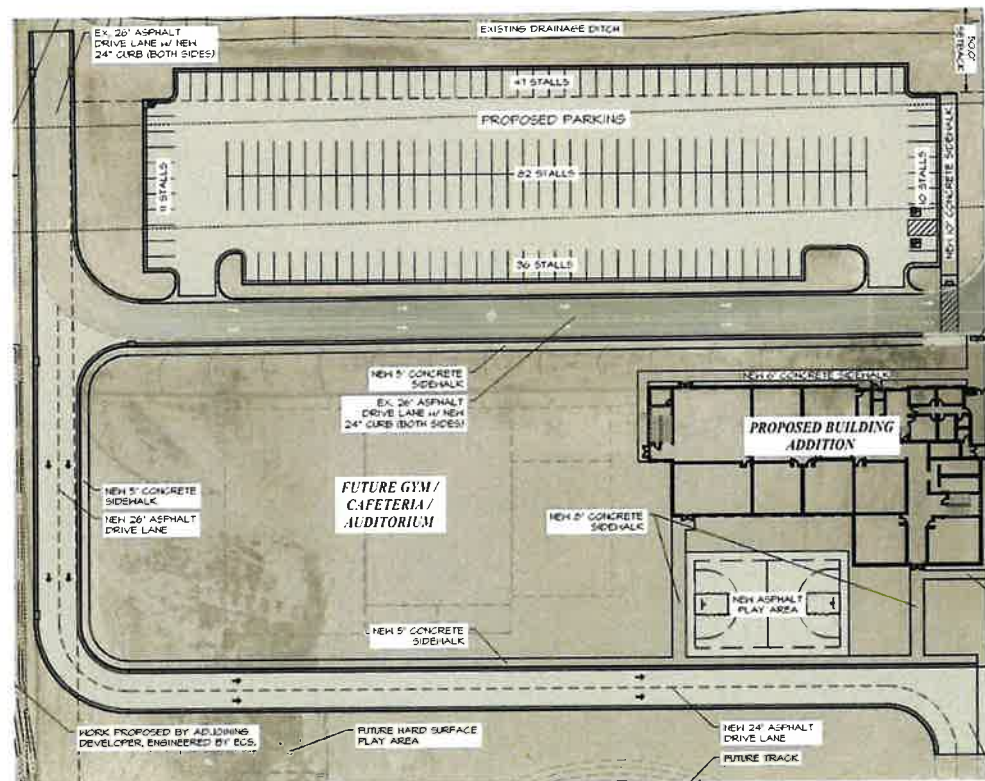


STORM DRAIN CATCH BASIN (SDCB) 4
NOT TO SCALE

TRAFFIC IMPACT STUDY

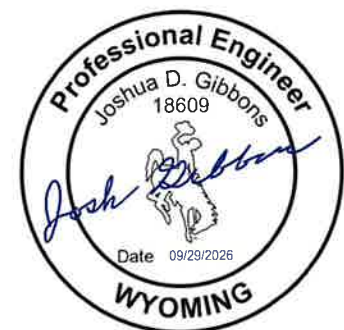
Wyoming Classical Academy Expansion

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	

Table of Contents

Executive Summary	i
Table of Contents	ii
List of Tables	iv
List of Figures	iv
Introduction	1
Purpose	1
Scope	1
Methodology	2
Level of Service Standard	2
Existing (2026) Background Analysis	3
Purpose	3
Roadway Network	3
Traffic Volumes	3
Level of Service Analysis	6
Queuing Analysis	6
Mitigation Measures	6
Development Conditions	7
Purpose	7
Project Description	7
Trip Generation	7
Trip Distribution and Assignment	7
Access	8
Auxiliary Lanes	8
On-Site Circulation and Queueing Analysis	11
Existing (2026) Plus Project Analysis	12
Purpose	12
Roadway Network	12
Traffic Volumes	12
Level of Service Analysis	12
Queuing Analysis	12
Mitigation Measures	12
Future (2031) Background Analysis	15
Purpose	15
Roadway Network	15
Traffic Volumes	15
Level of Service Analysis	15
Queuing Analysis	18
Mitigation Measures	18
Future (2031) Plus Project Analysis	19
Purpose	19
Roadway Network	19
Traffic Volumes	19
Level of Service Analysis	19
Queuing Analysis	19

Mitigation Measures	19
Appendix A	
Site Plan	
Appendix B	
Turning Movement Counts	
Appendix C	
LOS Results	
Appendix D	
95 th Percentile Queue Length Reports	

List of Tables

Table 1: Level of Service Definition	2
Table 2: Existing (2026) Background Peak Hour LOS	6
Table 3: Trip Generation	7
Table 4: New Trip Distribution.....	8
Table 5: Existing (2026) Plus Project Peak Hour LOS	12
Table 6: Future (2031) Background Peak Hour LOS	15
Table 7: Future (2031) Plus Project Peak Hour LOS	19

List of Figures

Figure 1: Development location in Mills, Wyoming.....	1
Figure 2: Existing (2026) background peak hour traffic volumes	4
Figure 3: Trip assignment for the peak hours.....	9
Figure 4: Existing (2026) plus project peak hour traffic volumes	13
Figure 5: Future (2031) background peak hour traffic volumes	16
Figure 6: Future (2031) plus project peak hour traffic volumes.....	20

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

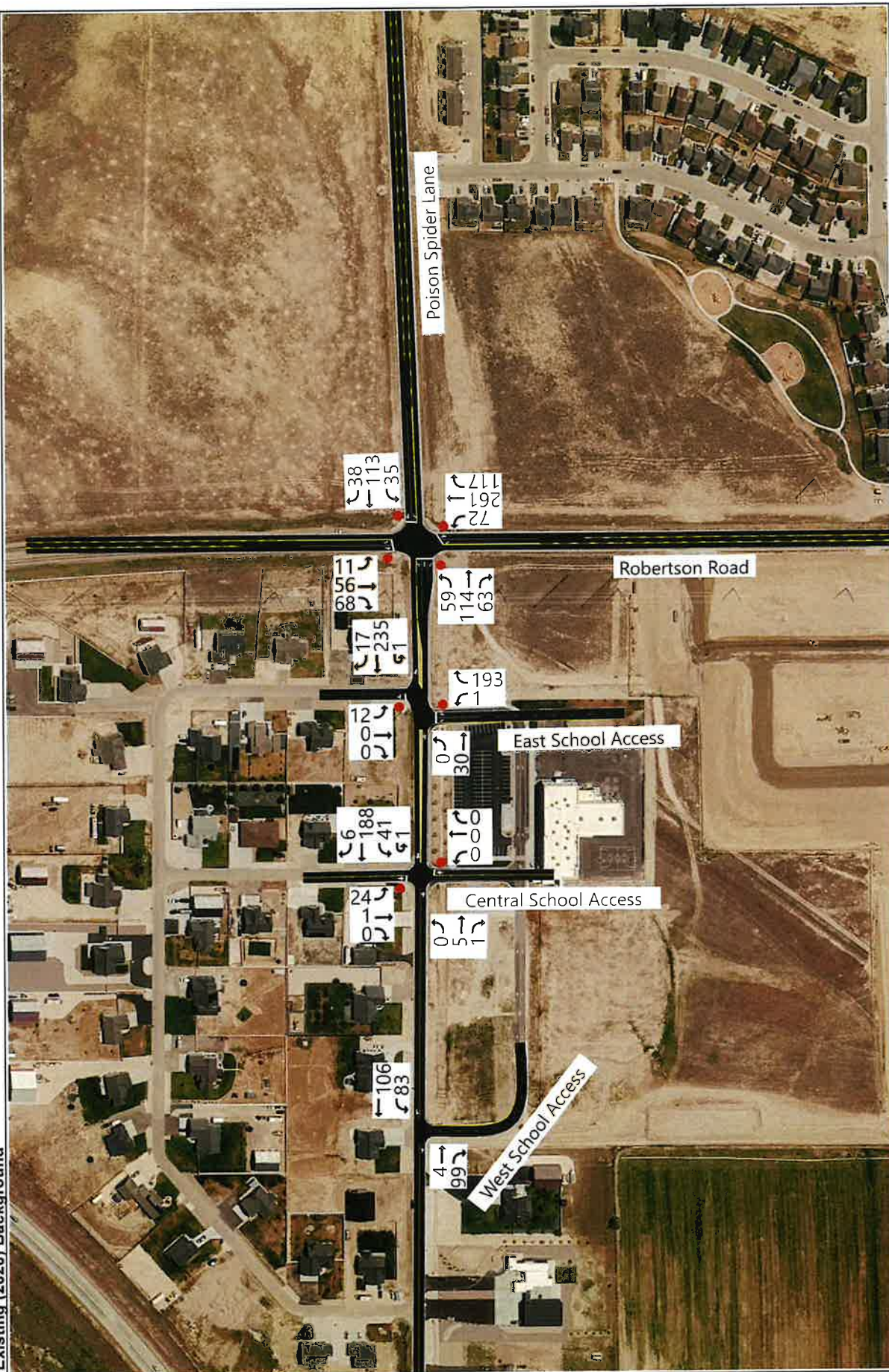
Weekday morning (7:00 to 9:00 a.m.) and afternoon (2:00 to 4:00 p.m.) peak period traffic counts were performed at the following intersections:

- 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.

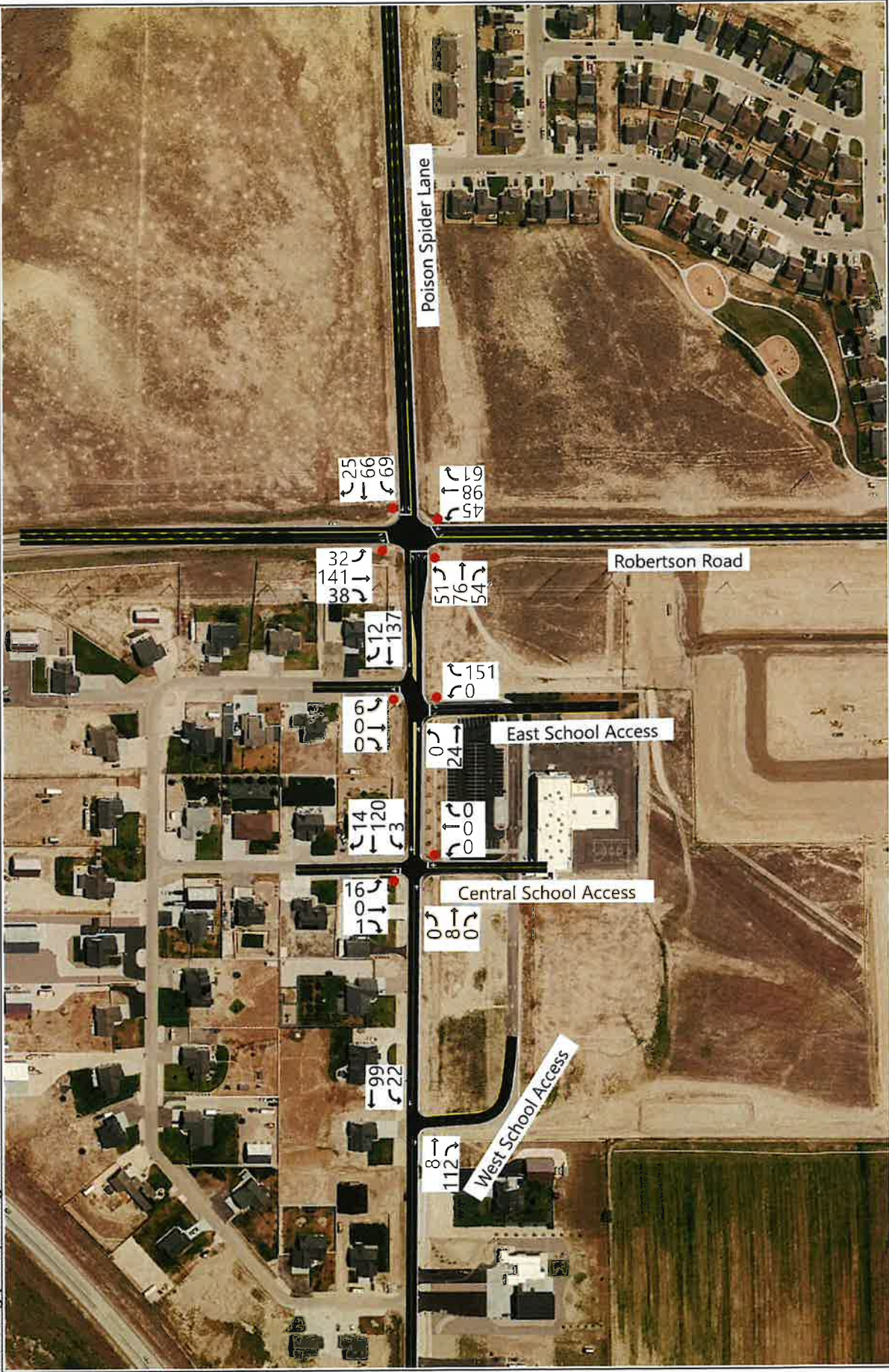


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Afternoon Peak Hour
Figure 2B

Mills Wyoming Classical Academy Expansion TIS
Existing (2026) Background



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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.

Morning Peak Hour
Figure 3A

Mills Wyoming Classical Academy Expansion TIS
Trip Assignment



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Afternoon Peak Hour
Figure 3B

Mills Wyoming Classical Academy Expansion TIS
Trip Assignment



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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.			

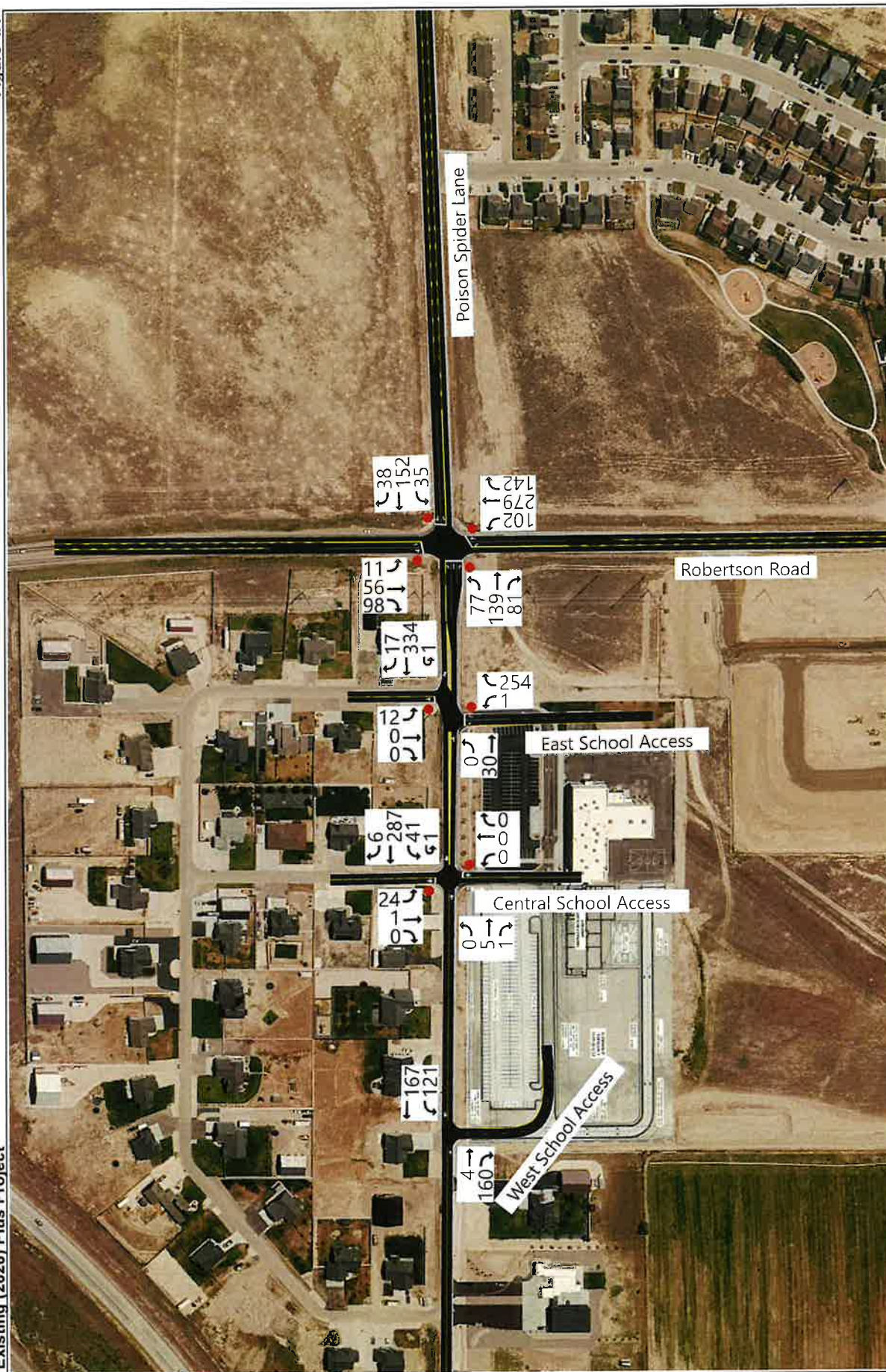
Queuing Analysis

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.



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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.

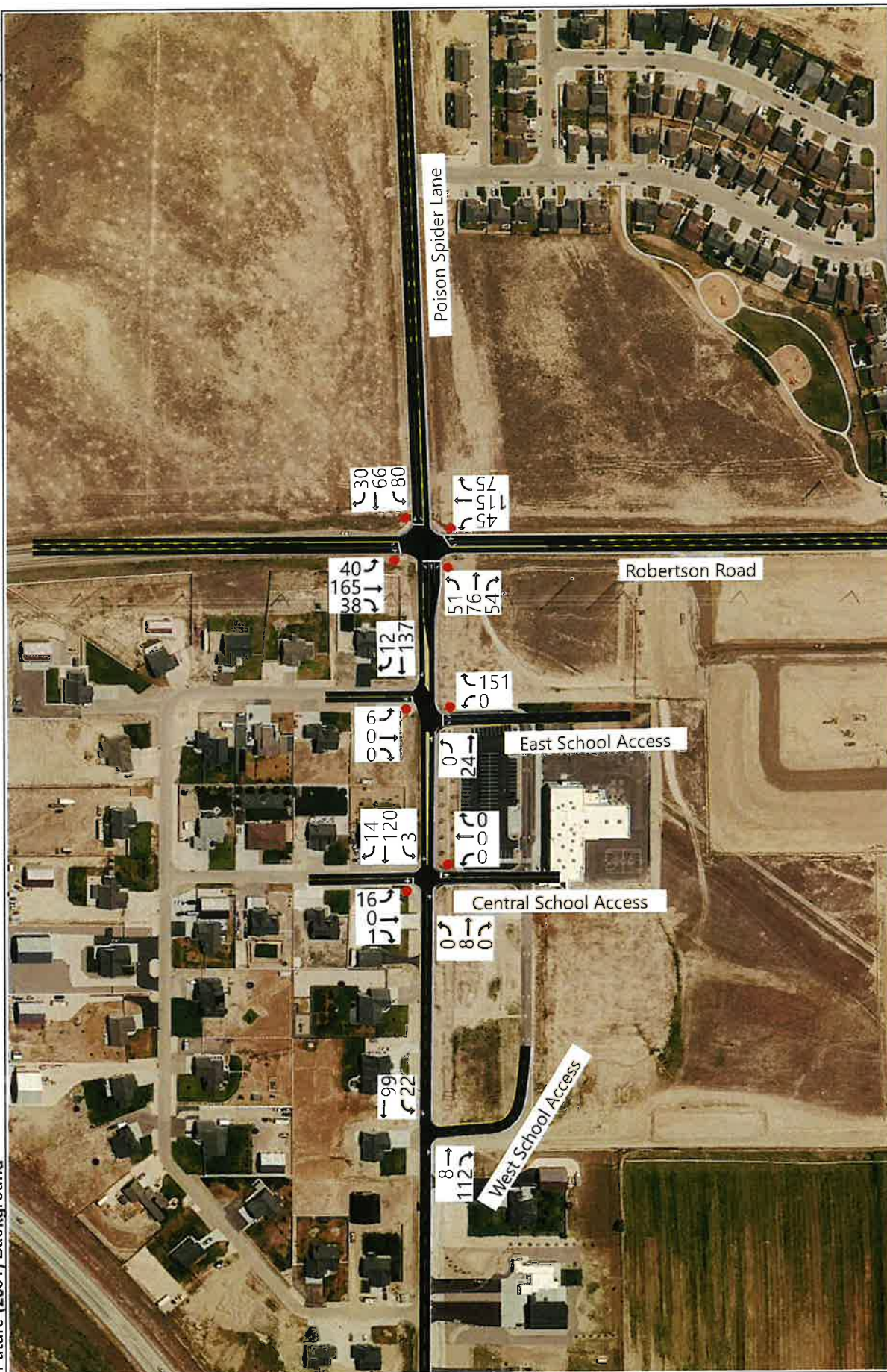
Morning Peak Hour
Figure 5A

Mills Wyoming Classical Academy Expansion TIS
Future (2031) Background



Afternoon Peak Hour
Figure 5B

Mills Wyoming Classical Academy Expansion TIS
Future (2031) Background



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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:

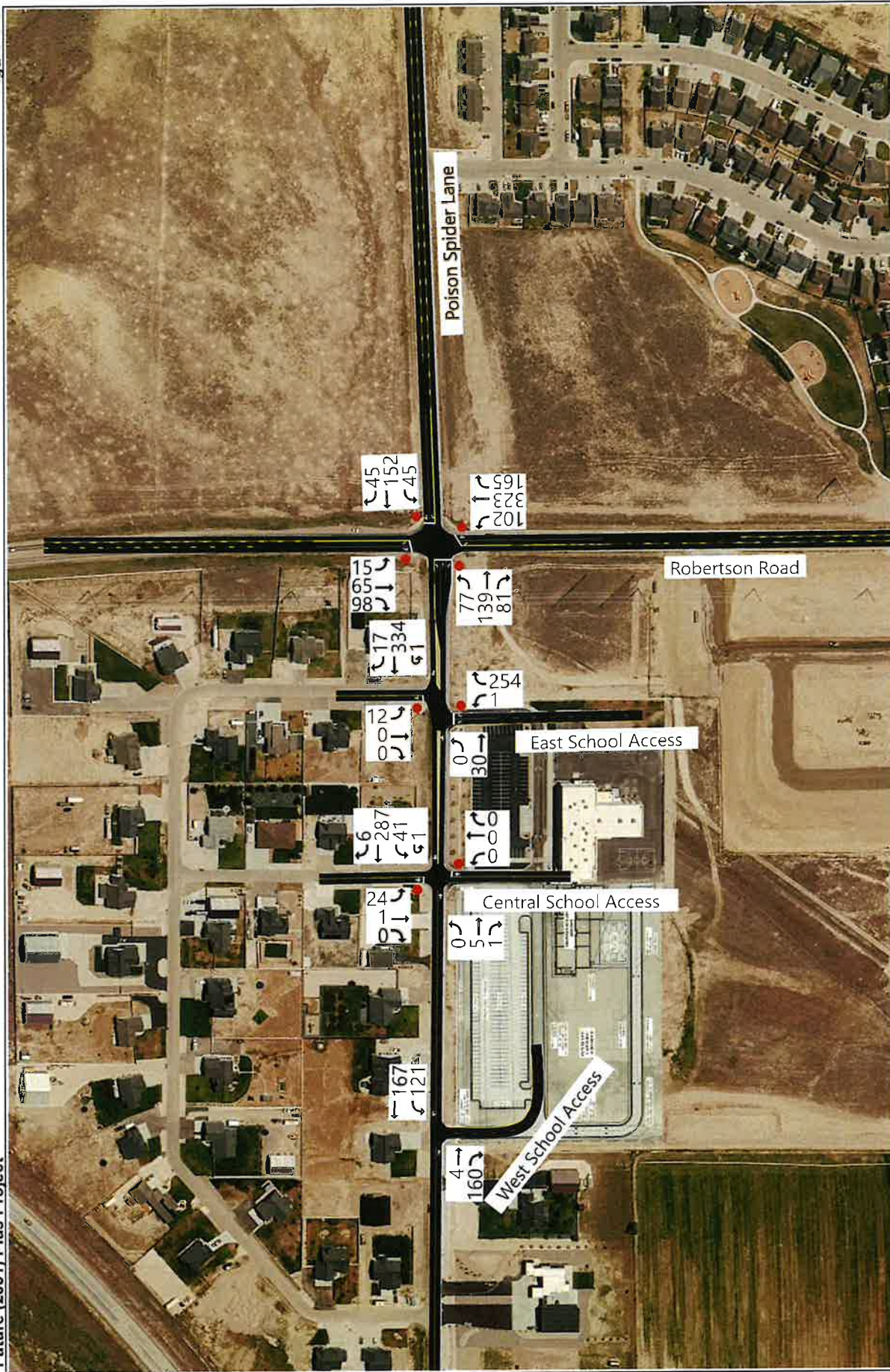
- Poison Spider Lane / Robertson Road:
 - Northbound: 750 feet (AM)

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.

Morning Peak Hour
Figure 6A

Mills Wyoming Classical Academy Expansion TIS
Future (2031) Plus Project



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Afternoon Peak Hour
Figure 6B

Mills Wyoming Classical Academy Expansion TIS
Future (2031) Plus Project

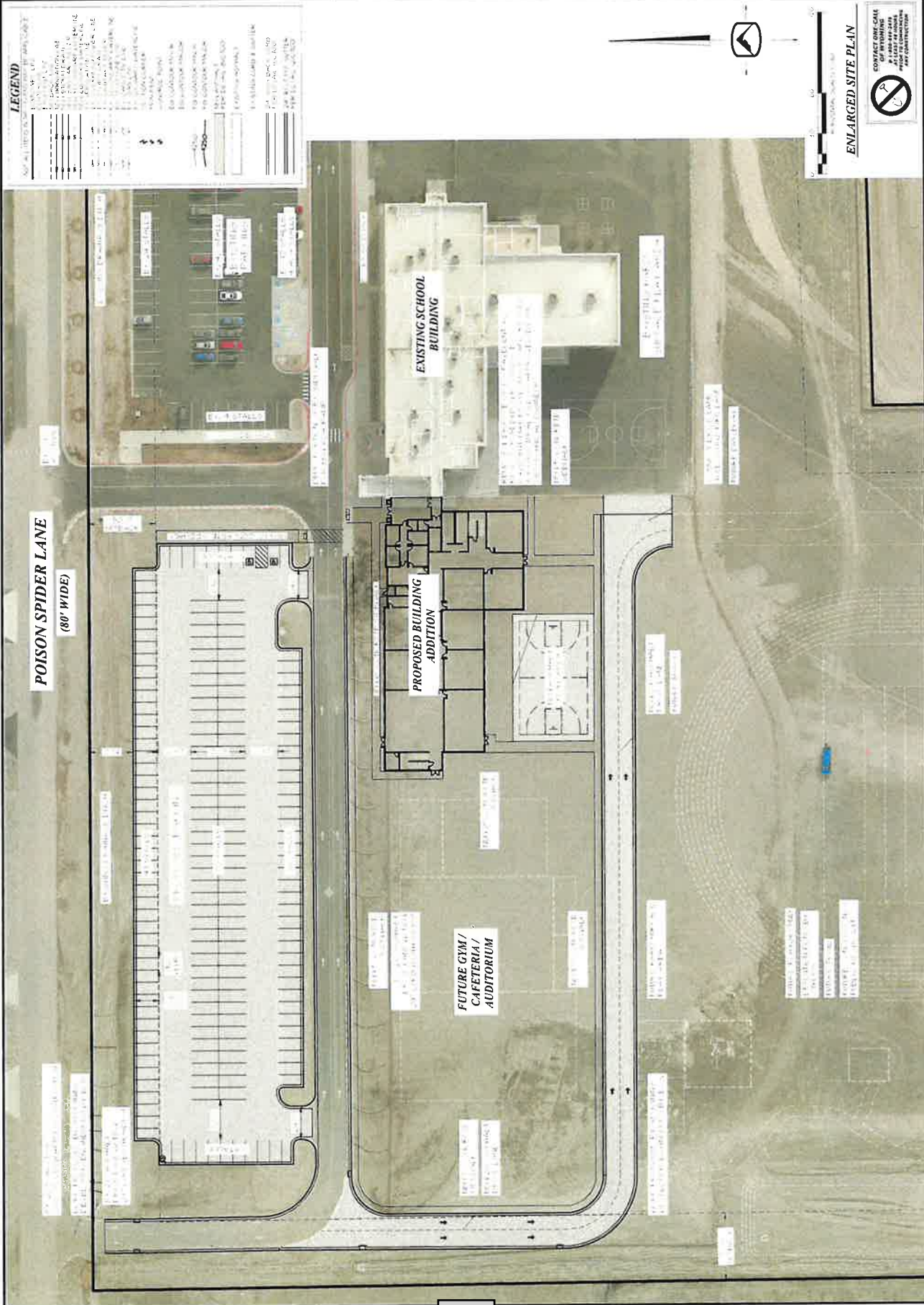


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Appendix A

Site Plan



Appendix B

Turning Movement Counts



Count City: Mills
 Count Location: West School Access / Poison Spider Ln #1
 Count Date: Thursday, September 24, 2026

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
		0	0	0	0	0	
		NBU	NBL	NBT	NBR	NBP	
	AM Peak Hour	SBP	SBR	SBT	SBL	SBU	
	EBU	0	0	0	0	0	0 WBP

Highest Peak Hour	SBP	SBR	SBT	SBL	SBU	
EBU	0	0	0	0	0	0 WBP
EBL	0					0 WBR
EBT	5	7:15 AM - 8:15 AM				109 WBT
EBR	99	Vehicles 297				84 WBL
EBP	0	PHF 0.45				0 WBU
		% Trucks 3%				
	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 WBP
EBL	0					0 WBR
EBT	6	2:45 PM - 3:45 PM				94 WBT
EBR	112	Vehicles 253				22 WBL
EBP	0	PHF #N/A				0 WBU
		% Trucks 4%				
	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	0.45	2:00 PM
7	173	0.64	2:15 PM
36	253	0.73	2:30 PM
62	234	0.67	2:45 PM
68	177	0.51	3:00 PM

Counter Notes:

[illegible]



Count City: Mills
 Count Location: Central School Access / Poison Spider Ln #2
 Count Date: Thursday, September 24, 2026

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	2	0	0	0	1	2	3	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	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
-	69	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		
		0	1	0	30	0		
	EBU	0					0	WBP
	EBL	0					37	WBR
	EBT	78	Vehicles		993		462	WBL
	EBR	1	% Trucks		3%		1	WBR
	EBP	0					1	WBL
		0	4	2	376	9		
		NBU	NBL	NBT	NBR	NBP		
All Vehicles	AM Peak Hour	SBP	SBR	SBT	SBL	SBU		
		0	0	0	12	0		
	EBU	0					0	WBP
	EBL	0	7:00 AM - 8:00 AM		488		17	WBR
	EBT	29	Vehicles		235		235	WBL
	EBR	0	PHF		0.56		0	WBR
	EBP	0	% Trucks		1%		1	WBL
		0	1	0	193	0		
		NBU	NBL	NBT	NBR	NBP		

Highest Peak Hour	SBP	GBR	SBT	SBL	SBU		
	0	0	0	12	0		
EBU	0					0	WB
EBL	0					17	WB
EBT	29					235	WB
EBR	0					0	WB
EBP	0					1	WB
	0	1	0	193	0		
	NBU	NBL	NBT	NBR	NBP		

PM Peak Hour	SBP	GBR	SBT	SBL	SBU		
	0	0	0	6	0		
EBU	0					0	WB
EBL	0					12	WB
EBT	24					133	WB
EBR	0					0	WB
EBP	0					0	WB
	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	2	0	0	0	0	0	0	2	0	0	0	0	23	0	0
7:15 AM	0	0	0	12	0	2	0	0	0	0	0	1	0	0	0	0	0	60	0	0
7:30 AM	0	1	0	92	0	4	0	0	0	0	0	13	0	0	0	1	0	96	10	0
7:45 AM	0	0	0	89	0	4	0	0	0	0	0	13	0	0	0	0	0	56	7	0
8:00 AM	0	0	1	7	0	1	0	0	0	0	0	4	0	0	0	0	0	5	0	0
8:15 AM	0	0	0	1	0	3	0	0	0	0	0	4	0	0	0	0	0	4	1	0
8:30 AM	0	0	0	3	0	3	0	1	0	0	0	4	1	0	0	0	0	5	1	0
8:45 AM	0	1	0	1	0	2	0	0	0	0	0	1	0	0	0	0	0	13	1	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	1	0	0	0	0	0	2	0	0	0	0	0	7	3	0
2:15 PM	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	8	0	0
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	6	0	0	0	1	40	0	0	
2:45 PM	0	0	0	6	0	1	0	0	0	0	0	4	0	0	0	0	43	1	0	
3:00 PM	0	0	1	54	0	1	0	0	0	0	0	5	0	0	0	0	38	4	0	

Vehicle Total			Time	15-Minute		Hourly	
15-Min	Hour	PHF		In	Out	In	Out
-	-	-	12:00 AM	0	0	0	0
-	-	-	12:15 AM	0	0	0	0
-	-	-	12:30 AM	0	0	0	0
-	-	-	12:45 AM	0	0	0	0
-	-	-	1:00 AM	0	0	0	0
-	-	-	1:15 AM	0	0	0	0
-	-	-	1:30 AM	0	0	0	0
-	-	-	1:45 AM	0	0	0	0
-	-	-	2:00 AM	0	0	0	0
-	-	-	2:15 AM	0	0	0	0
-	-	-	2:30 AM	0	0	0	0
-	-	-	2:45 AM	0	0	0	0
-	-	-	3:00 AM	0	0	0	0
-	-	-	3:15 AM	0	0	0	0
-	-	-	3:30 AM	0	0	0	0
-	-	-	3:45 AM	0	0	0	0
-	-	-	4:00 AM	0	0	0	0
-	-	-	4:15 AM	0	0	0	0
-	-	-	4:30 AM	0	0	0	0
-	-	-	4:45 AM	0	0	0	0
-	-	-	5:00 AM	0	0	0	0
-	-	-	5:15 AM	0	0	0	0
-	-	-	5:30 AM	0	0	0	0
-	-	-	5:45 AM	0	0	0	0
-	-	-	6:00 AM	0	0	0	0
-	27	0.25	6:15 AM	0	0	0	0
-	102	0.34	6:30 AM	0	0	0	12
-	319	0.37	6:45 AM	0	0	0	105
27	486	0.56	7:00 AM	0	0	0	194
75	479	0.55	7:15 AM	0	12	0	202
217	417	0.48	7:30 AM	0	93	0	191
169	216	0.32	7:45 AM	0	89	1	101
18	66	0.89	8:00 AM	0	8	1	14
13	50	0.66	8:15 AM	0	1	1	6
18	37	0.49	8:30 AM	1	3	1	5
19	19	0.25	8:45 AM	0	2	0	2
-	-	-	9:00 AM	0	0	0	0
-	-	-	9:15 AM	0	0	0	0
-	-	-	9:30 AM	0	0	0	0
-	-	-	9:45 AM	0	0	0	0
-	-	-	10:00 AM	0	0	0	0
-	-	-	10:15 AM	0	0	0	0
-	-	-	10:30 AM	0	0	0	0
-	-	-	10:45 AM	0	0	0	0
-	-	-	11:00 AM	0	0	0	0
-	-	-	11:15 AM	0	0	0	0
-	-	-	11:30 AM	0	0	0	0
-	-	-	11:45 AM	0	0	0	0
-	-	-	12:00 PM	0	0	0	0
-	-	-	12:15 PM	0	0	0	0
-	-	-	12:30 PM	0	0	0	0
-	-	-	12:45 PM	0	0	0	0
-	-	-	1:00 PM	0	0	0	0
-	15	0.25	1:15 PM	0	0	0	2
-	27	0.45	1:30 PM	0	0	0	3
-	76	0.39	1:45 PM	0	0	1	5
15	131	0.60	2:00 PM	0	2	1	11
12	219	0.53	2:15 PM	0	1	1	64
49	311	0.75	2:30 PM	1	2	1	111
55	327	0.79	2:45 PM	0	6	0	152
103	306	0.74	3:00 PM	0	55	0	166

3:15 PM	0	0	0	48	0	0	1	0	0	0	0	0	10	0	0	0	0	39	6	0
3:30 PM	0	0	0	43	0	0	3	0	0	0	0	0	5	0	0	0	0	13	1	0
3:45 PM	0	0	0	17	9	0	2	0	0	0	0	0	1	0	0	0	0	12	2	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	4	2	376	9	0	30	0	1	0	0	0	78	1	0	1	1	462	37	0

104	203	0.49	3:15 PM	0	48	0	108
65	99	0.38	3:30 PM	0	43	0	60
34	34	0.25	3:45 PM	0	17	0	17
-	-	-	4:00 PM	0	0	0	0
-	-	-	4:15 PM	0	0	0	0
-	-	-	4:30 PM	0	0	0	0
-	-	-	4:45 PM	0	0	0	0
-	-	-	5:00 PM	0	0	0	0
-	-	-	5:15 PM	0	0	0	0
-	-	-	5:30 PM	0	0	0	0
-	-	-	5:45 PM	0	0	0	0
-	-	-	6:00 PM	0	0	0	0
-	-	-	6:15 PM	0	0	0	0
-	-	-	6:30 PM	0	0	0	0
-	-	-	6:45 PM	0	0	0	0
-	-	-	7:00 PM	0	0	0	0
-	-	-	7:15 PM	0	0	0	0
-	-	-	7:30 PM	0	0	0	0
-	-	-	7:45 PM	0	0	0	0
-	-	-	8:00 PM	0	0	0	0
-	-	-	8:15 PM	0	0	0	0
-	-	-	8:30 PM	0	0	0	0
-	-	-	8:45 PM	0	0	0	0
-	-	-	9:00 PM	0	0	0	0
-	-	-	9:15 PM	0	0	0	0
-	-	-	9:30 PM	0	0	0	0
-	-	-	9:45 PM	0	0	0	0
-	-	-	10:00 PM	0	0	0	0
-	-	-	10:15 PM	0	0	0	0
-	-	-	10:30 PM	0	0	0	0
-	-	-	10:45 PM	0	0	0	0
-	-	-	11:00 PM	0	0	0	0
-	-	-	11:15 PM	0	0		
-	-	-	11:30 PM	0	0		
-	-	-	11:45 PM	0	0		

Counter Notes

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	4	6	2	0	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	4	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: 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	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

Sim Traffic 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	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		100												
04: Robertson Road & Poison Spider Lane	50		75	50			75	75	75	75	75			75

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	75	175			

Sim Traffic 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	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

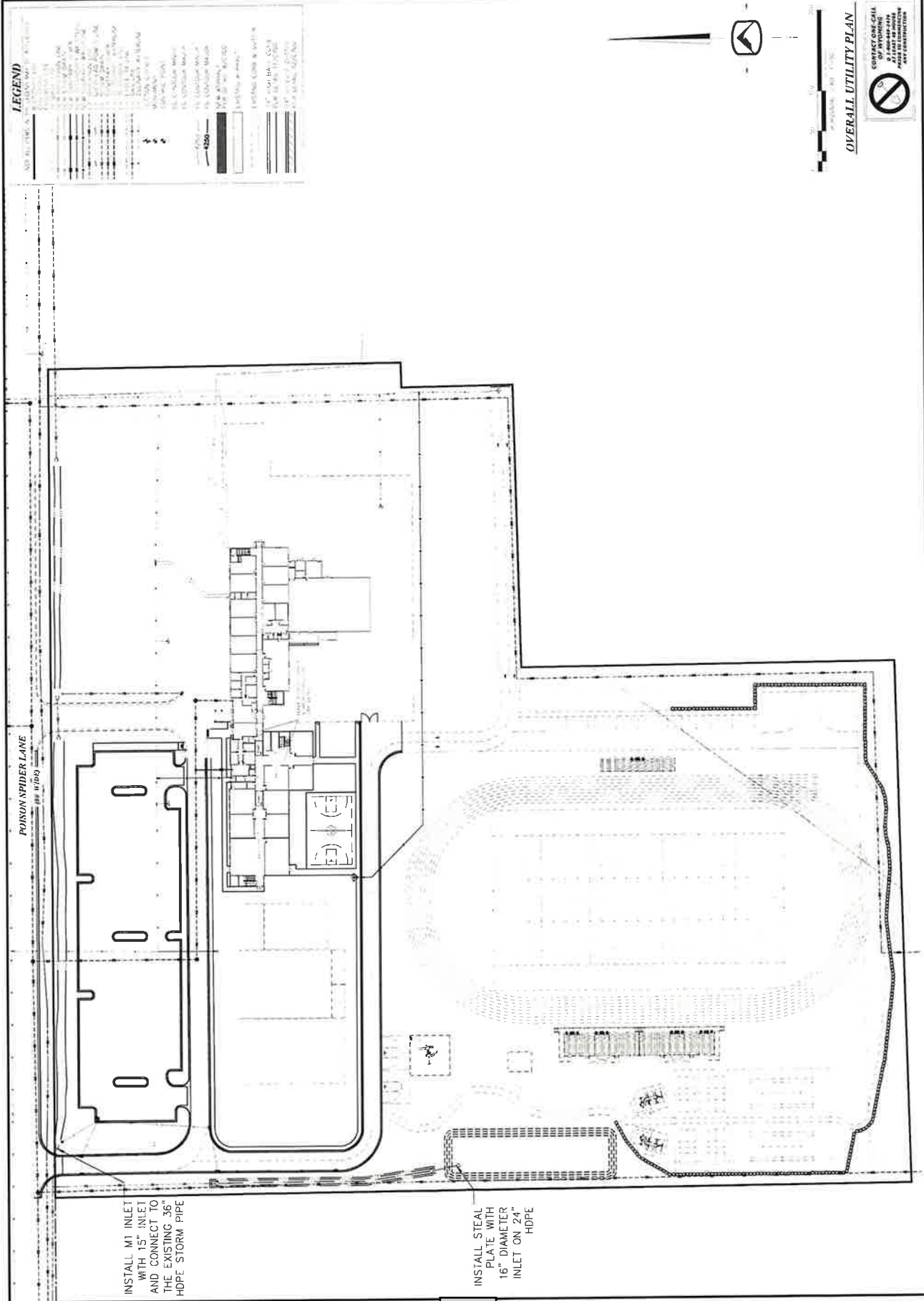
In reference to the original drainage study, October 25, 2023 prepared by ECS Engineers, both Phase I and Phase II are located in sub-basin C. Sub-base C has an area of 56.73 acres. The school takes up roughly 20 acres and the rural housing development takes the other 36.73 acres. The drainage study 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.

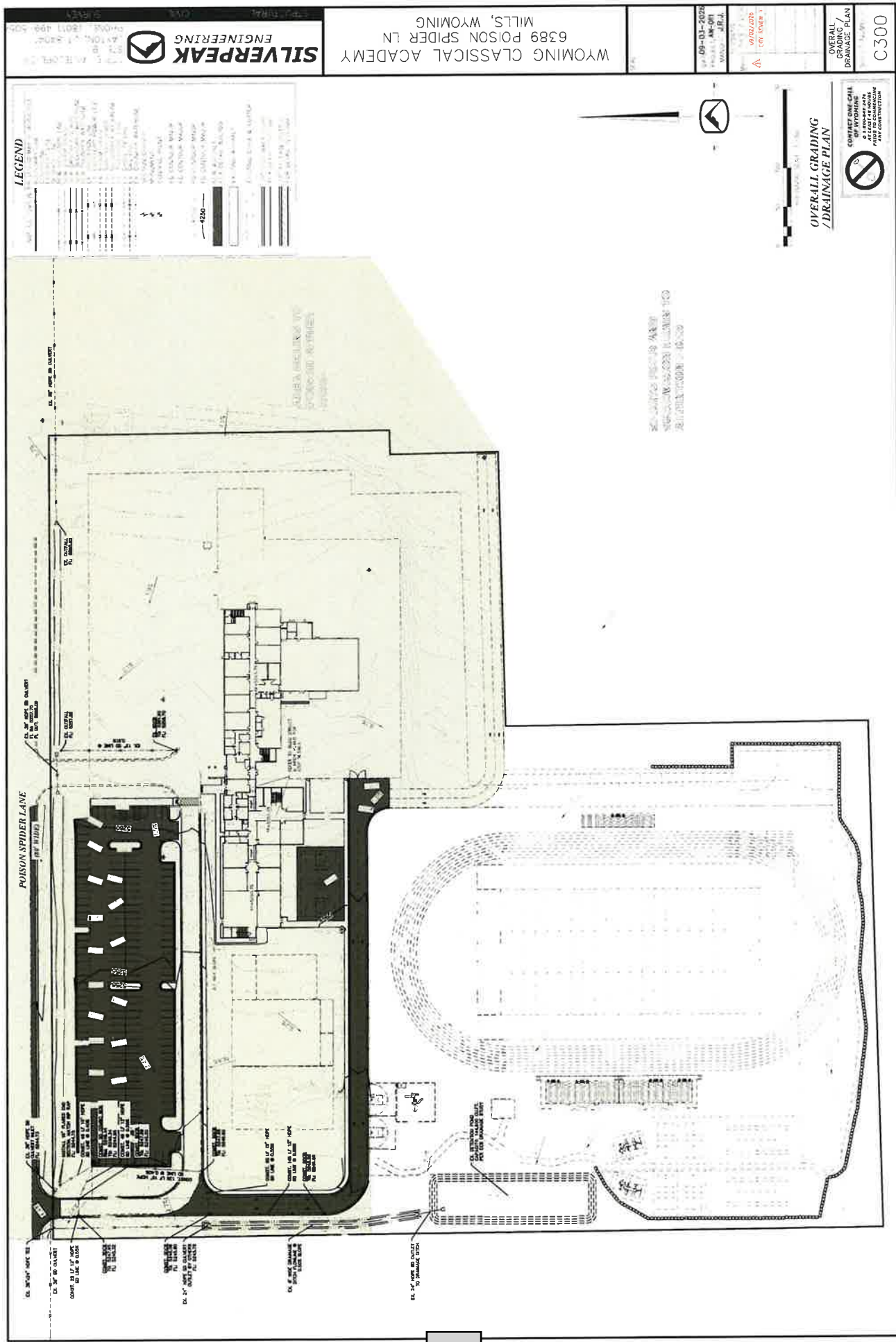
Projected Flows

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 steel 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:

1199 South Main Street, Suite 101
Centerville, UT 84014
Phone (801) 295-6070 Fax (801) 677-0000

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.

WATER FLOW TEST REPORT

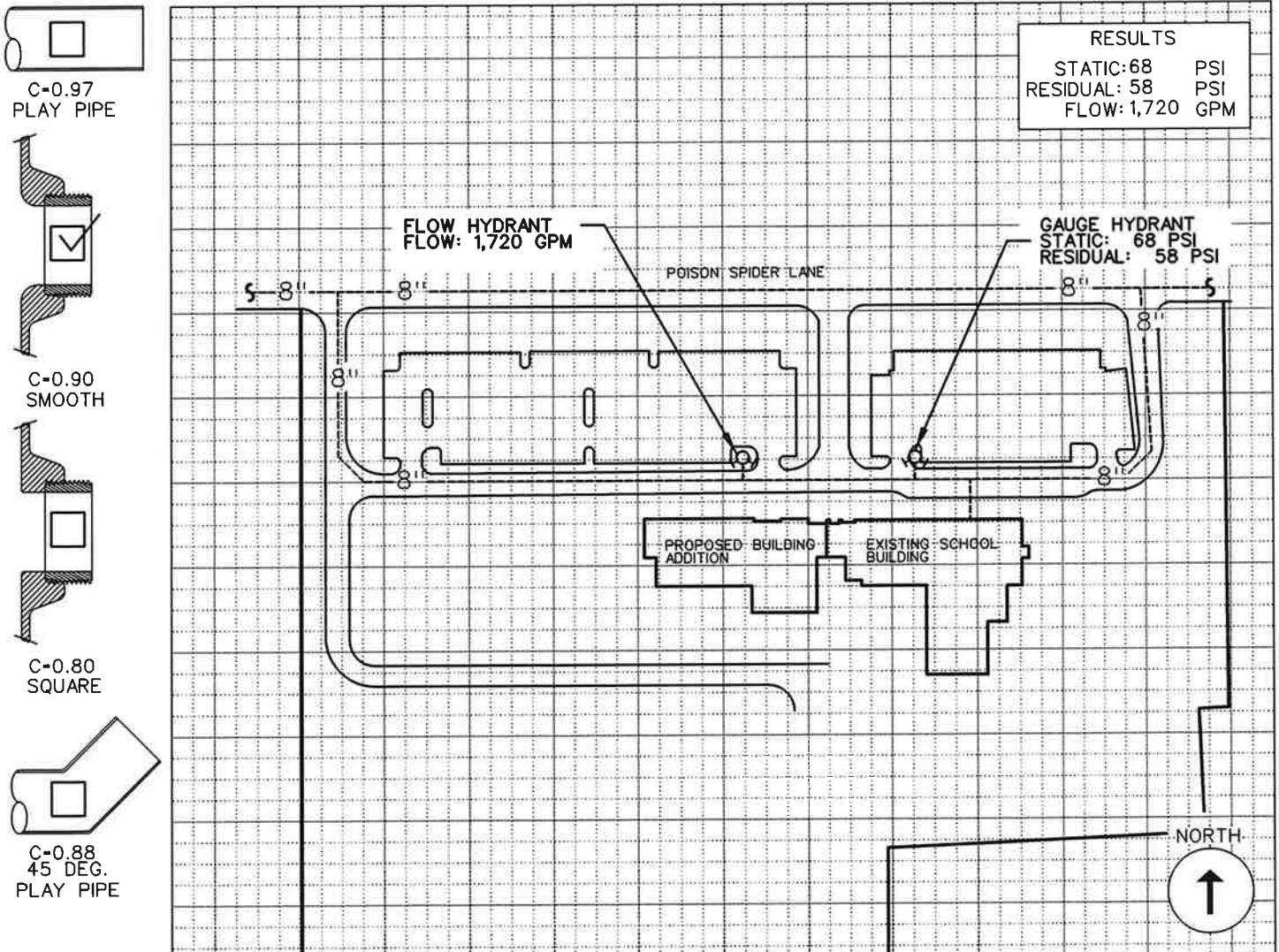
PROJECT NAME: WYOMING CLASSICAL ACADEMY - ADDITION
STREET ADDRESS: 6389 POISON SPIDER LANE
CITY: MILLS STATE: WYOMING
TESTED BY: MILLS WATER DEPARTMENT WITNESSED BY: CASEY COATES - MILLS WATER DEPARTMENT
TEST DATE: 09/21/2026 TEST TIME: 10:00 AM TEMPERATURE: 59° F PROJECT ELEVATION: 5,263 FT.
COMMENTS: FIRE FLOW: 4,012 GPM @ 20 PSI.

HYDRANT & FLOW DATA

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

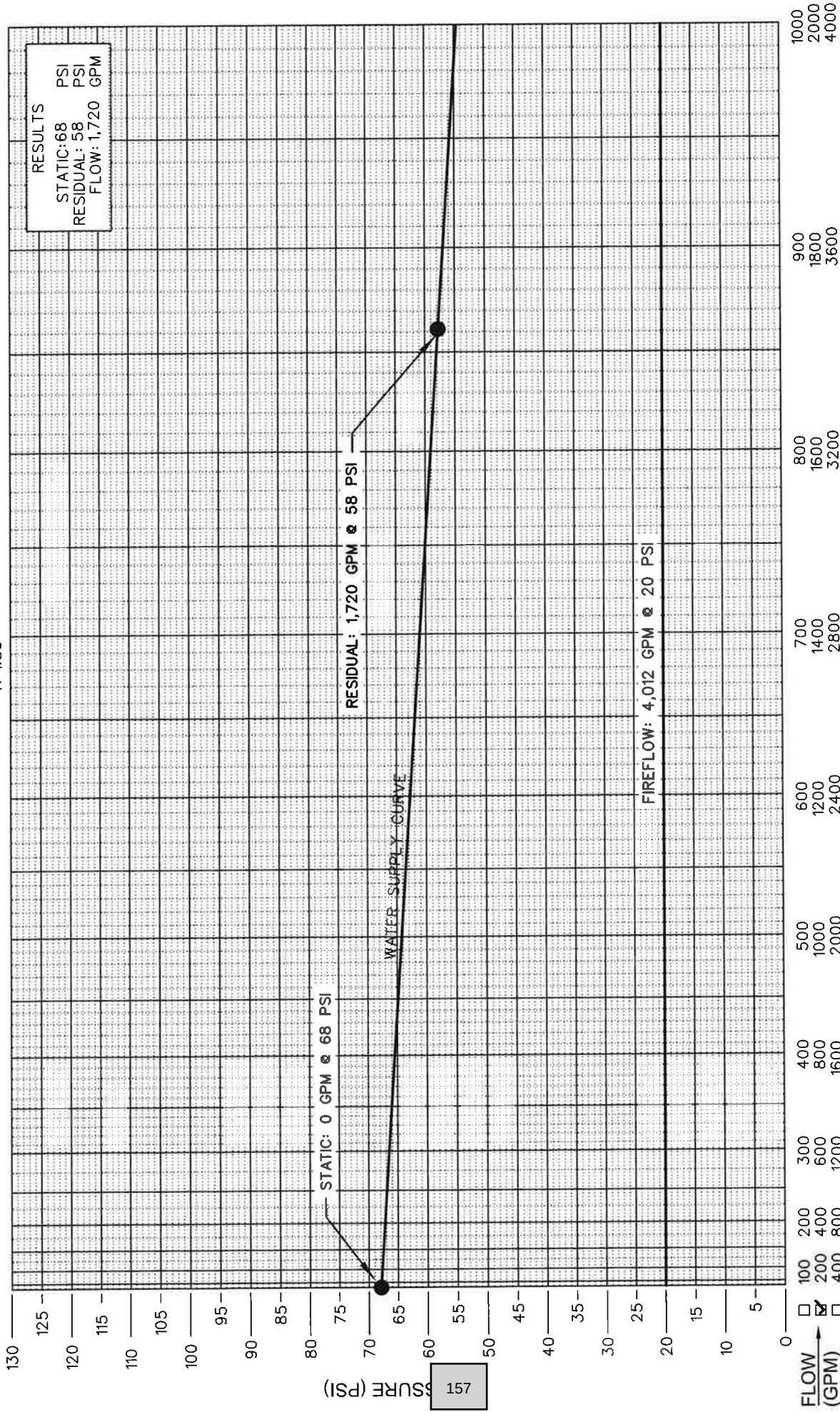


☒ FLOW TEST CONDUCTED IN ACCORDANCE WITH NFPA 291 "RECOMENDED PRACTICE FOR FIRE FLOW TESTING AND MARKING OF HYDRANTS"

PROTECTION CONSULTANTS, INC.

1199 SOUTH MAIN STREET, SUITE 101
CENTERVILLE, UTAH 84014

WATER FLOW GRAPH N-1.85



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.

FIRE PROTECTION ENGINEERS

Item # 5.

801-677-0000 F

801-295-6070

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

WCA Phase II – Compliance Status Sheet

Wyoming Classical Academy, 6389 Poison Spider Lane · October 6, 2026

Summary

Of the 32 comments in the 9/28/2026 review, the 10/02/2026 Review 3 response resolves 14, partly resolves 4, and leaves 14 open. Parking, fire protection, fire access, and the submittal clean-up are now in compliance. Lighting is untouched: all ten lighting responses are blank.

Basis: Silverpeak's Review 3 response letter, the CEPI Drainage Study (10/2/2026), the Hales Traffic Impact Study (9/29/2026), and the PCI Water Supply Analysis (9/28/2026), checked against Title 17. The revised plan sheets (C200–C500, L1.0, elevations) were not in this packet, so sheet-based items are recorded as stated in the response letter and still need a check against the drawings.

Brought into compliance

Item	Standard	Before	Now
Stall dimensions	Table 40.10-2; 40.10(3)(a)(iii)	9 ft × 18 ft	10 ft wide; 21.5 ft deep at curb-facing perimeter stalls, 24 ft deep in the center island (C201)
Parking count	Table 40.10-1 (202 required)	274 stalls	247 stalls (98 existing + 149 new); 45 over the requirement after the redesign
Accessible parking	40.10(4); IBC 1106.1	3 in a 176-stall lot (6 required)	5 in the 149-stall lot (5 required for 101–150); each 10 ft wide with a 10-ft aisle
Car line layout	10.40(5)(b)	Double stacking and central access not shown	Traffic circulation plan added as Sheet C202; school states both stacking lanes will be used
Queue analysis enrollment	10.40(7)(f)	Report cited 610 students	TIS confirms the VISSIM queue model was run at the full 650 students; 610 was a typo
Fire flow	Adopted Fire Code (IFC B105)	Unconfirmed	4,012 gpm available at 20 psi against 1,313 gpm required with NFPA 13 sprinklers
Hydrants	Fire Chief	1 new hydrant	Existing parking-lot hydrant relocated to the NW corner in front of the addition (C400/C401)
Fire line	Mills Engineering	6-in. C900 with 45° bends	Upsized to 8 in., bends removed, tee at the hydrant, blind flange on the west connection
Fire lane	Fire Chief	Unstriped	Striping diagram and gate signage notes added (C200/C201)
Gutter flow to ditch	10.40(7)(e)	Conveyance not shown	Curb cuts with overland flow to the ditch, Detail 2/C500
Landscape plan currency	40.40(3)	Pre-8/28 layout, "Preliminary," located in Casper	L1.0 updated to the current layout, label removed, location corrected to Mills
Consolidated plan set	Submittal	Several partial sets	Resubmitted sheets combined into one set
Future-phase note	UA chart (Recreation Facility)	Not noted	Note on all civil site plans that the gym, track, field, bleachers, and concessions need separate approval
Building elevations	Submittal	Missing	Provided with this response

The redesign also carries forward the items closed in the prior round: parking islands, 25-ft two-way aisles, Poison Spider Lane frontage improvements, and athletic facility setbacks.

Partly resolved

Item	Standard	What was provided	What is still missing
Ditch and culvert capacity	10.40(7)(e); 10.40(2)(g)	Pre- and post-development peak flows to the Poison Spider swale: 6.3 → 11.3 cfs (10-year) and 13.6 → 26.9 cfs (100-year)	No capacity calculation for the ditch or the 24-in. culvert. Flow to the swale roughly doubles, and the study's own swale storage check fails (7,751 cu ft required, 2,420 cu ft available). The area draining to the ditch changed from 18.62 to 9.67 acres, with no drainage-area map.
Pond routing	10.40(7)(e)	Pond holds 57,125 cu ft against 24,649 cu ft required (10-year); 16-in. outlet restriction removed	Existing and developed pond inputs are identical (10.33 ac at C = 0.25), so the added Phase II area is not reflected. Freeboard is not shown.
Island planting and irrigation	40.40(7)(d)(ii); 40.40(7)(h); 40.40(4)(d)	Revised plan with tree and shrub per island	Irrigation is by plan note only, with design deferred to construction. Gas lines through the islands may limit planting. Existing vegetation not confirmed.
Park strip on C500	40.40(7)(e)	Planting shown	Irrigation by note only, as above

On traffic, the TIS conclusion is unchanged: the 95th-percentile queue is about 2,130 ft against about 2,100 ft of double-stacked storage, so on-site queuing still depends on staggered start and dismissal times.

Still open

- **Lighting, all ten comments (40.35; 40.10(8)):** no response given. Layout update, photometric grid to 5 ft past the property lines, all fixtures in the calculations, pole and base heights, house-side shielding, controls, cut sheets, narrative, A3 play-area fixtures, and the calculation summary all remain outstanding.
- **Staggered start and dismissal times (10.40(5)(b)):** owner “intends to comply”; no written commitment yet for the Development Plan Agreement.
- **Proportionate share for the Poison Spider Lane / Robertson Road signal (10.40(7)(f)):** response left blank.
- **Pipeline operator consent:** coordination with Sinclair is under way; nothing in writing, and Black Hills Energy is not mentioned.
- **Replat (UA 20-acre minimum; 10.5(6)(a)):** submitted and in process, not recorded.

STRUCTURAL CIVIL SURVEY

To: City of Mills
Attn: Casey Coates
Re: Wyoming Classical Academy Site Review
Location: 6389 Poison Spider Ln., Mills, WY 82604

Dear Casey,

Based on the review received dated 9/28/2026, the following changes have been made to the above-mentioned drawings. You will find an itemized list which addresses each comment individually. You will find the original comments followed by our response in bold.

Parking Lot

1. Stall size per Table 40.10-2 details that 90-degree parking requires (Stall Width of 10'/Stall Depth of 24').

1 Response: The proposed parking lot has been redesigned to accommodate with city stall size requirements. As a result of the increased stall size, the number of stalls in the new parking lot has been reduced to 149 stalls. This brings the overall site parking to 247 stalls still over the total parking required for the entire school campus per 40.10-1. See sheets C200 and C201 with updated grading on sheet C300 and C301.

2. Stall depth may be reduced to 21.5 ft where permanent curb stops are installed 40.10(3)(a)(iii).

2 Response: All curb facing stalls around the perimeter of the parking lot utilize this depth reduction. Stalls within the center parking island are sized for a 24-ft depth. See sheet C201.

3. Accessible parking is calculated per parking facility (IBC 1106.1). The new 176-stall lot requires 6 accessible stalls, including 1 van-accessible; 3 are shown.

3 Response: With the reduction of the new parking lot, 5 accessible stalls are provided within the 149 stall lot. All 5 ADA stalls are 10-ft wide adjoined by a 10-ft wide accessible aisle. See sheets C200 and C201.

Traffic Study

1. The study assumes a traffic signal will be installed, and that the car lines will operate in a double-stacked fashion. This must occur for the study to have merit; the way things operate now, only half of the car line is used, and the remaining half is blocked.

1 Response: The school plans on utilizing both stacking lanes for pick-up and drop-off. See the new traffic circulation plan for more information.

2. Show the double-stacked car line on the site plan (lane striping, merge point, signage, and staff direction locations). (Designate the central access as parking lot access, separate from the car line, and show this on the site plan).

2 Response: Included in the updated civil set is a traffic circulation plan detailing the recommendations from the traffic study. See sheet C202.

STRUCTURAL CIVIL SURVEY

3. Provide a written commitment to staggered start and dismissal times, to be included in the Development Plan Agreement.

3 Response: Owner intends to comply and will provide this when available.

4. Provide a queue analysis at the 650-student build-out enrollment (the study modeled 610).

4 Response: Per email from Josh Gibbons on 9-30-26, The study's reference to the 610 student model was a report typo. The queueing analysis conducted in the report was run for the full 650 student enrollment. The revised Traffic Impact Study is included in this response.

5. The applicant will be required to contribute a proportionate share toward the Poison Spider Lane / Robertson Road signal per 10.40(7)(f).

5 Response:

Fire Hydrants

1. Per discussion with our fire chief and based on the 1700 GPM flow rate, two hydrants will be needed for the new school. Please confirm with Brett's report. The fire chief would like to see the additional hydrant on the NW corner in front of the addition.

1 Response: The updated utility plans propose relocating the existing hydrant in the new parking lot to the NW corner of the front of the addition. See sheets C400 and C401.

2. Mills Engineering Comment – C400/Upsize the C900 size to 8" to accommodate fire flows related to line length, remove the 45 bends, and install a 6" tee to the fire hydrant; blind flange the end of the 8" to accommodate future needs of the school from the 8".

2 Response: The C-900 fire line supplying the proposed fire hydrant has been upsized to 8-in. The 45 bends have been removed, and the utility sheets include a callout to install a tee at the hydrant with a blind flange on the west connection for future needs. See sheets C400 and C401.

Landscape Plan

1. Please include a tree and shrub in every island. The landscape plan must indicate irrigation and existing vegetation.

1 Response: Noted and see revised plan. Also note there are gas lines through the parking lot and islands that will impact the plantings.

2. Update L1.0 to the 8/28/26 layout. Remove the "Preliminary" label and correct the location to Mills.

2 Response: Plan updated and corrected.

3. Show planting and irrigation for the 5-ft strip on C500. It is labeled only as "park strip", with no surface or plantings specified.

3 Response: Revised accordingly. Irrigation notes on the plans and design will be completed during the construction phase with the contractor.

STRUCTURAL CIVIL SURVEY

Lighting Plan

1. Update the lighting plan and photometrics to match the revised 8/28/26 parking layout.

1 Response:

2. Extend the photometric grid to 5 ft beyond all property lines to show light levels do not exceed 0.2 foot-candles 40.35(3)(d). If this can't be met along Poison Spider Lane, request a Director exception.

2 Response:

3. Include all exterior fixtures in the photometric calculations, including the play-area poles and building wall packs.

3 Response:

4. Clarify pole height and base height separately. Within 150 ft of residential, poles may not exceed 15 ft, and fixtures may not be mounted above 17 ft 40.35(5)(a).

4 Response:

5. Show house-side shielding and aiming for fixtures facing residential properties to the north and west 40.35(5)(b).

5 Response:

6. Show timer or photocell controls for the site lighting 40.35(3)(a).

6 Response:

7. Provide manufacturer cut sheets for all exterior fixtures 40.35(4)(a)(ii).

7 Response:

8. Provide a brief written narrative describing the lighting objectives 40.35(4)(a)(v).

8 Response:

9. The play-area fixtures (A3, about 57,500 lumens each). Justify lighting level or reduce them 40.35(3)(b), (i).

9 Response:

10. Provide a photometric calculation summary (average, maximum, minimum, and max/min ratio).

10 Response:**Drainage**

1. Show how gutter flow from the new curb and gutter on Poison Spider Lane will be conveyed to the ditch (curb cuts, inlets, or rundowns).

1 Response: Runoff collected in the new Poison Spider curb and gutter will be conveyed to the existing drainage ditch by curb cuts allowing overland flow into the ditch. See new detail 2/C500.

STRUCTURAL CIVIL SURVEY

2. The drainage study does not evaluate the Poison Spider Lane ditch or culvert capacity. Provide pre- and post-development peak flows to the ditch, and demonstrate capacity including the new M1 inlet and the new curb and gutter.

2 Response: The drainage study now shows the existing impact on the swale and the proposed impact after the development is finished. The new M1 inlet allows water to be retained until the full capacity of the 24" culvert is needed. This increases the amount of water the system can handle. See updated report included in this response.

3. Provide pond routing demonstrating adequate capacity and freeboard with the 16" outlet restriction.

3 Response: We have updated the pond and the drainage area to match the most up to date plan. The 16" outlet restriction was removed.

Fire Access

1. The fire access to the rear of the school will be sufficient; however, the existing hard surfacing will need to be striped to indicate its use as the fire lane. The fire lane shall remain unobstructed during car line operations.

1 Response: A striping diagram for the fire lane behind the school is included on the updated site plan. Notes are also included to ensure proper signage is posted on all gates to always keep the fire lane clear. See sheets C200 and C201.

Submittal

1. Provide one consolidated plan set.

1 Response: All plans that are being resubmitted are combined into one set.

2. Provide consent from the pipeline operators (Sinclair, Black Hills Energy) for improvements over their lines.

2 Response: We are coordinating with Raelynn Saxton, Sinclair Right of Way Specialist. We will provide the approved consent once received.

3. Note on the plans that the gym, track, field, bleachers, and concessions are future phases subject to separate approval.

3 Response: This note is included on all civil site plans.

4. Replat recording before building permit issuance. Without it, the 20-acre minimum lot size isn't met.

4 Response: This has been submitted and is currently in process.

5. Building elevations. These are a required submittal, and they tie into the lighting narrative if the building is lit.

5 Response: See attached Building elevations included with this response.



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 2, 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 flowing 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, 9.67 acres drain directly to the drainage swale along Poison Spider Road. The existing impact on the swale is contributing 13.6 cfs to the swale at peak flow during a 100 year moisture event. The other 10.33 acres and the subdivision's 36.73 acres drain into a 57,112 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. The Post development Flows from the school's property to the drainage swale along Poison Spider Road for the 100-year moisture event is 26.9 cfs.

Storm Water Detention

The existing detention pond in the North West Corner of Sub-Basin C 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 for the swale on Poison Spider, there should be a 13" M1 inlet drain installed on the culvert on the East Side of the North West access of the school's property. This will allow the water to slow down until the major moisture event where the full capacity of the 24-Inch culvert is needed.

STORMWATER DRAINAGE STUDY

For

Construction of the

WCA Phase 2 SWALE ON POISON SPIDER

CEPI Project No. 26-014



October 2026

FOR INFORMATION REGARDING
THIS PROJECT CONTACT:
ROBERT BENNETT
CEPI
6080 Enterprise Drive
CASPER, WYOMING 82609
307.266.4346

WCA Phase 2 SWALE ON POISON SPIDER EXISTING CONDITIONS

October 2026

Time of Concentration

$$T_c = 1.87 \frac{(1.1 - C \times C_f)(L^{0.5})}{S^{0.33}} \quad (\text{Eq. 1 - Sheet Flow})$$

$$T_c = \frac{L}{(1.49/n)((d/4)^{0.66})(S^{0.5})} \quad (\text{Eq. 2 - Pipe Flow})$$

Table 1 - Sheet Flow

C	L (ft)	S (%)	C _{f,100YR}	CxC _f	T _{CX} (10yr)	T _{CX} (100yr)
0.39	1050	2.1	1.25	0.49	33.6	29.0
			1.25			
			1.25			
			1.25			

Table 2 - Pipe Flow

d (in)	n*	L (ft)	S (%)	T _{CX} (10yr/100yr)

* 0.01 for PVC
0.013 for RCP

T_{C,10YR} = 33.6 min

T_{C,100YR} = 29.0 min

Rainfall Intensity

$$i = \frac{a}{(b + D)^n} \quad (\text{Eq. 3 - Rainfall Intensity})$$

$$\begin{aligned} a_{10YR} &= 36.69421 & b_{10YR} &= 9.85 & D_{10YR} &= 33.6 \text{ min} & n_{10YR} &= 0.81962 \\ a_{100YR} &= 60.87626 & b_{100YR} &= 10.154 & D_{100YR} &= 29.0 \text{ min} & n_{100YR} &= 0.83098 \end{aligned}$$

i_{10YR} = 1.7 in/hr

i_{100YR} = 2.9 in/hr

Flow

$$Q = C_f C \times i \times A \quad (\text{Eq. 4 - Peak Flow})$$

Area (acres)	C	A*C
9.67	0.39	3.771

A_{TOTAL} = 9.67

C = 0.39

C_{f,100yr} = 1.25

CxC_f = 0.488

Q_{10YR} = 6.3 cfs

Q_{100YR} = 13.6 cfs

WCA Phase 2 SWALE ON POISON SPIDER DEVELOPED CONDITIONS

October 2026

Time of Concentration

$$T_c = 1.87 \frac{(1.1 - C \times C_f)(L^{0.5})}{S^{0.33}} \quad (\text{Eq. 1 - Sheet Flow})$$

$$T_c = \frac{L}{(1.49/n)((d/4)^{0.66})(S^{0.5})} \quad (\text{Eq. 2 - Pipe Flow})$$

Table 1 - Sheet Flow

C	L (ft)	S (%)	C _{f,100YR}	CxC _f	T _{CX} (10yr)	T _{CX} (100yr)
0.58	1050	2.1	1.25	0.73	24.6	17.7
			1.25			
			1.25			
			1.25			

Table 2 - Pipe Flow

d (in)	n*	L (ft)	S (%)	T _{CX} (10yr/100yr)

* 0.01 for PVC
0.013 for RCP

T_{C,10YR} = 24.6 min

T_{C,100YR} = 17.7 min

Rainfall Intensity

$$i = \frac{a}{(b + D)^n} \quad (\text{Eq. 3 - Rainfall Intensity})$$

$$\begin{aligned} a_{10YR} &= 36.69421 & b_{10YR} &= 9.85 & D_{10YR} &= 24.6 \text{ min} & n_{10YR} &= 0.81962 \\ a_{100YR} &= 60.87626 & b_{100YR} &= 10.154 & D_{100YR} &= 17.7 \text{ min} & n_{100YR} &= 0.83098 \end{aligned}$$

i_{10YR} = 2.0 in/hr

i_{100YR} = 3.8 in/hr

Flow

$$Q = C_f C \times i \times A \quad (\text{Eq. 4 - Peak Flow})$$

Area (acres)	C	A*C
9.67	0.58	5.61

A_{TOTAL} = 9.67

C = 0.58

C_{f,100yr} = 1.25

CxC_f = 0.725

Q_{10YR} = 11.3 cfs

Q_{100YR} = 26.9 cfs

**WCA Phase 2 SWALE ON POISON SPIDER
STORAGE**
October 2026

10-YR EVENT

Rainfall Duration (min)	Intensity (in/hr)	Peak Runoff (cfs)	Storm Runoff Volume (cf)	Release Flow Volume (cfs)	Req. Storage Volume (cfs)	Critical Volume
15	2.64	14.8	13306	5660	7646	
16	2.55	14.3	13742	6038	7704	
17	2.47	13.9	14153	6415	7738	
18	2.40	13.5	14543	6792	7751	<==
19	2.33	13.1	14914	7170	7744	
20	2.27	12.7	15266	7547	7720	
21	2.21	12.4	15603	7924	7678	

Required Volume = 7751 cf

$$Volume = H \frac{A_{BOTTOM} + A_{TOP}}{2}$$

(Eq. 5 - Volume of Pond)

$$\begin{aligned} A_{BOTTOM} &= 190 \text{ sf} \\ A_{TOP} &= 1020 \text{ sf} \\ H &= 4 \text{ ft} \end{aligned}$$

Volume of Pond = 2420 cf

FALSE <-Storage Amount OKAY?

100-YR EVENT (FOR INFORMATION PURPOSES ONLY)

Rainfall Duration	Intensity (in/hr)	Peak Runoff (cfs)	Storm Runoff Volume (cf)	Release Flow Volume (cfs)	Req. Storage Volume (cfs)	Critical Volume
50	2.02	14.2	42540	40885	1655	<==
51	2.00	14.0	42801	41703	1098	
52	1.97	13.8	43056	42521	535	
53	1.94	13.6	43305	43338	-33	
54	1.92	13.4	43550	44156	-606	
55	1.89	13.3	43790	44974	-1183	
56	1.87	13.1	44026	45791	-1766	

WCA Phase 2 SWALE ON POISON SPIDER OUTFALL DESIGN

October 2026

Manning's "n" =	0.013	
L =	85	ft
E_s =	5248.00	ft
E_c =	5245.00	ft
$Q_{10YR,PRE-DEV}$ =	6.3	cfs

(Static Water Elevation)

(Pipe Centerline Elevation)

D (trial) =	13	in
---------------	----	----

<--Increase/Decrease to the diameter below
Do not use less than 6"

$$K_p = 5087n^2 D^{-4/3} \quad (\text{Eq. 6 - Pipe Friction Coefficient})$$

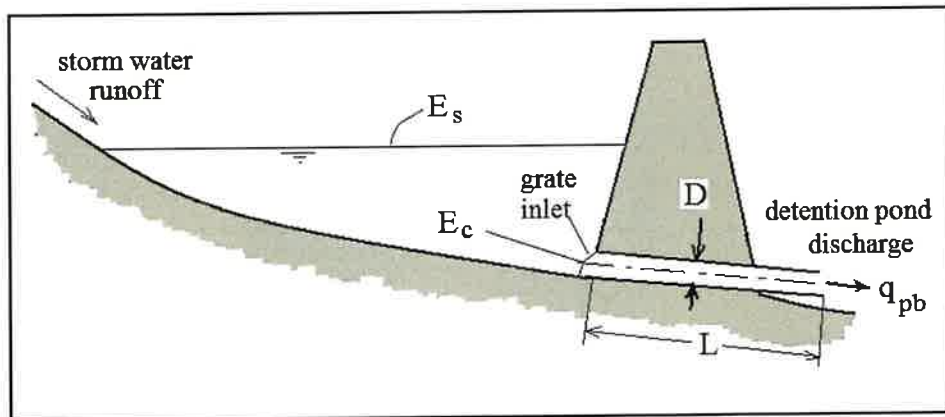
$$C = 0.456 + 0.047 \times (LK_p) - 0.0024 \times (LK_p)^2 + 0.00006 \times (LK_p)^3 \quad (\text{Eq. 7 - Minor Losses})$$

$$D = 12 \left(\frac{Q_{10YR,PREDEV}^5}{C(E_s - E_c)^{0.25}} \right)^{0.25} \quad (\text{Eq. 8 - Pipe Diameter})$$

K_p =	0.028
---------	-------

C =	0.555
-----	-------

D =	13	in	<--Insert value above
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Storm Water Detention Pond with Pipe Outlet Control

STORMWATER DRAINAGE STUDY

For

Construction of the

WCA Phase 2 Detention Pond

CEPI Project No. 26-014



October 2026

FOR INFORMATION REGARDING
THIS PROJECT CONTACT:
ROBERT BENNETT
CEPI
6080 Enterprise Drive
CASPER, WYOMING 82609
307.266.4346

WCA Phase 2 Detention Pond EXISTING CONDITIONS

October 2026

Time of Concentration

$$T_C = 1.87 \frac{(1.1 - C \times C_f)(L^{0.5})}{S^{0.33}} \quad (\text{Eq. 1 - Sheet Flow})$$

$$T_C = \frac{L}{(1.49/n)((d/4)^{0.66})(S^{0.5})} \quad (\text{Eq. 2 - Pipe Flow})$$

Table 1 - Sheet Flow

C	L (ft)	S (%)	C _{f,100YR}	CxC _f	T _{CX} (10yr)	T _{CX} (100yr)
0.25	950	3	1.25	0.31	34.0	31.5
0.38	1300	3	1.25	0.48	33.7	29.2
			1.25			
			1.25			

Table 2 - Pipe Flow

d (in)	n*	L (ft)	S (%)	T _{CX} (10yr/100yr)
24	0.012	500	1	1.07

* 0.01 for PVC
0.013 for RCP

$$T_{C_{10YR}} = 68.7 \text{ min}$$

$$T_{C_{100YR}} = 61.8 \text{ min}$$

Rainfall Intensity

$$i = \frac{a}{(b + D)^n} \quad (\text{Eq. 3 - Rainfall Intensity})$$

$$\begin{aligned} a_{10YR} &= 36.69421 & b_{10YR} &= 9.85 & D_{10YR} &= 68.7 \text{ min} & n_{10YR} &= 0.81962 \\ a_{100YR} &= 60.87626 & b_{100YR} &= 10.154 & D_{100YR} &= 61.8 \text{ min} & n_{100YR} &= 0.83098 \end{aligned}$$

$$i_{10YR} = 1.0 \text{ in/hr}$$

$$i_{100YR} = 1.7 \text{ in/hr}$$

Flow

$$Q = C_f C \times i \times A \quad (\text{Eq. 4 - Peak Flow})$$

Area (acres)	C	A*C
10.33	0.25	2.583
36.73	0.38	13.96

$$A_{TOTAL} = 47.06$$

$$C = 0.351$$

$$C_{f_{100YR}} = 1.25$$

$$CxC_f = 0.439$$

$$Q_{10YR} = 17.0 \text{ cfs}$$

$$Q_{100YR} = 36.1 \text{ cfs}$$

WCA Phase 2 Detention Pond DEVELOPED CONDITIONS

October 2026

Time of Concentration

$$T_c = 1.87 \frac{(1.1 - C \times C_f)(L^{0.5})}{S^{0.33}} \quad (\text{Eq. 1 - Sheet Flow})$$

$$T_c = \frac{L}{(1.49/n)((d/4)^{0.66})(S^{0.5})} \quad (\text{Eq. 2 - Pipe Flow})$$

Table 1 - Sheet Flow

C	L (ft)	S (%)	C _{f,100YR}	CxC _f	T _{CX} (10yr)	T _{CX} (100yr)
0.25	950	3	1.25	0.31	34.0	31.5
0.38	1300	3	1.25	0.48	33.7	29.2
			1.25			
			1.25			

Table 2 - Pipe Flow

d (in)	n*	L (ft)	S (%)	T _{CX} (10yr/100yr)
24	0.012	500	1	1.07

* 0.01 for PVC
0.013 for RCP

$$T_{C,10YR} = 68.7 \text{ min}$$

$$T_{C,100YR} = 61.8 \text{ min}$$

Rainfall Intensity

$$i = \frac{a}{(b + D)^n} \quad (\text{Eq. 3 - Rainfall Intensity})$$

$$\begin{aligned} a_{10YR} &= 36.69421 & b_{10YR} &= 9.85 & D_{10YR} &= 68.7 \text{ min} & n_{10YR} &= 0.81962 \\ a_{100YR} &= 60.87626 & b_{100YR} &= 10.154 & D_{100YR} &= 61.8 \text{ min} & n_{100YR} &= 0.83098 \end{aligned}$$

$$i_{10YR} = 1.0 \text{ in/hr}$$

$$i_{100YR} = 1.7 \text{ in/hr}$$

Flow

$$Q = C_f C \times i \times A \quad (\text{Eq. 4 - Peak Flow})$$

Area (acres)	C	A*C
10.33	0.25	2.58
36.73	0.38	13.96

$$A_{TOTAL} = 47.06$$

$$C = 0.351$$

$$C_{f,100yr} = 1.25$$

$$CxC_f = 0.439$$

$$Q_{10YR} = 17.0 \text{ cfs}$$

$$Q_{100YR} = 36.1 \text{ cfs}$$

WCA Phase 2 Detention Pond
STORAGE
 October 2026

10-YR EVENT

Rainfall Duration (min)	Intensity (in/hr)	Peak Runoff (cfs)	Storm Runoff Volume (cf)	Release Flow Volume (cfs)	Req. Storage Volume (cfs)	Critical Volume
15	2.64	43.6	39241	15279	23961	
16	2.55	42.2	40525	16298	24227	
17	2.47	40.9	41739	17316	24422	
18	2.40	39.7	42889	18335	24554	
19	2.33	38.6	43982	19354	24628	
20	2.27	37.5	45021	20372	24649	<==
21	2.21	36.5	46013	21391	24622	

Required Volume = 24649 cf

$$Volume = H \frac{A_{BOTTOM} + A_{TOP}}{2}$$

(Eq. 5 - Volume of Pond)

$$\begin{aligned} A_{BOTTOM} &= 8850 \text{ sf} \\ A_{TOP} &= 14000 \text{ sf} \\ H &= 5 \text{ ft} \end{aligned}$$

Volume of Pond = 57125 cf

TRUE <-Storage Amount OKAY?

100-YR EVENT (FOR INFORMATION PURPOSES ONLY)

Rainfall Duration	Intensity (in/hr)	Peak Runoff (cfs)	Storm Runoff Volume (cf)	Release Flow Volume (cfs)	Req. Storage Volume (cfs)	Critical Volume
50	2.02	41.8	125452	108159	17293	<==
51	2.00	41.2	126220	110322	15898	
52	1.97	40.7	126972	112486	14487	
53	1.94	40.2	127709	114649	13060	
54	1.92	39.6	128431	116812	11619	
55	1.89	39.1	129139	118975	10163	
56	1.87	38.6	129833	121138	8694	

WCA Phase 2 Detention Pond OUTFALL DESIGN

October 2026

Manning's "n" =	0.013	
L =	85	ft
E_s =	5248.00	ft
E_c =	5245.00	ft
$Q_{10YR,PRE-DEV}$ =	17.0	cfs

(Static Water Elevation)

(Pipe Centerline Elevation)

D (trial) = 19 in

<--Increase/Decrease to the diameter below
Do not use less than 6"

$$K_p = 5087n^2 D^{-4/3} \quad (\text{Eq. 6 - Pipe Friction Coefficient})$$

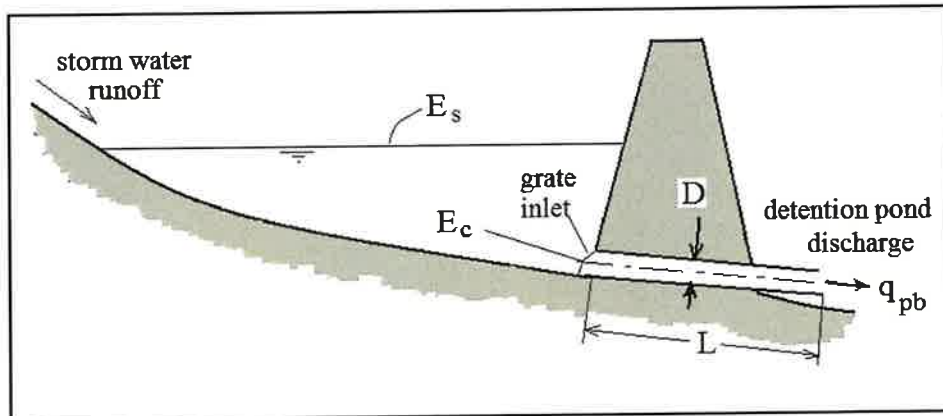
$$C = 0.456 + 0.047 \times (LK_p) - 0.0024 \times (LK_p)^2 + 0.00006 \times (LK_p)^3 \quad (\text{Eq. 7 - Minor Losses})$$

$$D = 1.49 \left(\frac{Q_{10YR,PRE-DEV}}{C} \right)^{0.5} (E_s - E_c)^{-0.25} \quad (\text{Eq. 8 - Pipe Diameter})$$

K_p = 0.017

C = 0.519

D = 19 in <--Insert value above



Storm Water Detention Pond with Pipe Outlet Control



**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:

1199 South Main Street, Suite 101
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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.

WATER FLOW TEST REPORT

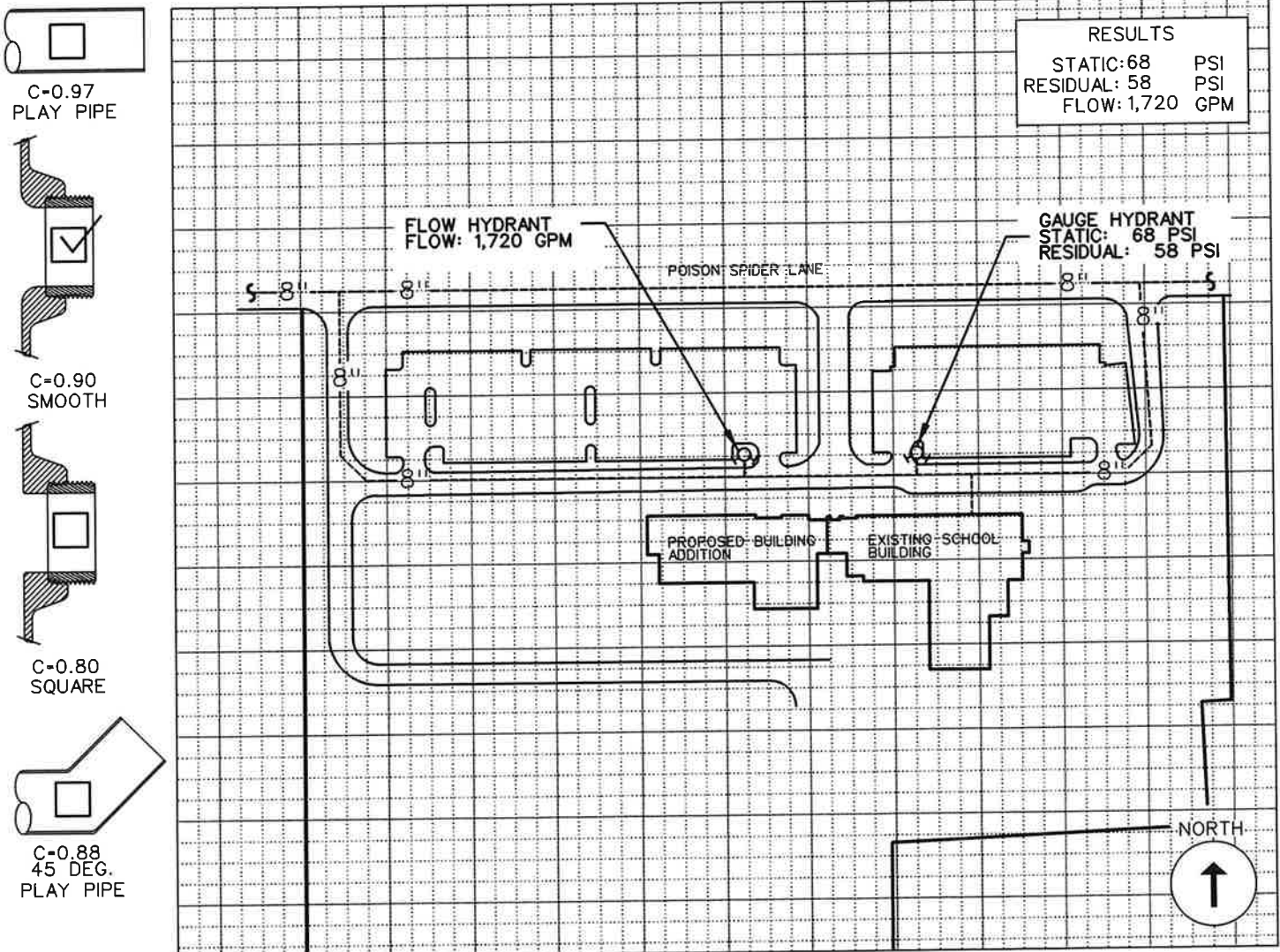
PROJECT NAME: WYOMING CLASSICAL ACADEMY - ADDITION
STREET ADDRESS: 6389 POISON SPIDER LANE
CITY: MILLS STATE: WYOMING
TESTED BY: MILLS WATER DEPARTMENT WITNESSED BY: CASEY COATES - MILLS WATER DEPARTMENT
TEST DATE: 09/21/2026 TEST TIME: 10:00 AM TEMPERATURE: 59°F PROJECT ELEVATION: 5,263 FT.
COMMENTS: 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: PSI
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: $Q = 29.83Cd^2\sqrt{P}$ Q: FLOW VOLUME d: OUTLET DIAMETER P: PITOT PRESSURE C: COEFFICIENT OF DISCHARGE

AREA MAP

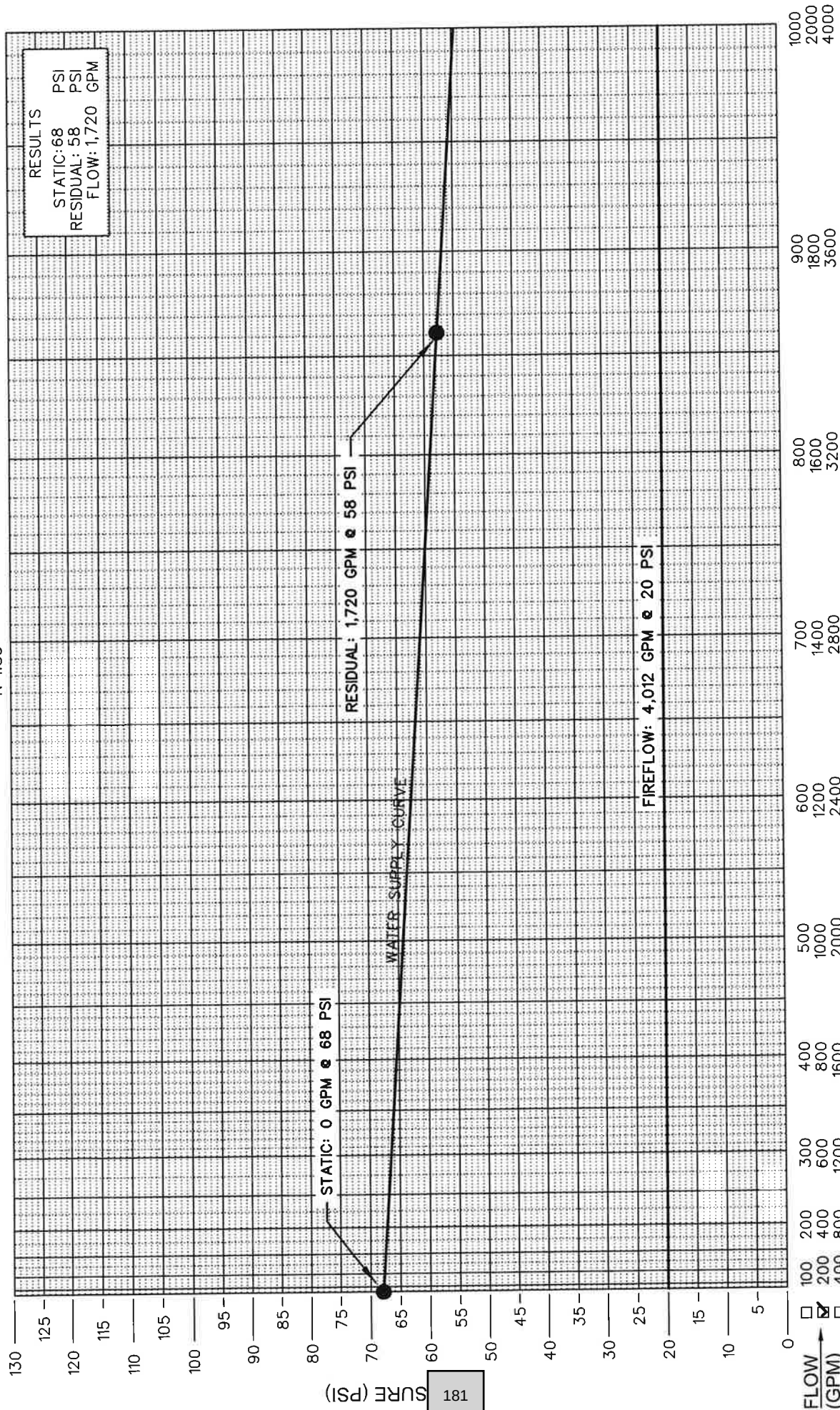


✓ FLOW TEST CONDUCTED IN ACCORDANCE WITH NFPA 291 "RECOMENDED PRACTICE FOR FIRE FLOW TESTING AND MARKING OF HYDRANTS"

PROTECTION CONSULTANTS, INC.

1199 SOUTH MAIN STREET, SUITE 101
CENTERVILLE, UTAH 84014

WATER FLOW GRAPH N-1.85



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	$\frac{1}{2}$
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>	$\frac{1}{2}$ 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	3
70,901–83,700	39,701–47,100	25,501–30,100	18,401–21,800	11,301–13,400	3,000	
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

WYOMING CLASSICAL ACADEMY

6389 POISON SPIDER LANE

MILLS, WYOMING 82604



PROJECT DIRECTORY

PROJECT	OWNER	ARCHITECT
WYOMING CLASSICAL ACADEMY	WYOMING CLASSICAL ACADEMY	WYOMING CLASSICAL ACADEMY
6389 POISON SPIDER LANE	6389 POISON SPIDER LANE	6389 POISON SPIDER LANE
MILLS, WYOMING 82604	MILLS, WYOMING 82604	MILLS, WYOMING 82604
PROJECT NO. 1000000000	PROJECT NO. 1000000000	PROJECT NO. 1000000000

DEFERRED SUBMITTALS & SPECIAL INSPECTIONS

1. SPECIAL INSPECTIONS TO BE PROVIDED BY THE ARCHITECT FOR THE FOLLOWING ITEMS:
A. SPECIAL INSPECTIONS TO BE PROVIDED BY THE ARCHITECT FOR THE FOLLOWING ITEMS:
FOR SPECIAL INSPECTIONS TO BE PROVIDED BY THE ARCHITECT FOR THE FOLLOWING ITEMS:

SHEET INDEX

NO.	DESCRIPTION	DATE
001	COVER SHEET	01/15/2020
002	GENERAL NOTES	01/15/2020
003	FOUNDATION	01/15/2020
004	WALLS	01/15/2020
005	ROOF	01/15/2020
006	MECHANICAL	01/15/2020
007	ELECTRICAL	01/15/2020
008	PLUMBING	01/15/2020
009	PAINT	01/15/2020
010	LANDSCAPE	01/15/2020
011	ADDITIONAL SHEETS	01/15/2020

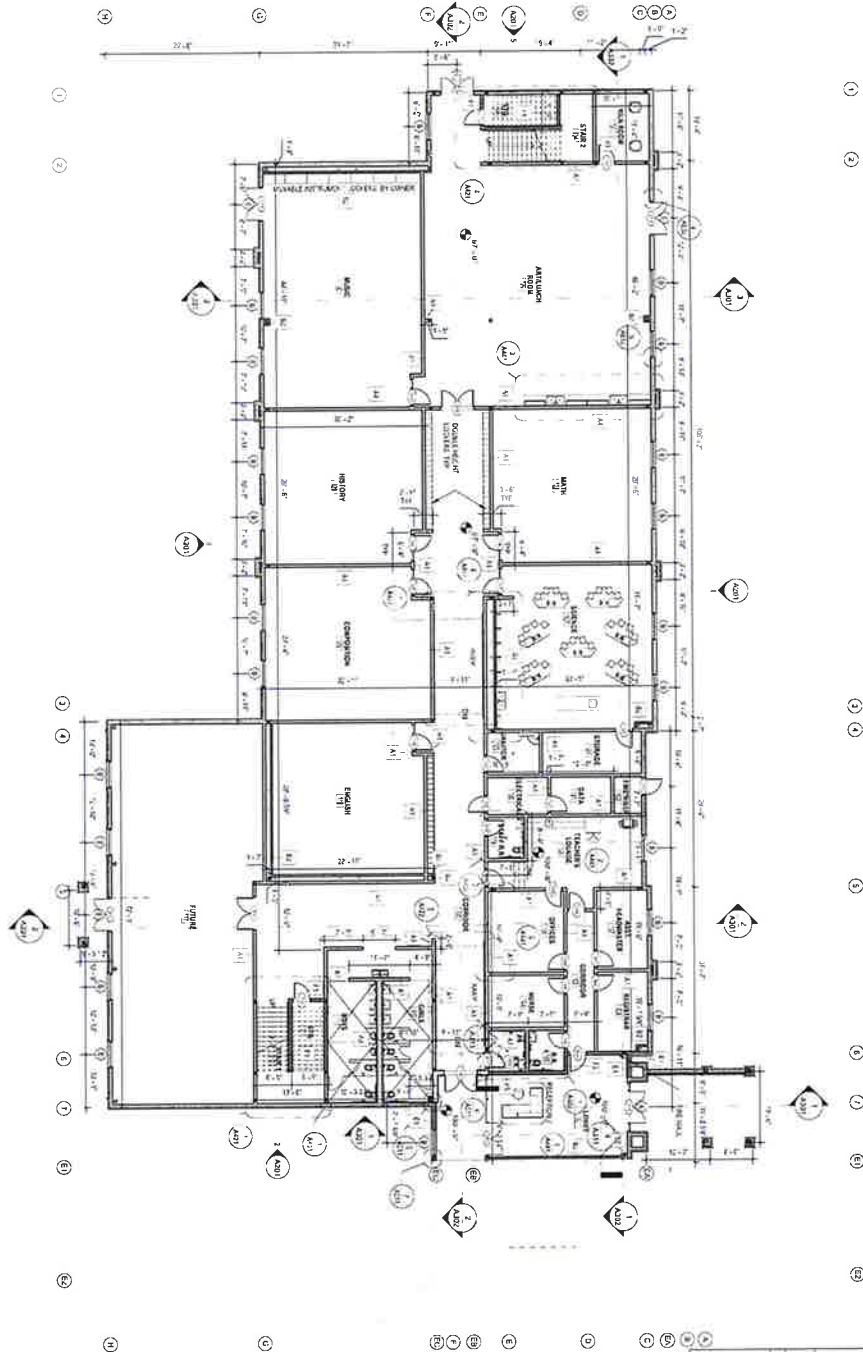
WYOMING CLASSICAL ACADEMY
6389 POISON SPIDER LANE
MILLS, WYOMING 82604

SILVERPEAK
ENGINEERING



177 E. ANTELOPE DR. STE. B
LAYTON, UT 84041
PHONE: (321) 419-5554

STRUCTURAL CIVIL SURVEY WWW.SILVERPEAKENGINEERING.COM



LEVEL 1 FLOOR PLAN

1
ANSI

BUILDING AREA - PHASE 1	
DATE: 11/11/11	11/11/11
PROJECT: 11/11/11	11/11/11
DESIGNER: 11/11/11	11/11/11
CONTRACTOR: 11/11/11	11/11/11
BUILDING AREA - PHASE 2	
DATE: 11/11/11	11/11/11
PROJECT: 11/11/11	11/11/11
DESIGNER: 11/11/11	11/11/11
CONTRACTOR: 11/11/11	11/11/11



WYOMING CLASSICAL ACADEMY	
6389 POISON SPOON LANE	
MILLS, WYOMING	
185	
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LAYTON, UT 84041	
PHONE: (801) 499-9554	
WWW.SILVERPEAKENG.COM	
STRUCTURAL CIVIL SURVEY	
SHEET NUMBER: A101	
LEVEL 1 FLOOR PLAN	
DATE: 11/11/11	
PROJECT: 11/11/11	
DESIGNER: 11/11/11	
CONTRACTOR: 11/11/11	

WYOMING CLASSICAL ACADEMY
6389 POISON SPOON LANE
MILLS, WYOMING
185

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177 E. ANTELOPE DR. STE. B
LAYTON, UT 84041
PHONE: (801) 499-9554

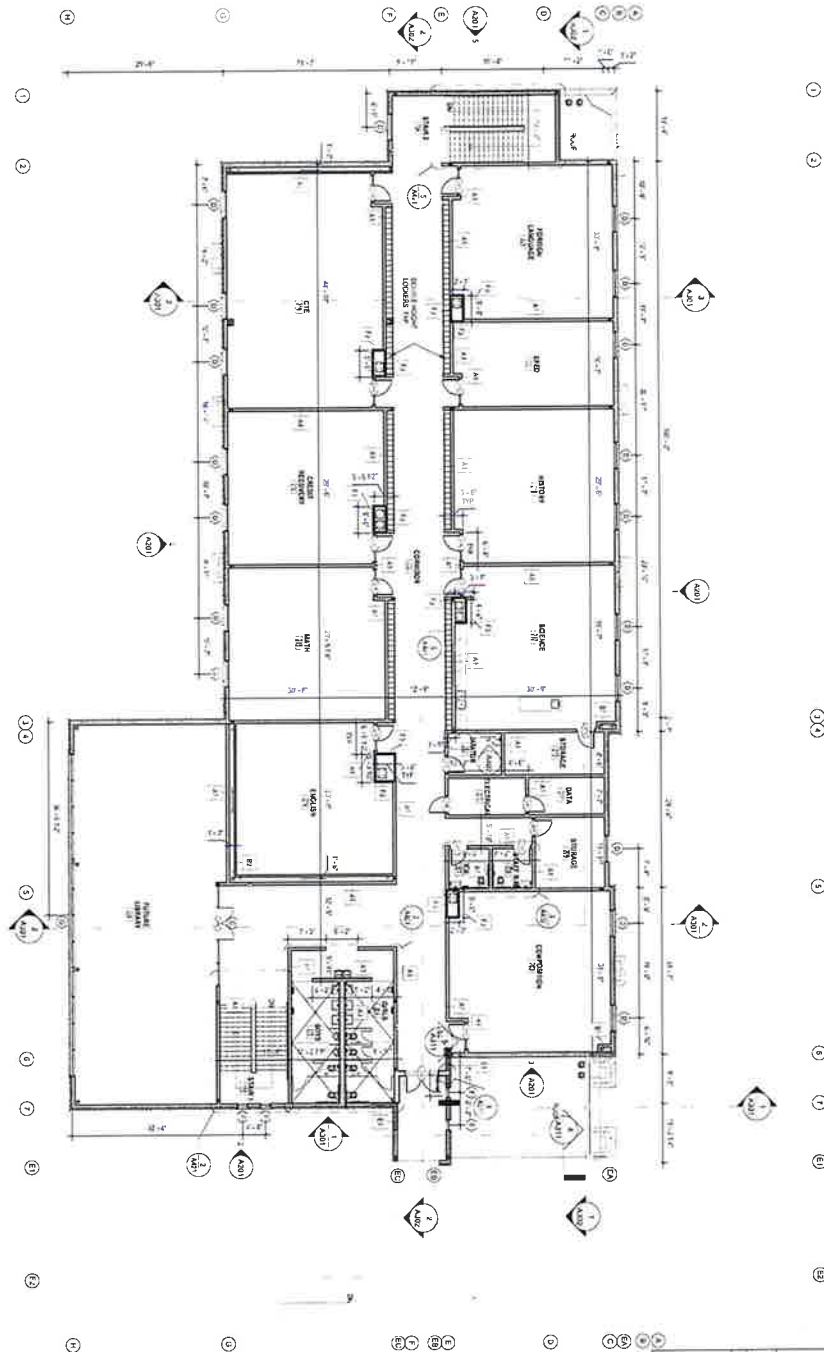
STRUCTURAL CIVIL SURVEY WWW.SILVERPEAKENG.COM

GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE U.S. NATIONAL BUILDING CODES AND ALL APPLICABLE LOCAL ORDINANCES.
2. THE DESIGNER HAS CONDUCTED VISUAL GENERAL VERIFICATION OF THE EXISTING CONDITIONS AND HAS FOUND THEM TO BE IN SUBSTANTIAL ACCORD WITH THE INFORMATION PROVIDED BY THE OWNER.
3. THE DESIGNER HAS CONDUCTED VISUAL GENERAL VERIFICATION OF THE EXISTING CONDITIONS AND HAS FOUND THEM TO BE IN SUBSTANTIAL ACCORD WITH THE INFORMATION PROVIDED BY THE OWNER.
4. THE DESIGNER HAS CONDUCTED VISUAL GENERAL VERIFICATION OF THE EXISTING CONDITIONS AND HAS FOUND THEM TO BE IN SUBSTANTIAL ACCORD WITH THE INFORMATION PROVIDED BY THE OWNER.
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8. THE DESIGNER HAS CONDUCTED VISUAL GENERAL VERIFICATION OF THE EXISTING CONDITIONS AND HAS FOUND THEM TO BE IN SUBSTANTIAL ACCORD WITH THE INFORMATION PROVIDED BY THE OWNER.
9. THE DESIGNER HAS CONDUCTED VISUAL GENERAL VERIFICATION OF THE EXISTING CONDITIONS AND HAS FOUND THEM TO BE IN SUBSTANTIAL ACCORD WITH THE INFORMATION PROVIDED BY THE OWNER.
10. THE DESIGNER HAS CONDUCTED VISUAL GENERAL VERIFICATION OF THE EXISTING CONDITIONS AND HAS FOUND THEM TO BE IN SUBSTANTIAL ACCORD WITH THE INFORMATION PROVIDED BY THE OWNER.

FLOOR PLAN LEGEND

SYMBOL	DESCRIPTION
(Symbol)	ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE U.S. NATIONAL BUILDING CODES AND ALL APPLICABLE LOCAL ORDINANCES.
(Symbol)	ROOM NO. - ALL ROOMS SHALL BE IDENTIFIED BY A NUMBER.
(Symbol)	ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE U.S. NATIONAL BUILDING CODES AND ALL APPLICABLE LOCAL ORDINANCES.



LEVEL 2 FLOOR PLAN

GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE FOLLOWING CODES AND STANDARDS:

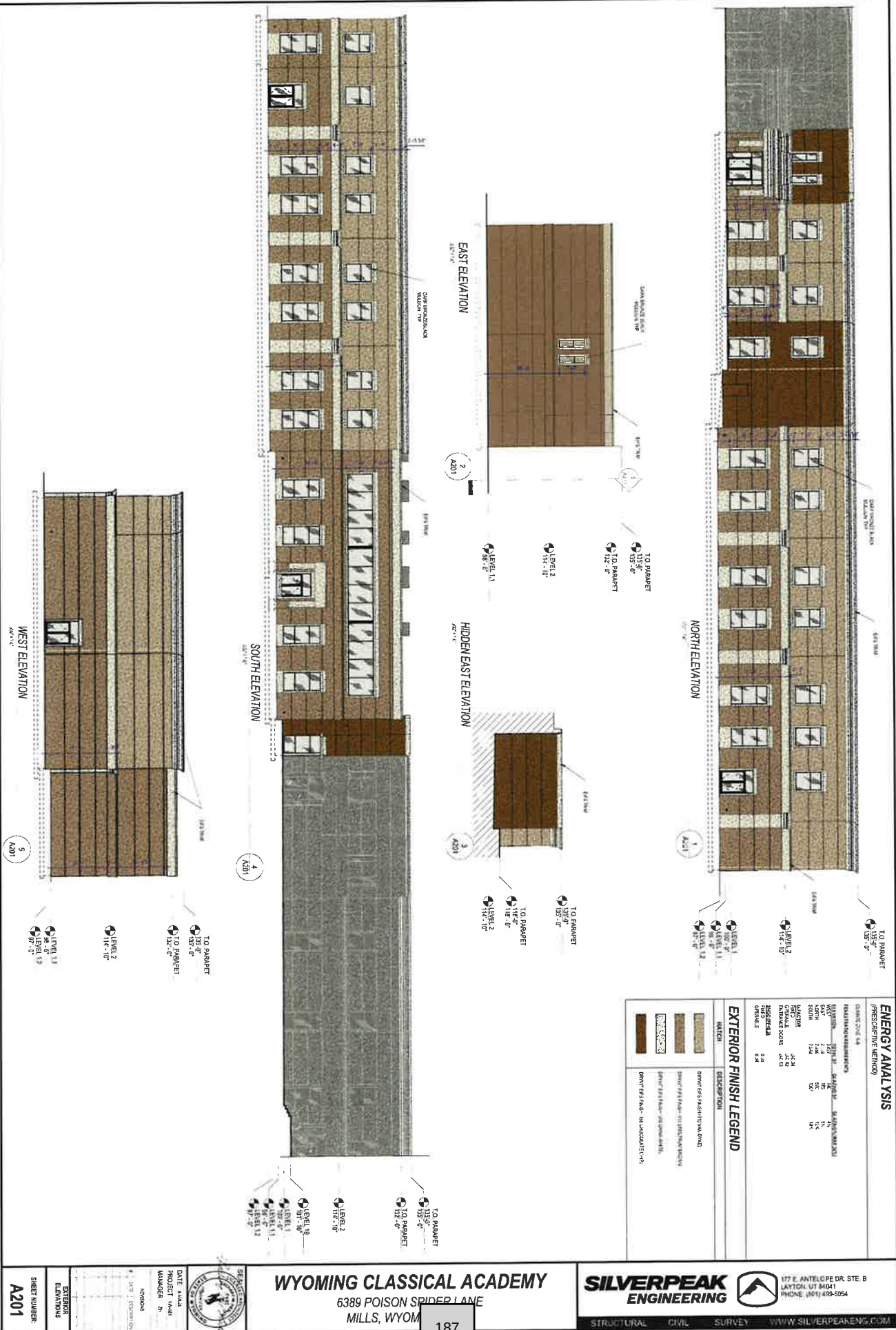
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- B. AIAA 1000-2-2000
- C. AIAA 1000-3-2000
- D. AIAA 1000-4-2000
- E. AIAA 1000-5-2000
- F. AIAA 1000-6-2000
- G. AIAA 1000-7-2000
- H. AIAA 1000-8-2000
- I. AIAA 1000-9-2000
- J. AIAA 1000-10-2000
- K. AIAA 1000-11-2000
- L. AIAA 1000-12-2000
- M. AIAA 1000-13-2000
- N. AIAA 1000-14-2000
- O. AIAA 1000-15-2000
- P. AIAA 1000-16-2000
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- R. AIAA 1000-18-2000
- S. AIAA 1000-19-2000
- T. AIAA 1000-20-2000
- U. AIAA 1000-21-2000
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- W. AIAA 1000-23-2000
- X. AIAA 1000-24-2000
- Y. AIAA 1000-25-2000
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- AM. AIAA 1000-39-2000
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- BI. AIAA 1000-61-2000
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- BK. AIAA 1000-63-2000
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- BM. AIAA 1000-65-2000
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- BO. AIAA 1000-67-2000
- BP. AIAA 1000-68-2000
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- BR. AIAA 1000-70-2000
- BS. AIAA 1000-71-2000
- BT. AIAA 1000-72-2000
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- BV. AIAA 1000-74-2000
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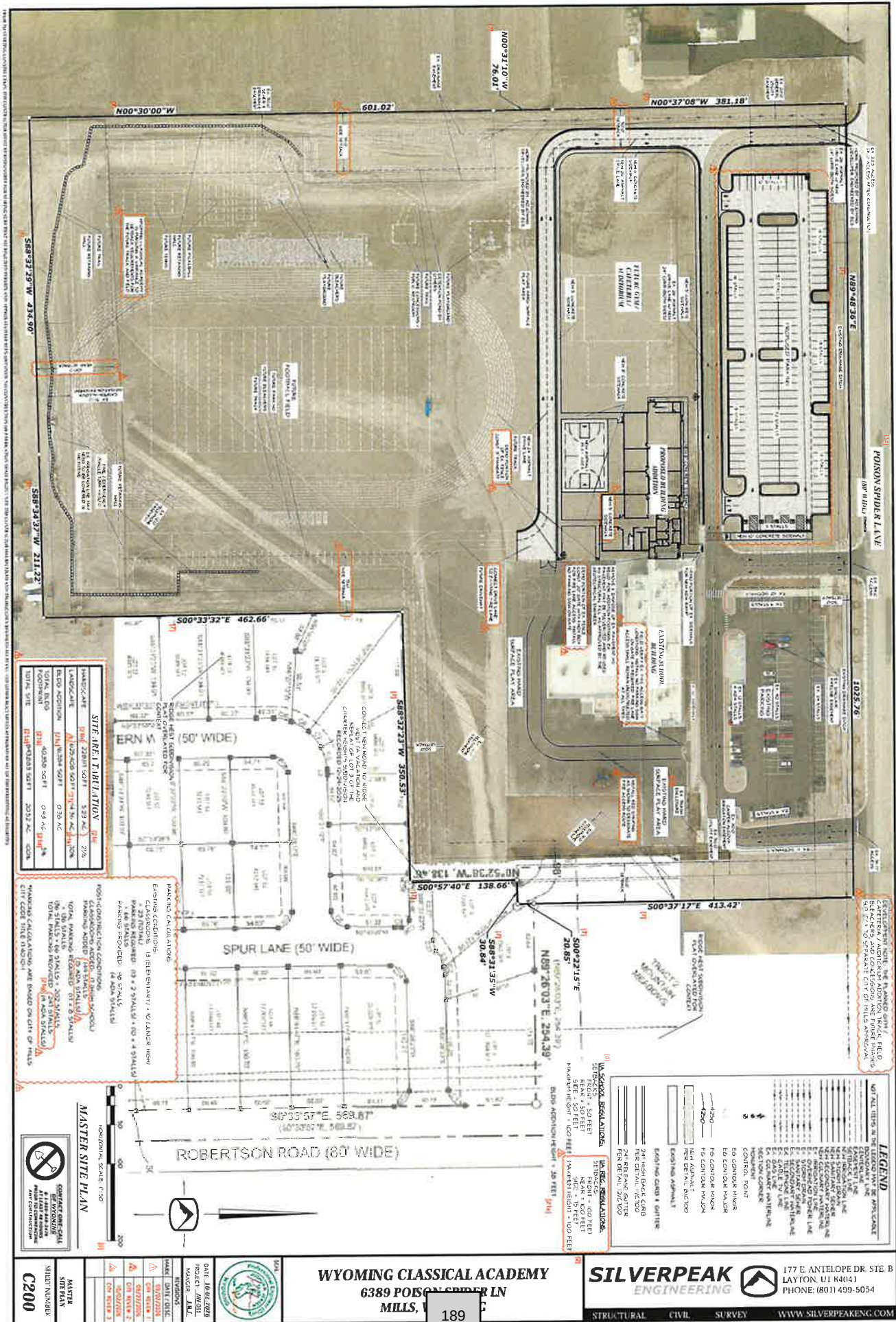
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6389 POISON SPIDER LANE
MILLS, WYOM 186

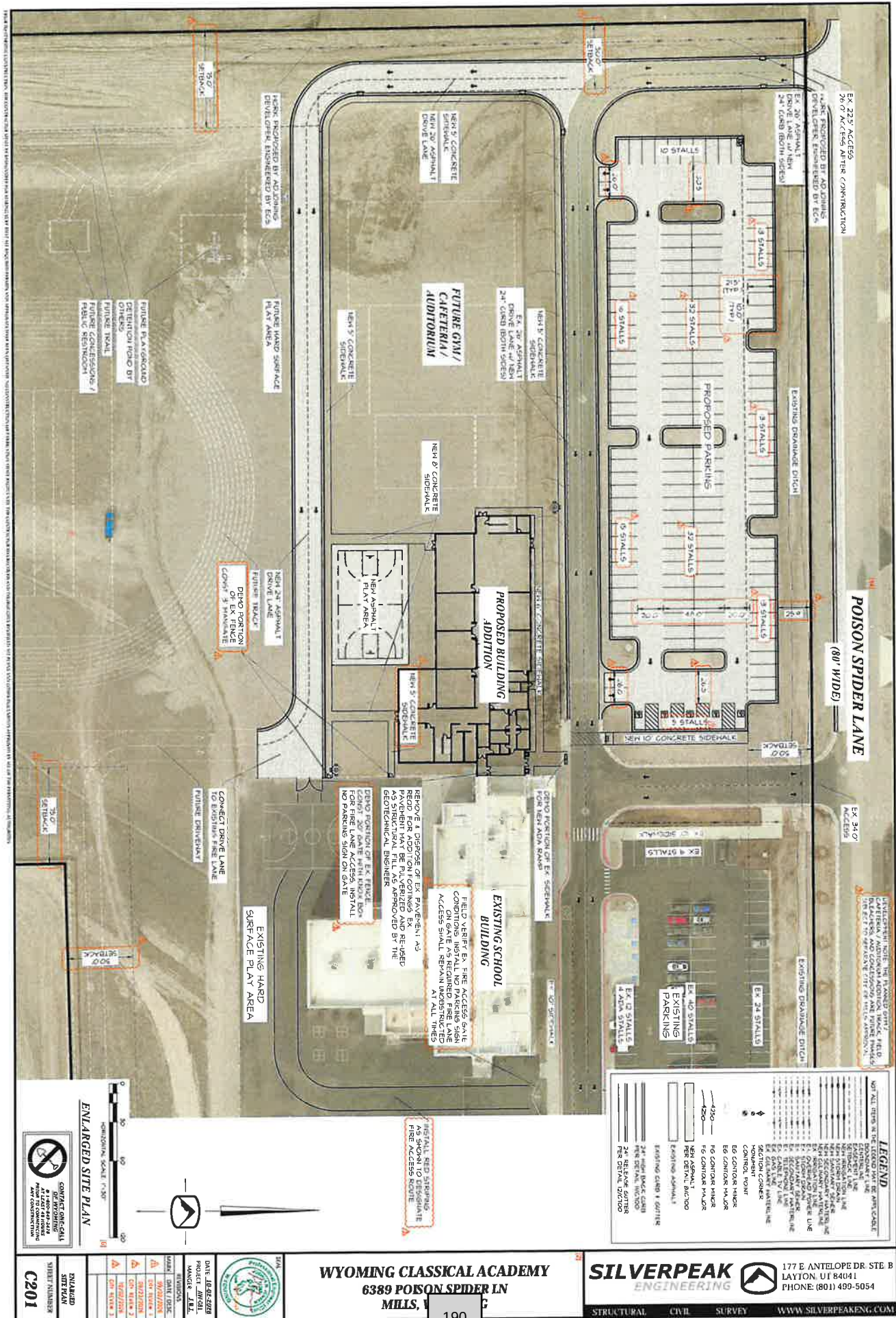
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ENGINEERING

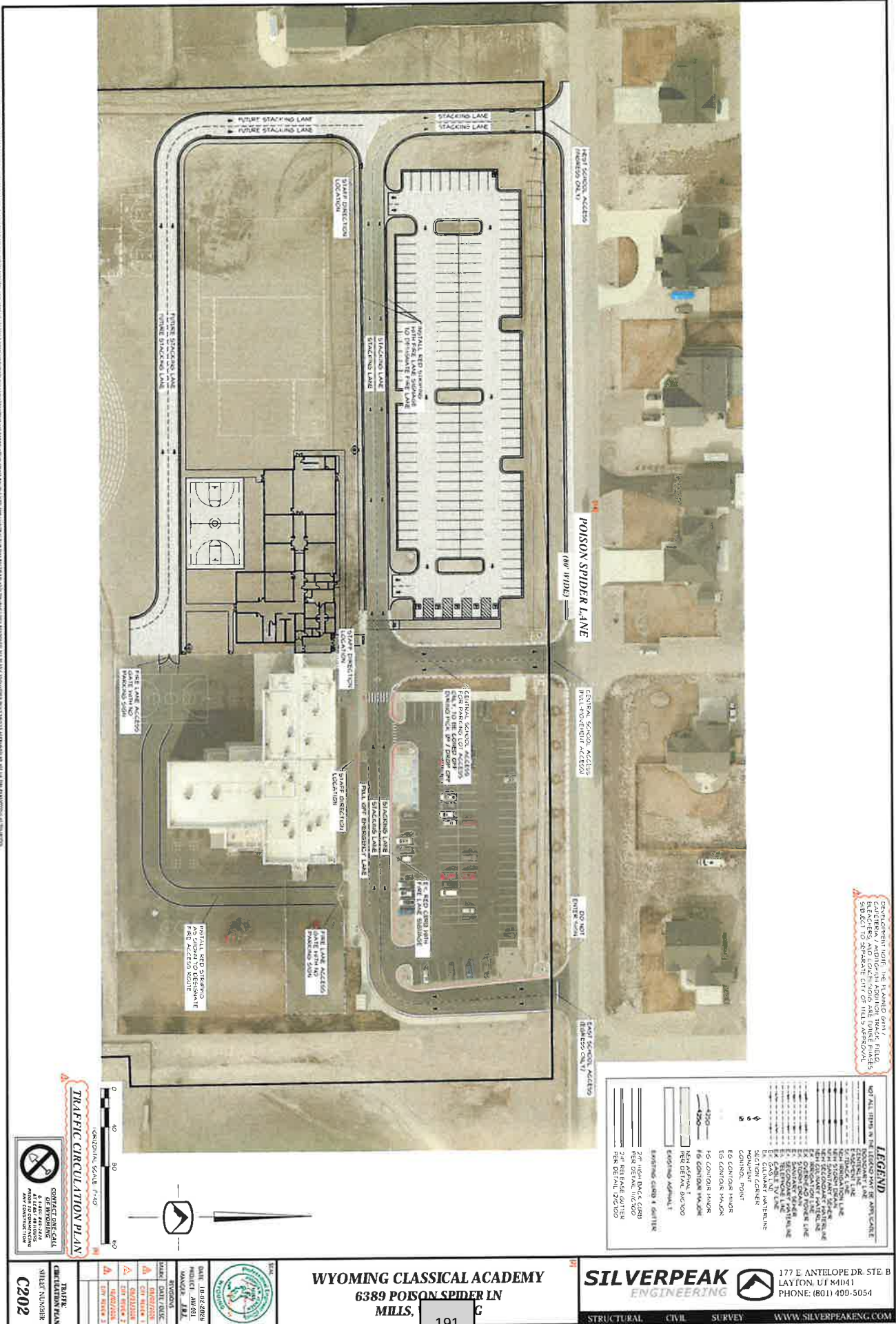
177 E. ANTELOPE DR. STE. B
LAYTON, UT 84041
PHONE: (801) 419-5054

STRUCTURAL CIVIL SURVEY WWW.SILVERPEAKENG.COM

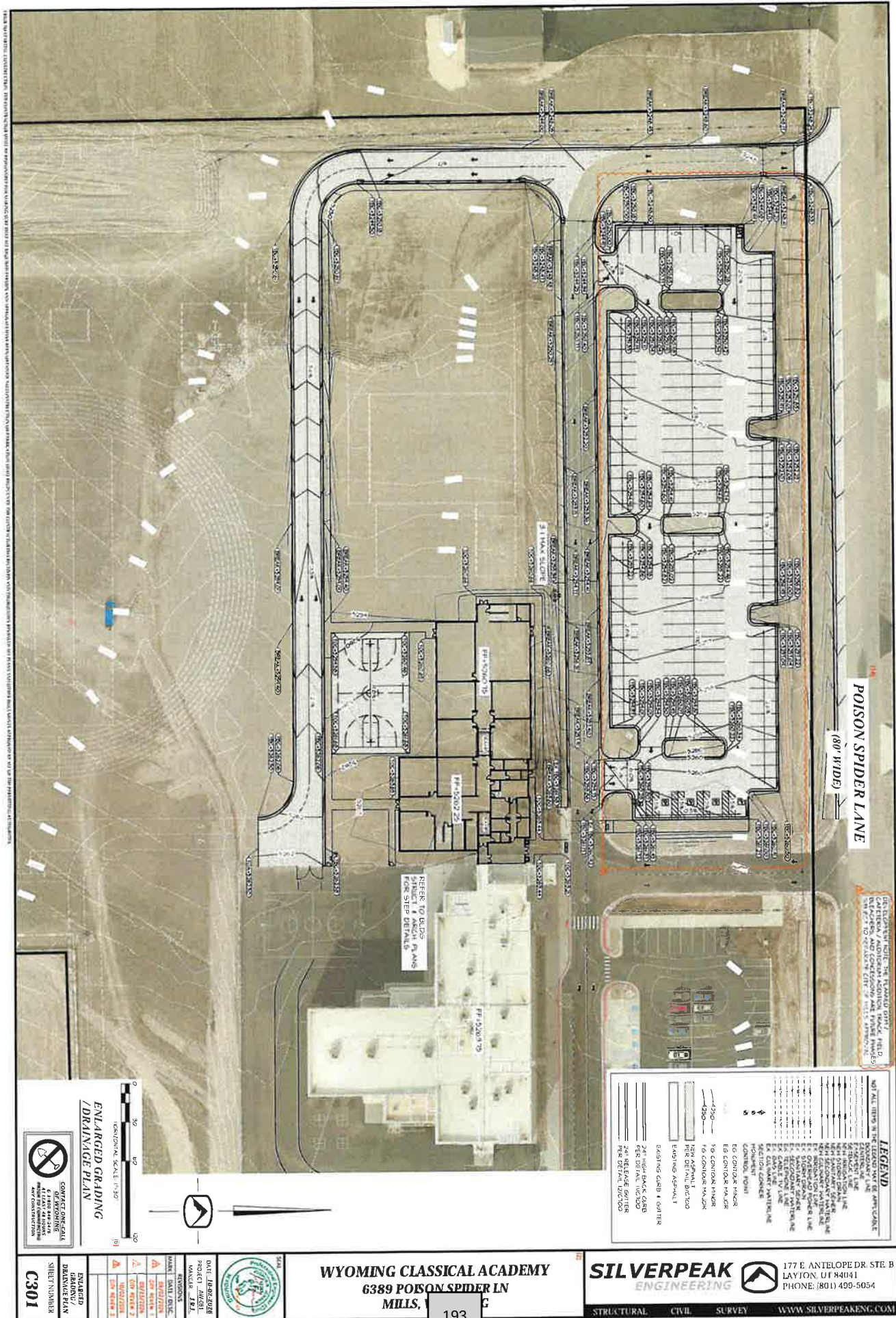


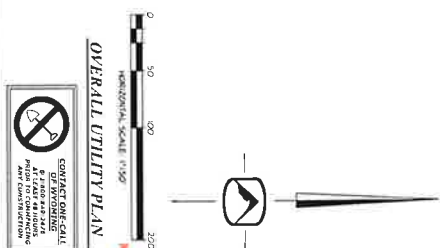








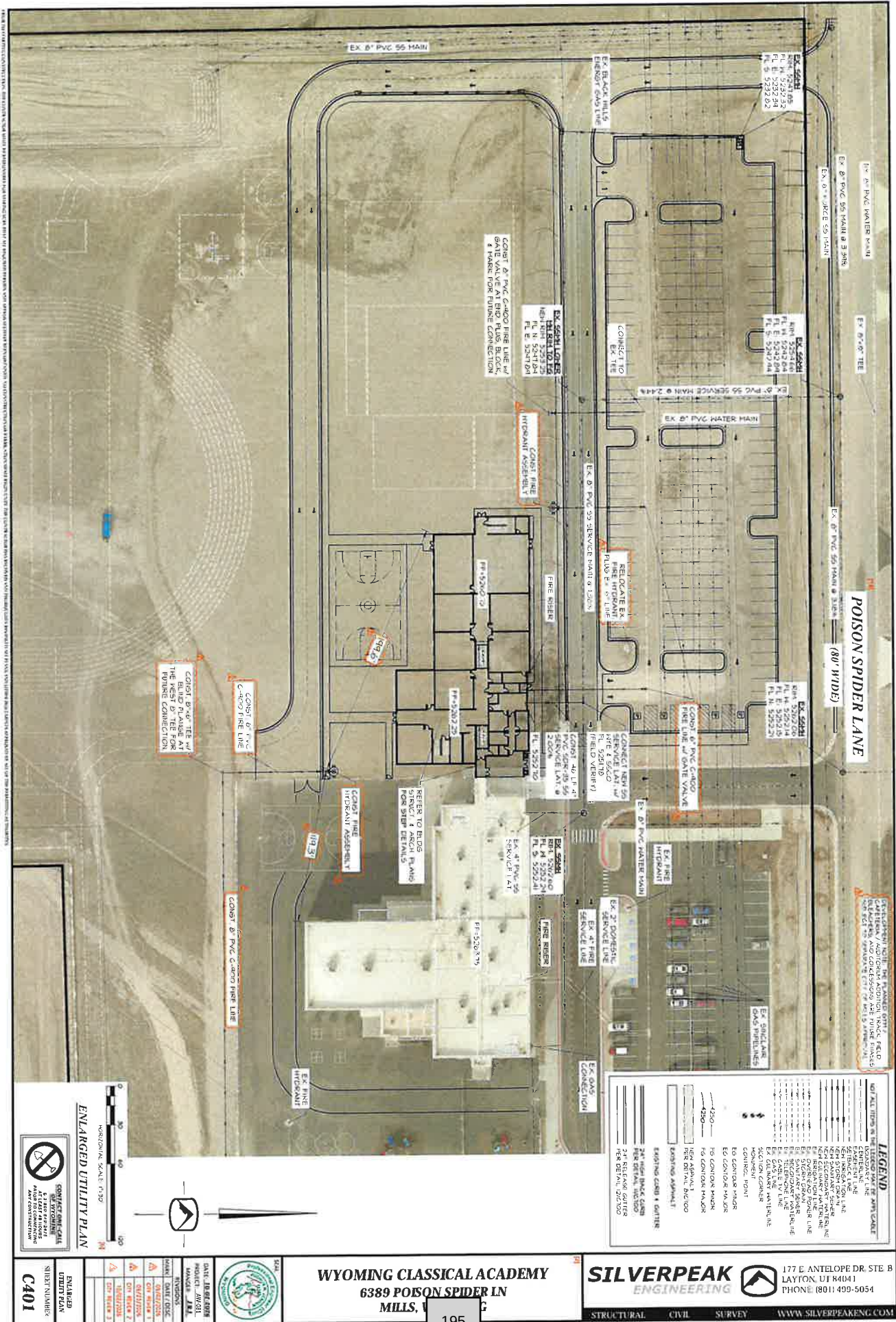


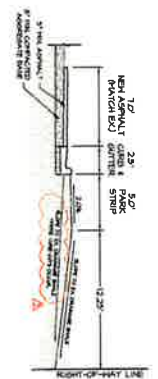


LEGEND

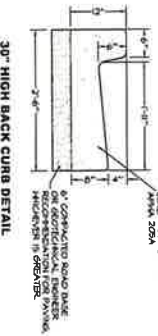
NOT ALL TYPES IN
LEGEND
ARE AVAILABLE

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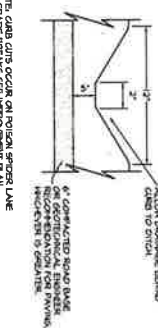




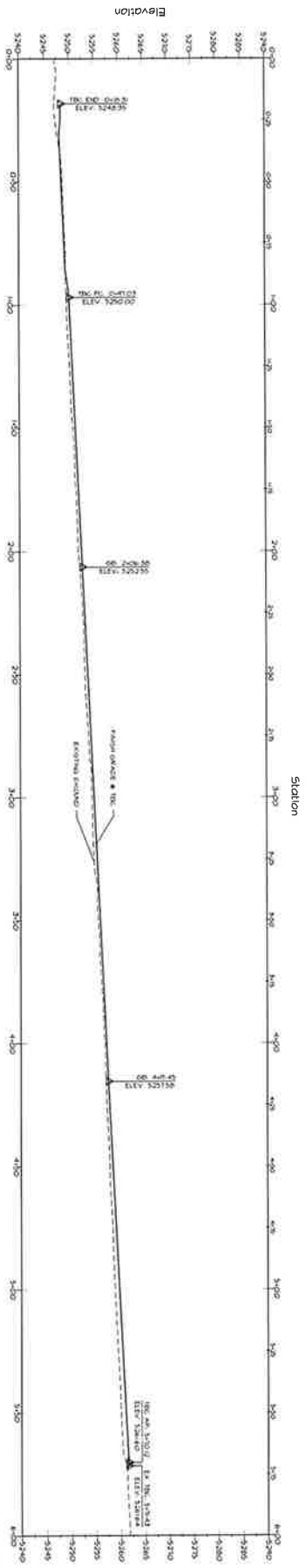
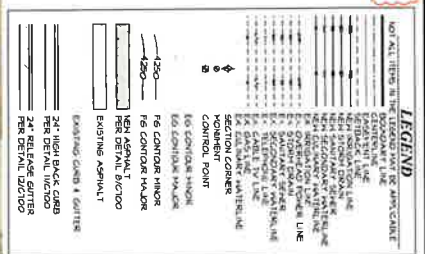
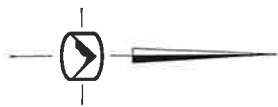
POISON SPIDER LANE IMPROVEMENTS



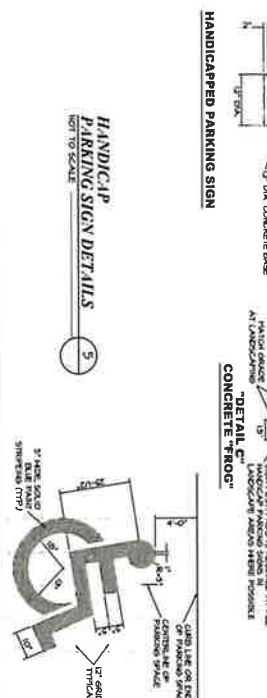
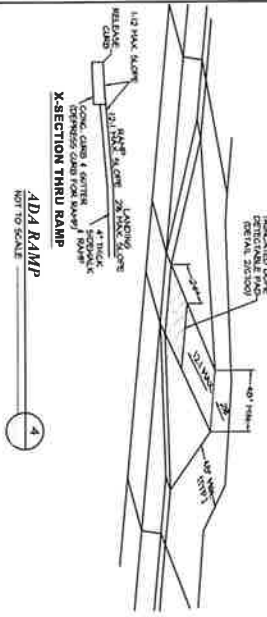
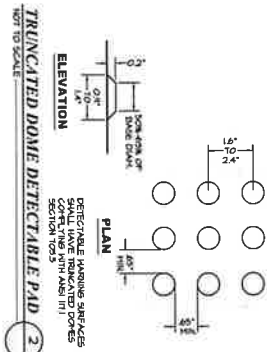
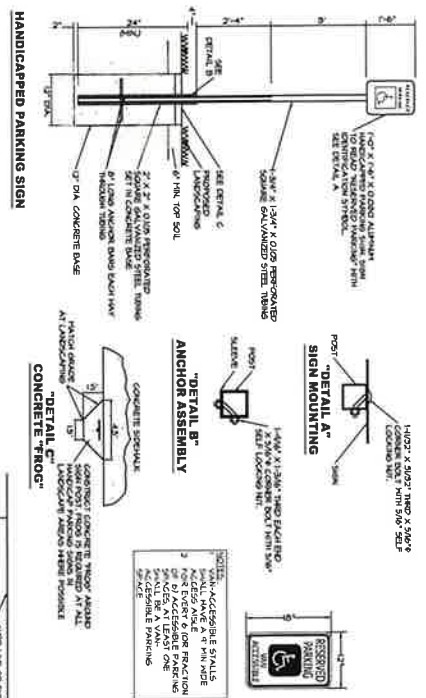
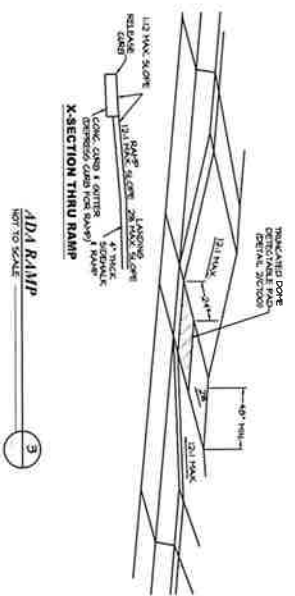
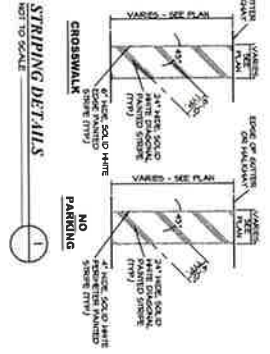
TYPICAL CURB CUT DETAIL.
NOT TO SCALE



DEVELOPMENT NOTE: THE PLANNED 6TH / 7TH FLOOR ADDITION, TRACK, FIELD, BLEACHERS, AND CONCESSIONS ARE FUTURE PHASES SUBJECT TO SEPARATE CITY OF MILLS APPROVAL



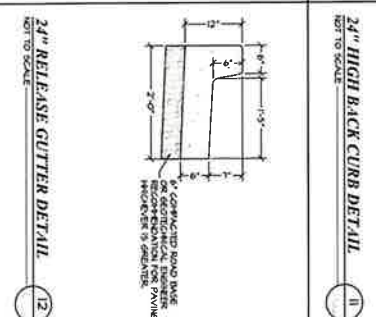
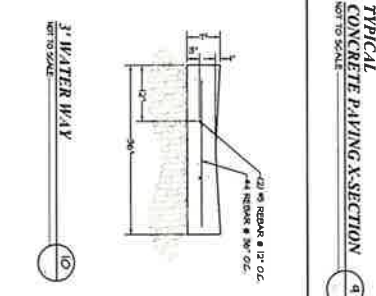
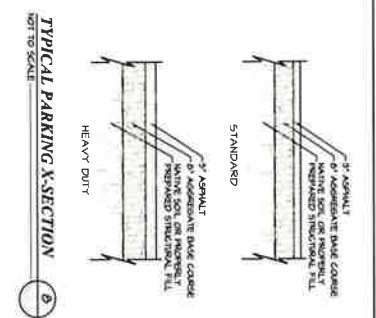
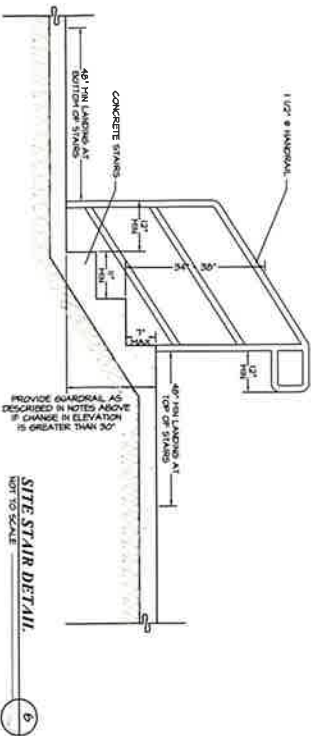


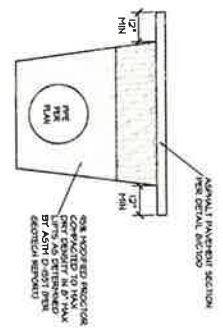


ALL BARS SHALL HAVE A MAXIMUM SLOPE OF 12° BARS WITH A SLOPE EXCEEDING THAT HAVING A SLOPE NOT GREATER THAN 10° IN ANY DIRECTION PER BAR.

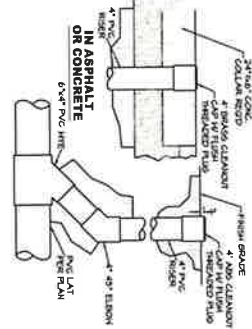
THE MAXIMUM SLOPE OF THE BOTTOM AND TOP OF EACH BAR SHALL NOT EXCEED 3° PER BAR. THE MINIMUM OF EACH BAR SHALL NOT EXCEED 1° PER BAR. THE MINIMUM OF EACH BAR SHALL BE 1/8" PER BAR.

THE SLOPE OF INDIVIDUAL BARS SHALL BE PLACED SO THAT 34" AND 40" BARS ARE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 48" BARS CONTAINING THE FULL LENGTH OF THE BAR, AND SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 24" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 18" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 12" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 6" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 3" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1 1/2" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 3/4" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/2" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/4" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/8" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/16" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/32" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/64" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/128" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/256" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/512" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/1024" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/2048" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/4096" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/8192" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/16384" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/32768" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/65536" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/131072" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/262144" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/524288" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/1048576" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/2097152" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/4194304" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/8388608" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/16777216" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/33554432" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/67108864" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/134217728" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/268435456" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/536870912" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/1073741824" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/2147483648" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. 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THE 1/17592186044416" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/35184372088832" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/70368744177664" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/140737488355328" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/281474976710656" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/562949953421312" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/1125899906842624" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/2251799813685248" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/4503599627370496" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/9007199254740992" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/18014398509481984" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/36028797018963968" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/72057594037927936" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/144115188075855872" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/288230376151711744" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/576460752303423488" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/1152921504606846976" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/2305843009213693952" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/4611686018427387904" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/9223372036854775808" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/18446744073709551616" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/36893488147419103232" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/73786976294838206464" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/147573952589676412928" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/295147905179352825856" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/590295810358705651712" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/1180591620717411303424" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/2361183241434822606848" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/4722366482869645213696" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/9444732965739290427392" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/18889465931478580854784" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/37778931862957161709568" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/75557863725914323419136" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/151115727451828646838272" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/302231454903657293676544" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/604462909807314587353088" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/1208925819614629174706176" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/2417851639229258349412352" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/4835703278458516698824704" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/9671406556917033397649408" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/19342813113834066795298816" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/38685626227668133590597632" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/77371252455336267181195264" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/154742504910672534362390528" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/309485009821345068724781056" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/618970019642690137449562112" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/1237940039285380274899124224" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/2475880078570760549798248448" BARS SHALL BE PLACED AT AN ANGLE OF 12° TO THE HORIZONTAL. THE 1/4951760157141521099596496896" BARS SHALL BE PLACED AT AN AN

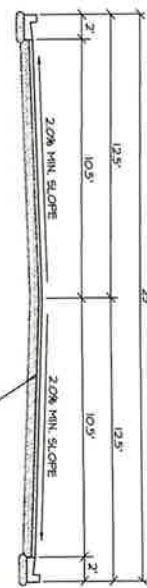
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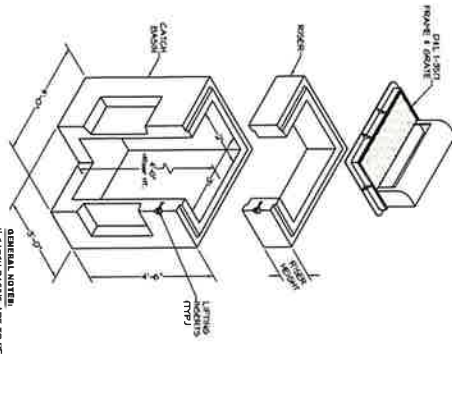
TYPICAL UTILITY TRENCH X-SECTION
NOT TO SCALE



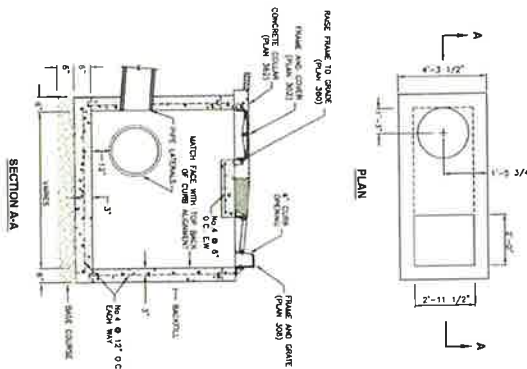
SANITARY SEWER CLEANOUT
NOT TO SCALE



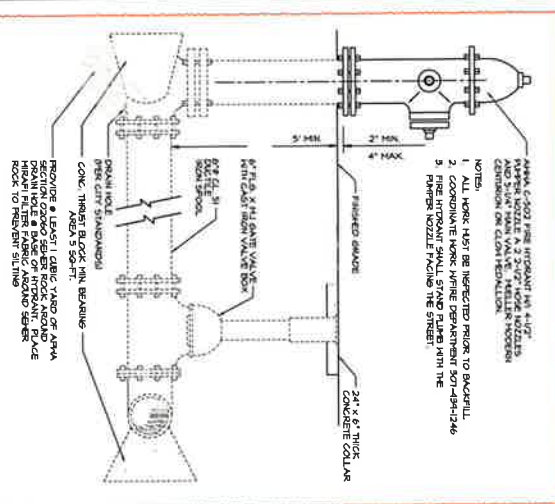
SOUTH DRIVE LANE X-SECTION
NOT TO SCALE



STORM DRAIN CATCH BASIN (SDCB)
NOT TO SCALE



STORM DRAIN CONDUIT BOX
NOT TO SCALE



FIRE HYDRANT ASSEMBLY
NOT TO SCALE

SITE PLAN CHECKLIST

1. LEGAL DESCRIPTION, SEE VACATION AND REPLY OF LOT 1A MOUNTAIN
2. TITLE BLOCK, AS SHOWN
3. NAMES OF ALL ADJACENT PROPERTIES, SEE VACATION AND REPLY OF LOT 1A
4. SURROUNDING LAND USE, URBAN RESIDENTIAL, URBAN AG, LIGHT INDUSTRIAL
5. ZONING, AS SHOWN
6. NORTH ARROW, PLAN SCALE AND DATE, AS SHOWN
7. LOT DIMENSIONS, AS SHOWN
8. LOCATION AND DIMENSIONS OF ALL PROPOSED OFF-STREET LOADING DOCK AREAS, AS SHOWN
9. ADVERTISING AND SIGN, AS SHOWN
10. ADVERTISING AND SIGN, AS SHOWN
11. ADVERTISING AND SIGN, AS SHOWN
12. ADVERTISING AND SIGN, AS SHOWN
13. ADVERTISING AND SIGN, AS SHOWN
14. ADVERTISING AND SIGN, AS SHOWN
15. EXISTING AND PROPOSED CURB CUTS AND SIDEWALKS, SEE SITE PLANS
16. EXISTING AND PROPOSED DRIVEWAYS AND SIDEWALKS, SEE SITE PLANS
17. CURBING LOCATION, SEE SITE PLANS
18. EXISTING AND PROPOSED DRIVEWAYS AND SIDEWALKS, SEE SITE PLANS
19. EXISTING AND PROPOSED DRIVEWAYS AND SIDEWALKS, SEE SITE PLANS
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26. EXISTING AND PROPOSED DRIVEWAYS AND SIDEWALKS, SEE SITE PLANS
27. EXISTING AND PROPOSED DRIVEWAYS AND SIDEWALKS, SEE SITE PLANS



WYOMING CLASSICAL ACADEMY
6389 POISSON LN
MILLS, WY 82401

SILVERPEAK
ENGINEERING



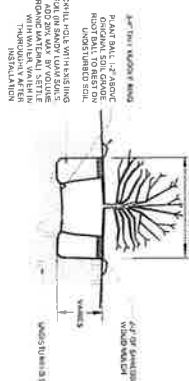
177 E. ANTELOPE DR. STE. B
LAYTON, UT 84041
PHONE: (801) 499-5054

STRUCTURAL CIVIL SURVEY WWW.SILVERPEAKENG.COM

SHEET NUMBER
C701

TYPICAL TREE PLANTING

ONLY AFTER THE PLANT HAS BEEN WATERED INTO THE PLANTING SOIL.



2 TYPICAL SHRUB PLANTING

EXAM NO.	DESCRIPTION	QTY
1	5' X 9' HEMP HOOK MATT AT 3" DEEP WOOD LANDSCAPE FABRIC	164 LB
2	1" X 12' HEMP HOOK MATT AT 3" DEEP WOOD LANDSCAPE FABRIC	2130 LB
3	1" X 12' HEMP HOOK MATT AT 3" DEEP WOOD LANDSCAPE FABRIC	2130 LB
4	1" X 12' HEMP HOOK MATT AT 3" DEEP WOOD LANDSCAPE FABRIC	2130 LB
5	1" X 12' HEMP HOOK MATT AT 3" DEEP WOOD LANDSCAPE FABRIC	2130 LB
6	1" X 12' HEMP HOOK MATT AT 3" DEEP WOOD LANDSCAPE FABRIC	2130 LB
7	4" MIN POWDER COATED STILL LANDSCAPE EDGING	144 LB

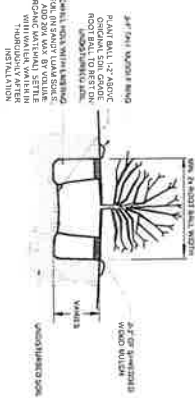
This site plan illustrates the layout of the proposed building addition and the existing school building. The plan includes a north arrow and a scale bar (1" = 50'). The proposed building addition is shown as a large, rectangular structure with a central entrance and a smaller entrance on the right side. The existing school building is located to the right of the proposed addition. The plan also shows a parking lot with several trees and a road labeled "POISON SPIDER LANE". The plan is oriented with the north arrow pointing towards the top right.

[illegible][illegible]

[illegible]

NOT TO SCALE

ONLY AFTER THE PLANT WAS SET IN
WAITING INTO THE FUTURE FOR



1 PRUNE PLANT AS NEEDED TO RETAIN NATURAL FORM

TYPICAL SHRUB PLANTING

NOT TO SCALE

REFERENCE NOTES 9CHEDULE

SYMBOL	DESCRIPTION	QTY
2	2" TYPED ROCK BULB WITH 1" THICK OVER LANDSCAPE FABRIC WITH 2" BASTIC COARSE BED COARSE W/	31.200 LF
	W/ 1" (SCALE) 100'	0.240 SF
	* MAN-POURED CONTROL STRIP (LANDSCAPING) (Landscape)	

SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME
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[illegible]