



LARAMIE COUNTY PLANNING & DEVELOPMENT DEPARTMENT

Planning • Building

MEMORANDUM

TO: Laramie County Board of County Commissioners

FROM: Cate Cundall, Associate Planner

DATE: January 3, 2023

TITLE: Public Hearing regarding a Preliminary Development Plan, and a Subdivision Permit and Plat, for Lonesome Dove Ranches, in the SE1/4 Section 30, T.14N., R.63W., of the 6th P.M., Laramie County, WY.

EXECUTIVE SUMMARY

Steil Surveying Services, LLC, on behalf of Gloria and Kerry Merrill has submitted a Preliminary Development Plan and a Subdivision Permit and Plat applications for this property located on the northwest corner of the Road 210 and Road 143 intersection. The application has been submitted to subdivide the 160 acre property into twenty-four (24) residential lots: twenty-three (23) lots intended for a single-family residence on each proposed tract, with the remaining tract preserving the existing single-family residential use at 1038 Road 143.

BACKGROUND

The property to be subdivided is agricultural land. The existing single family residence and accessory structures are located in the north east portion of the property, and will be located on Tract 3 of the proposed subdivision.

Pertinent Statutes and Land Use Regulations include:
Wyoming State Statute: Section 18-5-307.

Section 1-2-104 governing Public Notice.

Section 2-1-100 governing the requirements for submittal of a Preliminary Development Plan.

Section 2-1-101 (a-e) governing the criteria for a Subdivision Permit and Plat.

Section 4-2-114 governing the LU – Land Use zone district.

DISCUSSION

The subject property is located within the LU – Land Use zone district. The applicant's intent for development is to create twenty-three single residence tracts and preserve the existing residence on the remaining tract.

In accordance with W.S. 18-5-306 (c) a WDEQ/WQD application was submitted and a Non-Adverse recommendation was received from the Wyoming Department of Environmental Quality Water Quality Division. The proposed sewage system is the use of individual on-site septic tanks and leach fields permitted and constructed to WDEQ/WQD Rules and Regulations and the standards established by the Cheyenne/Laramie County Environmental Health Division. The proposed water system is the use of individual water supply wells completed on each lot. Each well must be permitted by and constructed to the Wyoming State Engineer's Office standards. The property is within AMEC Zone 2 so the tract sizes surpasses the minimum recharge area.

Public notice was provided per Section 1-2-104, and comments received questioned the possibility of interference with existing domestic and irrigation wells. Also, concern for lack of right-of-way access currently through the subdivision to the property west of the development was raised. The property to the north and west of the proposed subdivision is owned by the same party and access is available from Road 143. Access was being negotiated and determined between the two parties.

Agency review comments pertained to access and corrections to the plat and supporting documents. These corrections were addressed, and a revised plat is attached.

The Planning Commission held a public hearing on this application December 22, 2022. The Planning Commission vote 4 - 0 to recommend approval of the subdivision permit and plat to the Board of County Commissioners. One person made comments during the public hearing. Concerns expressed were in regards to access to bordering property through the proposed subdivision.

Per section 2-1-100 of the Land Use Regulations, a Preliminary Development Plan can be submitted concurrently with a Subdivision Permit and Plat. A letter requesting waiver of the drainage studies was received with the Subdivision Permit and Plat application, in which the County Engineer has concurred. An Environment and Services Impact Report and Traffic Impact Study was submitted as part of the Preliminary Development Plan application package.

The attached resolution for the Subdivision Permit and Plat shall serve as the subdivision permit upon approval by the Board.

RECOMMENDATION and FINDINGS

Based on evidence provided, staff and the Planning Commission recommends the Board find that:

- a. This application meets the criteria for a subdivision permit and plat pursuant to Section 2-1-101 (a-e) of the Laramie County Land Use Regulations.

- b. This application is in conformance with section 4-2-114 governing the LU – Land Use zone district.

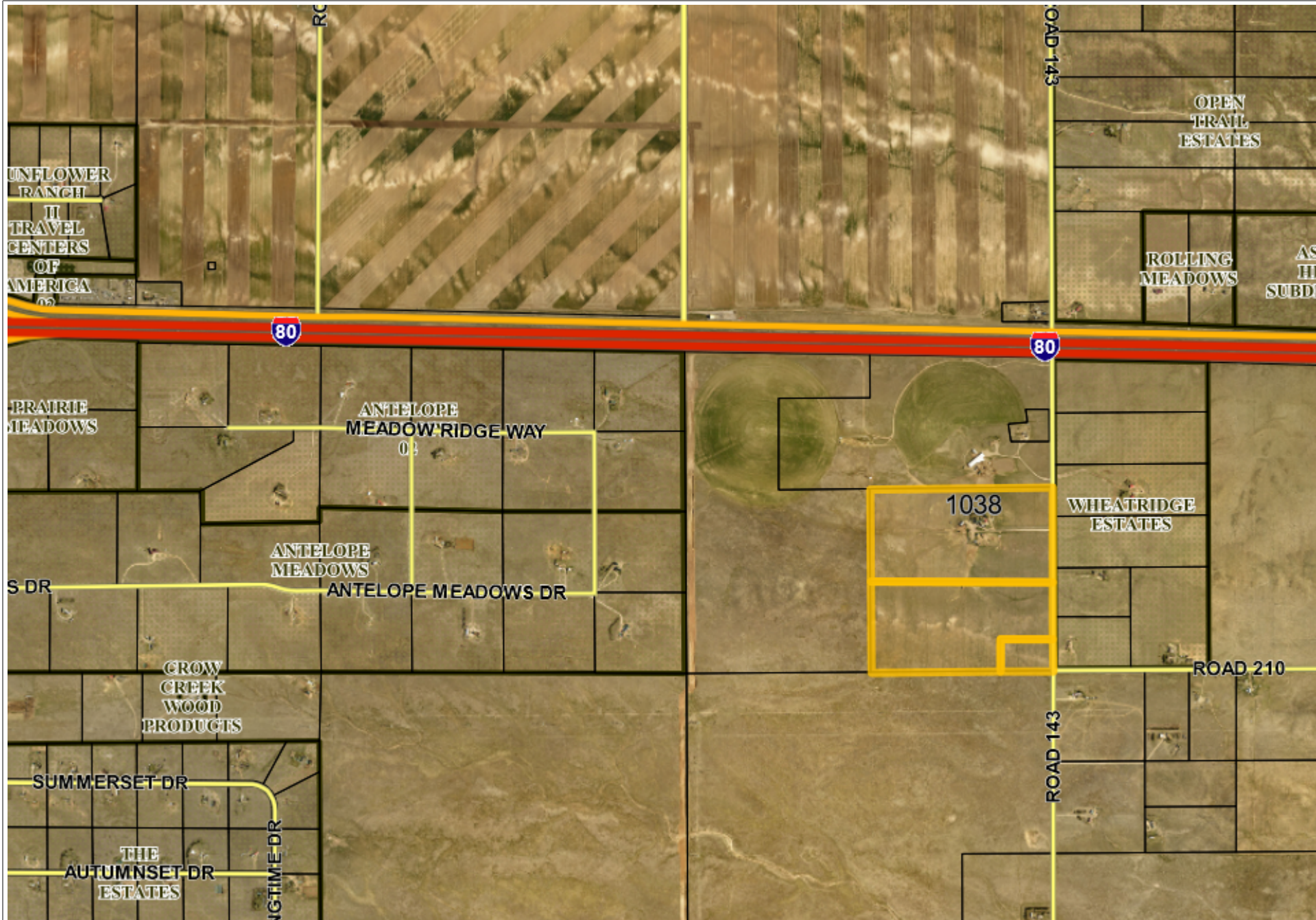
Staff and the Planning Commission recommend the Board approve the Preliminary Development Plan and Subdivision Permit and Plat for Lonesome Dove Ranches to the Board of County Commissioners.

PROPOSED MOTION FOR P.D.P

I move to approve the Preliminary Development Plan and the Subdivision Permit and Plat for Lonesome Dove Ranches and adopt the findings of fact a and b of the staff report.

ATTACHMENTS

- Attachment 1: Location and Aerial Map**
- Attachment 2: Project Narrative**
- Attachment 3: Drainage Waiver Request**
- Attachment 4: Traffic Impact Study**
- Attachment 5: Environment & Services Study**
- Attachment 6: Public and Agency Comments**
- Attachment 7: D.E.Q. Non-Adverse**
- Attachment 8: Draft Resolution**
- Attachment 9: Revised Plat 12.15.22**



Laramie County, Wyoming

Lonesome Dove Ranches
Gloria & Kerry Merrill - Applicants

PZ-22-00337
Preliminary Development

PZ-22-00338
Subdivision

Land Use Zone District





November 15, 2022

Laramie County Planning & Development Office
3966 Archer Parkway
Cheyenne, WY 82007
(307) 633-4303

InRe: LETTER OF JUSTIFICATION – LONESOME DOVE RANCHES

Steil Surveying Services, agent for the owner, intends to subdivide a tract of land situate in the SE1/4 of Section 30, Township 14 North, Range 63 West of the 6th P.M., Laramie County, WY (± 160 acres) in to 24 tracts of greater than 5.25 acres. Creating twenty four (24) buildable lots for residential development.

The overall density of the subdivision is 160 acres. The Proposed subdivision will consist of twenty four (24) tracts of greater than 5.25 acres.

Please contact me with any questions or concerns.

Sincerely,

A handwritten signature in blue ink that reads "Michael L. Hansen". The signature is written in a cursive style with a large, stylized "M" and "H".

Shane Hansen

Director Planning and Development
Steil Surveying Services, LLC
shansen@steilsurvey.com



November 15, 2022

Laramie County Planning & Development Office
3966 Archer Parkway
Cheyenne, WY 82007
(307) 633-4303

InRe: Request for waiver of the Drainage Study requirements for County Final Subdivision, to be known as LONESOME DOVE RANCHES, situate in the SE1/4N of Section 30, Township 14 North, Range 63 West of the 6th P.M., Laramie County, WY (±160 acres)

Steil Surveying Services, agent for the owner, intends to subdivide the above-noted property tract of land; no Zone Change is required.

The proposed tracts will have access to RD 143 (80' R/W).

Following the pre-application meeting, this letter is submitted, on behalf of the owner, requesting a waiver from the requirements for a Drainage Study pursuant to Sections 2-1-100.b, 3-1-105, 3-5-105 of the Laramie County Land Use Regulations.

The overall density of the subdivision is 160 acres. The Proposed subdivision will consist of twenty four (24) tracts of greater than 5.25 acres.

Given limited surface runoff increases, and/or potential of significant traffic generation or alternative transportation network connections, we respectfully submit this waiver request on behalf of the owner.

Please contact me with any questions or concerns.

Sincerely,

Shane Hansen

Director Planning and Development
Steil Surveying Services, LLC
shansen@steilsurvey.com



November 15, 2022

Laramie County Planning & Development Office
3966 Archer Parkway
Cheyenne, WY 82009
(307) 633-4303

InRe: Final Plat to be known as LONESOME DOVE RANCHES, situate in the SE1/4 Section 30, Township 14 North, Range 63 West of the 6th P.M., Laramie County, WY (±160 acres)

To whom it may concern:

Steil Surveying Services, agent for the owner(s), provides this letter on their behalf, confirming that the owner intends to pay the appropriate Community Facility Fee(s) (CFFs) at the appropriate time to the proper authority, pursuant to §§1-1-106 of the Laramie County Land Use Regulations.

Sincerely,

A handwritten signature in blue ink that reads "Michael L. Hansen".

Shane Hansen

Director Planning and Development
Steil Surveying Services, LLC
shansen@steilsurvey.com



y2consultants.com
307 733 2999

CONSULTANTS

ENGINEERING, SURVEYING & PLANNING
LANDSCAPE ARCHITECTURE, GIS
NATURAL RESOURCE SERVICES

June 8, 2022

Mr. Jim Frauendienst
Leaning Tree Homes, Inc.
1740 Dell Range Boulevard
Cheyenne, WY, 82009
307-778-1856

RE: Traffic Impact Study, Proposed Lonesome Dove Ranches Subdivision

Dear Mr. Frauendienst,

This memorandum describes the projected effects of estimated traffic generated by and distributed from the "Lonesome Dove Ranches Subdivision" now proposed on the three Merrill properties in Laramie County, Wyoming.

Based on our analyses, a 24-unit residential subdivision will have no significant impact on CR 143, either at the proposed entrance roads or at the CR-143/I-80 Service Road intersection. Capacity analyses reveal that all existing and proposed intersections will operate with little delay, both before and after construction of the proposed subdivision, under current (2022) and future (2042) traffic conditions.

No street improvements are necessary or recommended as a result of this subdivision.

If there are any questions regarding this traffic impact study, please do not hesitate to contact me.

Sincerely,

Edmund Waddell, Community & Transportation Planner

Y2 Consultants

Atch: Traffic Analysis Memorandum and Appendices

Study Location:

The study location is between Cheyenne and Burns Wyoming, three miles east of the Interstate-80/Laramie County Road 140 Interchange.

- The three parcels together total about ¼ section (160 acres) described as T14N R63W, SE 1/4 of Section 30 in Laramie County, Wyoming.
 - Latitude North: 41.14976°
 - Longitude West: 104.46953°

Parcel #1:

State Property ID# 14633040000500

Local #: 00014006330034

Account: R0055107

Owner: MERRILL, GLORIA J, 1038 ROAD 143,
BURNS, WY 82053

Street Address: 1038 ROAD 143

Deed: 2142 WDNC 234

Location: 14-63: N1/2 SE1/4 SEC 30

Type: Agricultural Acres: 80.00 acres Tax
District: 0206

Parcel #2: State Property ID# 14633040000400

Local #: 00014006330033

Account: R0055106

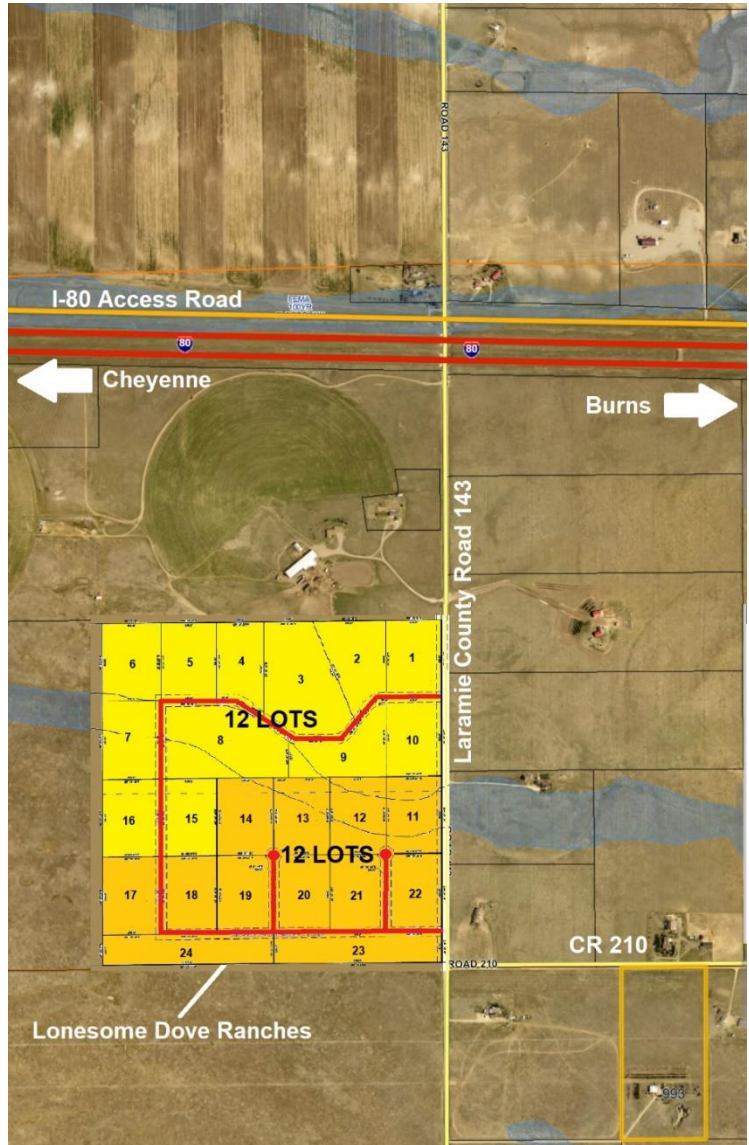
Owner's Name: MERRILL, KERRY J., 2335 ROAD
140, CHEYENNE, WY 82009

Street Address: ROAD 143

Deed: 2142 WDNC 233

Location: 14-63: S1/2 SE1/4 SEC 30 LESS A
PARCEL DESC AS: THE SOUTH 460' OF THE EAST
755' OF THE SE1/4 OF SEC 30

Type: Agricultural Acres: 72.03
acres Tax District: 0206



Parcel #3: State Property ID #: 14633040000300

Local #: 00014006330032

Account: R0053896

Owner's Name: MERRILL, KERRY, 2335 ROAD 140, CHEYENNE, WY 82009

Street Address: ROAD 143

Deed: 2459 WDNS 1342

Location: 14-63: A PARCEL IN THE SE1/4 OF SECTION 30 DESC AS: THE SOUTH 460' OF THE EAST 755' OF THE SE1/4 OF SECTION 30.

Type: Res Vacant Land Acres: 7.97 acres Tax District: 0206

Existing Traffic (2022):

- AM and PM peak hour traffic at the intersection of I-80 Access Road and Laramie County Road 143 was counted on Tuesday April 19, 2002 (below). Weather was clear, dry daylight, and roads were dry. School was still in session and several school buses used the intersection.
- The AM Peak volume of 144 vehicles occurred between 7:15 AM and 8:15 AM with a "Peak Hour Factor" (PHF) of 0.947, representing an even spread of vehicles during the hour. The existing volume on CR 143 was 16 vehicles during the hour, with 8 northbound and 8 southbound.
- The PM peak volume of 153 vehicles took place between 4:45 and 5:45 PM with a PHF of 0.814, suggesting slightly higher concentration of vehicles during the peak 15-minutes. The 2022 volume on CR 143 was 15 vehicles, with 2 northbound and 13 southbound.
- Estimated daily traffic (ADT) on CR 143 is 150 vehicles.
- Estimated daily traffic (ADT) on I-80 Service Road is 1,500 vehicles.

Turn Movement Counts: I-80 Service Drive at County Road 143													
Project # 22037	Seasonal Adj. Factor												
Tuesday, April 19, 2022													
Estimated 2 Way ADT	1433			1340			135			83			
AM Peak Traffic	Eastbound I-80 Service Road			Westbound I-80 Service Road			Northbound CR 143			Southbound CR 143			PHF
Time	LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	
06:30 - 06:45		5			16		3			1		2	27
06:45 - 07:00		11	2		16		3						32
07:00 - 07:15		8			15	1	2	1	1				28
07:15 - 07:30	2	17			12		2		1	1		1	36
07:30 - 07:45		16	1		18	2	1						38
07:45 - 08:00	2	12	1		22		1						38
08:00 - 08:15		10		1	17		1		1		2		32
08:15 - 08:30		6		2	11		1						20
08:30 - 08:45													0
08:45 - 09:00													0
TOTAL	4	85	4	3	127	3	14	1	3	2	2	3	192
	4.3%	91.4%	4.3%	2.3%	95.5%	2.3%	77.8%	5.6%	16.7%	28.6%	28.6%	42.9%	
AM PEAK VOLUMES	4	55	2	1	69	2	5	-	2	1	2	1	
SEASONALLY ADJUSTED	-	-	-	-	-	-	-	-	-	-	-	-	
19-Apr-22													
Midday Traffic	Eastbound I-80 Service Road			Westbound I-80 Service Road			Northbound CR 143			Southbound CR 143			PHF
Time	LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	
11:00 - 11:15													0
11:15 - 11:30													0
11:30 - 11:45													0
11:45 - 12:00													0
12:00 - 12:15													0
12:15 - 12:30													0
12:30 - 12:45													0
12:45 - 13:00													0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0
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MIDDAY PEAK VOLUMES	-	-	-	-	-	-	-	-	-	-	-	-	
SEASONALLY ADJUSTED	-	-	-	-	-	-	-	-	-	-	-	-	
19-Apr-22													
PM Peak Traffic	Eastbound I-80 Service Road			Westbound I-80 Service Road			Northbound CR 143			Southbound CR 143			PHF
Time	LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	LEFT	THROUGH	RIGHT	
15:45 - 16:00		16	2		22				1				41
16:00 - 16:15		12			10				1		1		24
16:15 - 16:30	2	17	3	2	11		1					1	37
16:30 - 16:45		19	4		6		1		1	1		1	33
16:45 - 17:00		14	2	1	17								34
17:00 - 17:15		19	3		15	1						1	39
17:15 - 17:30	2	19			10				1	1			33
17:30 - 17:45	1	23	7		15		1						47
17:45 - 18:00		18			12		1			2			33
18:00 - 18:15													0
18:15 - 18:30													0
TOTAL	5	157	21	3	118	1	4	0	4	4	1	3	219
	2.7%	85.8%	11.5%	2.5%	96.7%	0.8%	50.0%	0.0%	50.0%	50.0%	12.5%	37.5%	
PM PEAK VOLUMES	3	75	12	1	57	1	1	0	1	1	0	1	
SEASONALLY ADJUSTED	-	-	-	-	-	-	-	-	-	-	-	-	
ESTIMATED DADT	36	646	66	10	642	16	32	0	16	10	11	10	

Future 20-Year Traffic (2042):

Future traffic growth on I-80 Access Road was estimated using a compounded annual growth rate of 2%. Traffic on Laramie County Road 143 was estimated to grow at a compounded rate of 3% annually.

Existing Land Use:

The existing land use is rural residential with one single family home.

Proposed Land Use:

The proposed use is a 24-lot, single family residential subdivision.

Trip Generation Estimate:

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual* for land use 210 (Single Family Homes) estimates each dwelling unit will generate 9.52 vehicle trips per day. The proposed 24-unit single family residential subdivision will generate approximately 228 vehicle trips per day (114 entering and 114 exiting) with the following directional volumes during peak hours:

LAND USE 210 SF Homes	DAILY TRIP ENDS	AM	AM INBOUND	AM OUTBOUND	PM	PM INBOUND	PM OUTBOUND
ITE Factor	9.52/du	.75/du	25%	75%	1.00/du	63%	37%
Est. Vehicles	228	18	5	14	24	15	9

Trip Distribution Calculations:

- **Access Street Volumes:**

All subdivision traffic will enter County Road 143 via Lonesome Dove Loop. Twelve lots are closest via Lonesome Dove Loop north access, and twelve are closest via the south Lonesome Dove Loop access. We therefore assume subdivision traffic will split 50/50 between these two access points.

- **Network Trip Distribution:**

During peak hours, 79% of existing CR 143 traffic interacted with west I-80 Access Road and 21% interacted to/from the east. Traffic distribution was accomplished using a gravity model. A calibration exponent of 5.3 matched gravity model predictions the observed peak-hour directional split at the I-80 Service Road intersection.

GRAVITY TRIP DISTRIBUTION MODEL						
Dwelling Units	Trip Rate	P _i	Friction Exponent e			
24	9.52	228.48	5.3			
Place	Population	Distance (Miles)	Friction Factor (f)	P _i A _j F _{ij} ^e	Trip Interchanges (T _{ij})	Percent of Trips
Cheyenne	65,435	21	0.00000010	1.469	171	74.8%
Pine Bluffs	1,129	22	0.00000008	0.020	2	1.0%
Burns	321	10	0.00000501	0.368	43	18.7%
Carpenter	94	10	0.00000501	0.108	13	5.5%
			$\Sigma P_i A_j F_{ij}^e$	1.964	228.48	100%

Based on the gravity model estimate, the following daily trip distributions are expected:

- 171 (75%) of site generated daily trips will use west I-80 Service Road.
- 45 (20%) will use east I-80 Service Road
- 13 (5%) will use CR 143 south.

Mode Choice:

Because of the distances to area destinations and lack of public transit, all trips are assumed to take place by private vehicle.

Traffic Assignment:

Based on the gravity model percentages, site generated traffic volumes were assigned to nearby streets as follows:

TRAFFIC ASSIGNMENT						
		DAILY TRIP ENDS	AM IN	AM OUT	PM IN	PM OUT
		228	5	14	15	9
Assigned Route	Percentage					
N Lonesome Dove Loop	50%	114	3	7	8	5
S Lonesome Dove Loop	50%	114	2	7	7	4
West I-80 Service Road	74.8%	171	4	10	11	7
East I-80 Service Road	19.7%	45	1	3	3	2
South County Road 143	5.5%	13	0	1	1	0

Existing Road Conditions:

County Road 143 is under Two-Way STOP control intersection at its intersection with I-80 Service Road.

The I-80 Service Road is asphalt with two, 12-foot travel lanes. Average Weekday Traffic is approximately 1500 vehicles. The posted speed limit is 65 MPH.

County Road 143 south of I-80 Service Road is a 30-foot-wide gravel road. Average Daily Traffic is about 150 vehicles. The speed limit is not posted.



Traffic Forecast Scenarios:

- Year 2022 “No-Build” traffic at study intersections was counted during AM and PM peak hours on Tuesday April 19, 2022.
- Year 2022 “Build” traffic at study intersections was estimated by adding site-generated trips to 2022 No-Build traffic volumes.
- Year 2042 No-Build” turn movements were estimated by growing I-80 traffic volumes at compounded percentage rates. Future traffic on I-80 Access Road was estimated using a compounded annual growth rate of 2%. Traffic on Laramie County Road 143 was estimated to grow at a compounded rate of 3% annually.
- Year 2042 “Build” traffic was estimated by adding site generated trips to estimated 2042 No-Build traffic.
- Resulting volumes are depicted diagrams in Appendix A.

Capacity Analysis:

- Capacity performance at the three study intersections was evaluated using the Highway Capacity Software (HCS) using estimated peak hour turn movements before and after construction.
- All intersections operated at a Level of Service "A/B" during the no-Build and Build scenarios, during AM and PM Peak hours, in 2022 and 2042. The following table describes the data:

Intersection / Location	Traffic Scenario	Level of Service	Seconds of Delay
Laramie County Road 143 at I-80 Service Road	2022 AM Peak No-Build	A	9.3
	2022 AM Peak Build	A	9.4
	2042 AM Peak No-Build	A	9.8
	2042 AM Peak Build	A	9.9
	2022 PM Peak No-Build	A	9.2
	2022 PM Peak Build	A	9.6
	2042 PM Peak No-Build	A	9.7
	2042 PM Peak Build	B	10.1
Laramie County Road 143 at North Lonesome Dove Access Road	2022 AM Peak No-Build	NA	NA
	2022 AM Peak Build	A	8.7
	2042 AM Peak No-Build	A	NA
	2042 AM Peak Build	A	8.7
	2022 PM Peak No-Build	A	NA
	2022 PM Peak Build	A	8.7
	2042 PM Peak No-Build	NA	NA
	2042 PM Peak Build	A	8.8
Laramie County Road 143 at South Lonesome Dove Access Road	2022 AM Peak No-Build	NA	NA
	2022 AM Peak Build	A	8.6
	2042 AM Peak No-Build	NA	NA
	2042 AM Peak Build	A	8.7
	2022 PM Peak No-Build	NA	NA
	2022 PM Peak Build	A	8.7
	2042 PM Peak No-Build	NA	NA
	2042 PM Peak Build	A	8.7

Conclusions:

- Construction of the Lonesome Dove Ranches Subdivision will have no significant effect on traffic.
- During the AM peak hour, construction of the facility will increase average delay for northbound traffic on CR 143 by 0.1 second in 2022 and 2042. Drivers will not perceive any change.
- During the PM peak hour, the facility will increase delay for northbound traffic on CR 143 by 0.4 seconds in both 2022 and 2042. In the 2042 PM peak, 0.4 seconds crosses the threshold level of service (LOS) from "A" to "B," with an average delay of 10.1 seconds. Again, drivers will not perceive any change.

Recommendations:

- No road improvements are needed or recommended to accommodate this subdivision.

APPENDIX A: CURRENT AND FORECAST TRAFFIC VOLUMES

ESTIMATED NEW AM PEAK HOUR TRAFFIC

CR 143 at I-80 Service Drive

Crossroad Diagram:

Site Generated AM Peak Traffic

Leg 1: CR 143

North Leg

TOTAL		
SB		NB
0	0	0
RIGHT	THRU	LEFT

Leg 4: I-80 Service Drive

West Leg

TOTAL		
WB		EB
14	10	4
LEFT	THRU	RIGHT

Leg 2: I-80 Service Drive

East Leg

TOTAL		
WB		EB
4	1	3
LEFT	THRU	RIGHT

Leg 3: CR 143

South Leg

TOTAL		
SB		NB
5	10	18
LEFT	THRU	RIGHT

CR 143 at North Lonesome Dove Loop

Crossroad Diagram:

Site Generated AM Peak Traffic

Leg 1: CR 143

North Leg

TOTAL		
SB		NB
3	18	13
RIGHT	THRU	LEFT

Leg 4: North Lonesome Dove Loop

West Leg

TOTAL		
WB		EB
10	3	7
LEFT	THRU	RIGHT

Leg 2: North Lonesome Dove Loop

East Leg

TOTAL		
WB		EB
0	0	0
LEFT	THRU	RIGHT

Leg 3: CR 143

South Leg

TOTAL		
SB		NB
2	0	8
LEFT	THRU	RIGHT

CR 143 at South Lonesome Dove Loop

Crossroad Diagram:
Site Generated AM Peak Traffic

Leg 1: CR 143

North Leg

TOTAL		
SB		NB
2	8	6
2	0	0
RIGHT	THRU	LEFT

Leg 4: South Lonesome Dove Loop

West Leg

TOTAL		
WB		EB
9	2	7
6	0	1
LEFT	THRU	RIGHT

Leg 2: South Lonesome Dove Loop

East Leg

TOTAL		
WB		EB
0	0	0
0	0	0
RIGHT	THRU	LEFT

Leg 3: CR 143

South Leg

TOTAL		
SB		NB
1	0	1
0	0	0
LEFT	THRU	RIGHT

CR 143 at I-80 Service Drive

Crossroad Diagram:
2022 AM PEAK NO BUILD

Leg 1: CR 143

North Leg

TOTAL		
SB		NB
3	11	5
6	2	1
RIGHT	THRU	LEFT

Leg 4: I-80 Service Drive

West Leg

TOTAL		
WB		EB
138	77	61
2	55	4
LEFT	THRU	RIGHT

Leg 2: I-80 Service Drive

East Leg

TOTAL		
WB		EB
2	73	131
69	58	0
RIGHT	THRU	LEFT

Leg 3: CR 143

South Leg

TOTAL		
SB		NB
8	16	8
5	1	2
LEFT	THRU	RIGHT

CR 143 at I-80 Service Drive

Crossroad Diagram:
2022 AM PEAK BUILD

Leg 1: CR 143

North Leg

		TOTAL			
		SB	11	NB	
		6		5	
3	2	1			
RIGHT	THRU	LEFT			

Leg 4: I-80 Service Drive

West Leg

		WB	87		
TOTAL	152		2	LEFT	
		EB	65	55	THRU
			8	RIGHT	

Leg 2: I-80 Service Drive

East Leg

RIGHT	2				
THRU	69	74	WB		
LEFT	3		135	TOTAL	
		61	EB		

Leg 3: CR 143

South Leg

	LEFT	THRU	RIGHT
	15	1	5
13		21	
SB	34	NB	
	TOTAL		

CR 143 at Lonesome Dove Loop

Crossroad Diagram:
2022 AM PEAK NO-BUILD

Leg 1: CR 143

North Leg

		TOTAL			
		SB	16	NB	
		8		8	
0	8	0			
RIGHT	THRU	LEFT			

Leg 4: Lonesome Dove Loop

West Leg

		WB	0		
TOTAL	0			0	LEFT
		EB	0	0	THRU
				0	RIGHT

Leg 2: Lonesome Dove Loop

East Leg

RIGHT	0				
THRU	0	0	WB		
LEFT	0		0	TOTAL	
		0	EB		

Leg 3: CR 143

South Leg

		LEFT	THRU	RIGHT	
		0	8	0	
8			8		
SB		16	NB		
		TOTAL			

CR 143 at North Lonesome Dove Loop

Crossroad Diagram:
2022 AM PEAK BUILD

Leg 1: CR 143 North Leg

TOTAL		
SB		NB
13	34	21
RIGHT	THRU	LEFT
3	10	0

Leg 4: North Lonesome Dove Loop West Leg

TOTAL		
WB		EB
10	3	7
LEFT	THRU	RIGHT
7	0	0

Leg 2: North Lonesome Dove Loop East Leg

RIGHT	THRU	LEFT	TOTAL
0	0	1	1
WB	EB		
0	0		

Leg 3: CR 143 South Leg

LEFT	THRU	RIGHT
0	14	0
SB	NB	
10	14	24
TOTAL		

CR 143 at South Lonesome Dove Loop

Crossroad Diagram:
2022 AM PEAK BUILD

Leg 1: CR 143 North Leg

TOTAL		
SB		NB
10	24	14
RIGHT	THRU	LEFT
2	8	0

Leg 4: South Lonesome Dove Loop West Leg

TOTAL		
WB		EB
9	2	6
LEFT	THRU	RIGHT
6	0	1

Leg 2: South Lonesome Dove Loop East Leg

RIGHT	THRU	LEFT	TOTAL
0	0	1	1
WB	EB		
0	0		

Leg 3: CR 143 South Leg

LEFT	THRU	RIGHT
0	8	0
SB	NB	
9	8	17
TOTAL		

CR 143 at I-80 Service Drive

Crossroad Diagram:
2042 AM PEAK NO BUILD

Leg 1: CR 143

North Leg

		TOTAL		
		SB	18	NB
		11		7
5	4	2		
RIGHT	THRU	LEFT		

Leg 4: I-80 Service Drive

West Leg

		WB	116		
TOTAL	206		3	LEFT	
		EB	91	81	THRU
				7	RIGHT

Leg 2: I-80 Service Drive

East Leg

RIGHT	3				
THRU	102	108	WB		
LEFT	4		195	TOTAL	
			87	EB	

Leg 3: CR 143

South Leg

		LEFT	THRU	RIGHT
		9	2	4
15			14	
SB	29	NB		
		TOTAL		

CR 143 at I-80 Service Drive

Crossroad Diagram:
2042 AM PEAK BUILD

Leg 1: CR 143

North Leg

		TOTAL		
		SB	18	NB
		11		8
5	4	2		
RIGHT	THRU	LEFT		

Leg 4: I-80 Service Drive

West Leg

		WB	132		
TOTAL	228		3	LEFT	
		EB	97	80	THRU
				14	RIGHT

Leg 2: I-80 Service Drive

East Leg

RIGHT	3				
THRU	101	110	WB		
LEFT	6		202	TOTAL	
			92	EB	

Leg 3: CR 143

South Leg

		LEFT	THRU	RIGHT
		26	2	10
24			38	
SB	62	NB		
		TOTAL		

CR 143 at Lonesome Dove Loop

Crossroad Diagram:
2042 AM PEAK NO-BUILD

Leg 1: CR 143

North Leg

TOTAL		
SB		NB
15		14
0	15	0
RIGHT	THRU	LEFT

Leg 4: Lonesome Dove Loop

West Leg

TOTAL		
WB		EB
0		0
0	0	0
LEFT	THRU	RIGHT

Leg 2: Lonesome Dove Loop

East Leg

RIGHT	THRU	LEFT	TOTAL	
0	0	0	WB	EB
0	0	0	0	0

Leg 3: CR 143

South Leg

LEFT	THRU	RIGHT
0	14	0
15	14	
SB	29	NB
TOTAL		

CR 143 at North Lonesome Dove Loop

Crossroad Diagram:
2042 AM PEAK BUILD

Leg 1: CR 143

North Leg

TOTAL		
SB		NB
20		27
3	17	0
RIGHT	THRU	LEFT

Leg 4: North Lonesome Dove Loop

West Leg

TOTAL		
WB		EB
3		7
10	7	0
LEFT	THRU	RIGHT

Leg 2: North Lonesome Dove Loop

East Leg

RIGHT	THRU	LEFT	TOTAL	
0	0	0	WB	EB
0	0	0	0	0

Leg 3: CR 143

South Leg

LEFT	THRU	RIGHT
0	20	0
17	20	
SB	37	NB
TOTAL		

CR 143 at South Lonesome Dove Loop

Crossroad Diagram:
2042 AM PEAK BUILD

Leg 1: CR 143

North Leg

		TOTAL	
	SB	37	NB
	17		20
2	15	0	
RIGHT	THRU	LEFT	

Leg 4: South Lonesome Dove Loop

West Leg

	WB	3	
TOTAL	10		6
	EB	7	0
			1
			RIGHT
			THRU
			LEFT

Leg 2: South Lonesome Dove Loop

East Leg

RIGHT	0		
THRU	0	0	WB
LEFT	0		0
		0	EB
			TOTAL

Leg 3: CR 143

South Leg

	LEFT	THRU	RIGHT
	1	14	0
16		15	
SB	31	NB	
	TOTAL		

ESTIMATED PM PEAK HOUR TRAFFIC

CR 143 at I-80 Service Drive

Crossroad Diagram:

Site Generated PM Peak Traffic

Leg 1: CR 143

North Leg

TOTAL		
SB		NB
0	0	0
RIGHT	THRU	LEFT

Leg 4: I-80 Service Drive

West Leg

WB		
7		
18	0	0
EB		
11	0	11
TOTAL	LEFT	THRU

Leg 2: I-80 Service Drive

East Leg

RIGHT		
0		
0	3	5
THRU		
3	2	5
LEFT	WB	TOTAL

Leg 3: CR 143

South Leg

LEFT	THRU	RIGHT
7	0	2
14	9	
SB		NB
23		
TOTAL		

CR 143 at North Lonesome Dove Loop

Crossroad Diagram:

Site Generated PM Peak Traffic

Leg 1: CR 143

North Leg

TOTAL		
SB		NB
14		9
8	6	0
RIGHT	THRU	LEFT

Leg 4: North Lonesome Dove Loop

West Leg

WB		
8		
13	5	0
EB		
5	0	0
TOTAL	LEFT	THRU

Leg 2: North Lonesome Dove Loop

East Leg

RIGHT		
0		
0	0	0
THRU		
0	0	0
LEFT	WB	TOTAL

Leg 3: CR 143

South Leg

LEFT	THRU	RIGHT
0	4	0
6	4	
SB		NB
10		
TOTAL		

CR 143 at South Lonesome Dove Loop

Crossroad Diagram:
Site Generated PM Peak Traffic

Leg 1: CR 143

North Leg

TOTAL		
SB		NB
6		4
6	0	0
RIGHT	THRU	LEFT

Leg 4: South Lonesome Dove Loop

West Leg

WB		
7		
11		4
EB	4	0
		0
TOTAL	LEFT	THRU
		RIGHT

Leg 2: South Lonesome Dove Loop

East Leg

RIGHT		
0		
0	0	WB
0		0
	0	EB
TOTAL		

Leg 3: CR 143

South Leg

LEFT	THRU	RIGHT
1	0	0
0		1
SB	1	NB
TOTAL		

CR 143 at I-80 Service Drive

Crossroad Diagram:
2022 PM PEAK NO BUILD

Leg 1: CR 143

North Leg

TOTAL		
SB		NB
2		4
1	0	1
RIGHT	THRU	LEFT

Leg 4: I-80 Service Drive

West Leg

WB		
59		
149		3
EB	90	75
		12
TOTAL	LEFT	THRU
		RIGHT

Leg 2: I-80 Service Drive

East Leg

RIGHT		
1		
57	59	WB
1		136
	77	EB
TOTAL		

Leg 3: CR 143

South Leg

LEFT	THRU	RIGHT
1	0	1
13		2
SB	15	NB
TOTAL		

CR 143 at I-80 Service Drive

Crossroad Diagram:
2022 PM PEAK BUILD

Leg 1: CR 143

North Leg

		TOTAL		
		SB	6	NB
		2		4
1	0	1		
RIGHT	THRU	LEFT		

Leg 4: I-80 Service Drive

West Leg

		WB	66		
TOTAL	167		3	LEFT	
		EB	101	75	THRU
			23	RIGHT	

Leg 2: I-80 Service Drive

East Leg

RIGHT	1				
THRU	57	62	WB		
LEFT	4		141	TOTAL	
		79	EB		

Leg 3: CR 143

South Leg

		LEFT	THRU	RIGHT
		8	0	3
27		11		
SB	38	NB		
		TOTAL		

CR 143 at Lonesome Dove Loop

Crossroad Diagram:
2022 PM PEAK NO-BUILD

Leg 1: CR 143

North Leg

		TOTAL		
		SB	15	NB
		13		2
0	13	0		
RIGHT	THRU	LEFT		

Leg 4: Lonesome Dove Loop

West Leg

		WB	0		
TOTAL	0		0	LEFT	
		EB	0	0	THRU
			0	RIGHT	

Leg 2: Lonesome Dove Loop

East Leg

RIGHT	0				
THRU	0	0	WB		
LEFT	0		0	TOTAL	
		0	EB		

Leg 3: CR 143

South Leg

		LEFT	THRU	RIGHT
		0	2	0
13		2		
SB	15	NB		
		TOTAL		

CR 143 at North Lonesome Dove Loop

Crossroad Diagram:
2022 PM PEAK BUILD

Leg 1: CR 143

North Leg

		TOTAL	
	SB	38	NB
	27		11
8	19	0	
RIGHT	THRU	LEFT	

Leg 4: North Lonesome Dove Loop

West Leg

	WB	8	
TOTAL	13		5
	EB	5	0
			0
			RIGHT
			THRU
			LEFT

Leg 2: North Lonesome Dove Loop

East Leg

RIGHT	0		
THRU	0	0	WB
LEFT	0		0
		0	EB
			TOTAL

Leg 3: CR 143

South Leg

	LEFT	THRU	RIGHT
	0	6	0
19		6	
SB	25	NB	
	TOTAL		

CR 143 at South Lonesome Dove Loop

Crossroad Diagram:
2022 PM PEAK BUILD

Leg 1: CR 143

North Leg

		TOTAL	
	SB	25	NB
	19		6
6	13	0	
RIGHT	THRU	LEFT	

Leg 4: South Lonesome Dove Loop

West Leg

	WB	7	
TOTAL	11		4
	EB	4	0
			0
			RIGHT
			THRU
			LEFT

Leg 2: South Lonesome Dove Loop

East Leg

RIGHT	0		
THRU	0	0	WB
LEFT	0		0
		0	EB
			TOTAL

Leg 3: CR 143

South Leg

	LEFT	THRU	RIGHT
	1	2	0
13		3	
SB	16	NB	
	TOTAL		

CR 143 at I-80 Service Drive

Crossroad Diagram:
2042 PM PEAK NO BUILD

Leg 1: CR 143

North Leg

TOTAL		
SB		NB
4		6
2	0	2
RIGHT	THRU	LEFT

Leg 4: I-80 Service Drive

West Leg

WB		
87		
221		4
EB	134	109
		21
TOTAL	LEFT	THRU
		RIGHT

Leg 2: I-80 Service Drive

East Leg

RIGHT		
2		
THRU	84	88
LEFT	2	200
	113	EB
TOTAL	WB	

Leg 3: CR 143

South Leg

LEFT	THRU	RIGHT
2	0	2
23		4
SB	27	NB
TOTAL		

CR 143 at I-80 Service Drive

Crossroad Diagram:
2042 PM PEAK BUILD

Leg 1: CR 143

North Leg

TOTAL		
SB		NB
4		6
2	0	2
RIGHT	THRU	LEFT

Leg 4: I-80 Service Drive

West Leg

WB		
95		
240		4
EB	145	109
		32
TOTAL	LEFT	THRU
		RIGHT

Leg 2: I-80 Service Drive

East Leg

RIGHT		
2		
THRU	84	91
LEFT	5	206
	115	EB
TOTAL	WB	

Leg 3: CR 143

South Leg

LEFT	THRU	RIGHT
9	0	4
37		13
SB	50	NB
TOTAL		

CR 143 at Lonesome Dove Loop

Crossroad Diagram:
2042 PM PEAK NO-BUILD

Leg 1: CR 143

North Leg

		TOTAL		
		SB	27	NB
		23		4
0	23	0		
RIGHT	THRU	LEFT		

Leg 4: Lonesome Dove Loop

West Leg

		WB	0		
TOTAL	0		0	LEFT	
	EB	0	0	THRU	
			0	RIGHT	

Leg 2: Lonesome Dove Loop

East Leg

RIGHT	0				
THRU	0	0	WB		
LEFT	0		0	TOTAL	
		0	EB		

Leg 3: CR 143

South Leg

		LEFT	THRU	RIGHT							
		0	4	0							
23			4								
SB	27	NB									
		TOTAL									

CR 143 at North Lonesome Dove Loop

Crossroad Diagram:
2042 PM PEAK BUILD

Leg 1: CR 143

North Leg

		TOTAL	
		SB	NB
		37	13
8	29	0	
RIGHT	THRU	LEFT	

Leg 4: North Lonesome Dove Loop

West Leg

		WB	8		
TOTAL	13		5	LEFT	
	EB	5	0	THRU	
			0	RIGHT	

Leg 2: North Lonesome Dove Loop

East Leg

RIGHT	0				
THRU	0	0	WB		
LEFT	0		0	TOTAL	
		0	EB		

Leg 3: CR 143

South Leg

		LEFT	THRU	RIGHT	
		0	8	0	
29			8		
SB		37	NB		
		TOTAL			

CR 143 at South Lonesome Dove Loop

Crossroad Diagram:
2042 PM PEAK BUILD

Leg 1: CR 143

North Leg			
		TOTAL	
	SB	37	NB
	29		8
6	23	0	
RIGHT	THRU	LEFT	

Leg 4: South Lonesome Dove Loop

West Leg			
	WB	7	
TOTAL	11		4
	EB	4	0
			0
			RIGHT
			THRU
			LEFT

Leg 2: South Lonesome Dove Loop

East Leg			
RIGHT	0		
THRU	0	0	WB
LEFT	0		0
		0	EB
			TOTAL

Leg 3: CR 143

South Leg			
	LEFT	THRU	RIGHT
	1	4	0
23		5	
SB	28	NB	
	TOTAL		

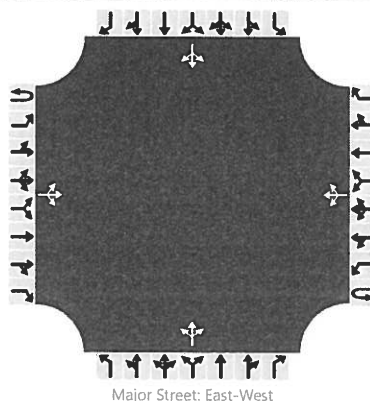
APPERNDIX B: CAPACITY ANALYSES

HCS 2010 Two-Way Stop-Control Report

General Information

Analyst	Elizabeth Landry	Intersection	CR 143 @ I80 Service Dr
Agency/Co.		Jurisdiction	
Date Performed	6/3/2022	East/West Street	I-80 Service Drive
Analysis Year	2022	North/South Street	CR 143
Time Analyzed	2022 AM Peak No Build	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		2	55	4		2	69	2		5	1	2		1	2	3
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

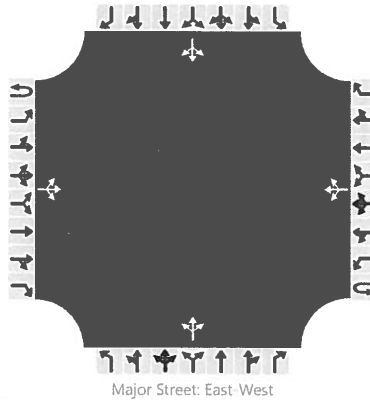
Flow Rate, v (veh/h)		2				2					8				6	
Capacity, c (veh/h)		1516				1533					845				862	
v/c Ratio		0.00				0.00					0.01				0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.0				0.0	
Control Delay (s/veh)		7.4				7.4					9.3				9.2	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)	0.2				0.2				9.3				9.2			
Approach LOS									A				A			

HCS 2010 Two-Way Stop-Control Report

General Information

Analyst	Elizabeth Landry	Intersection	CR 143 @ I80 Service Dr
Agency/Co.		Jurisdiction	
Date Performed	6/3/2022	East/West Street	I-80 Service Drive
Analysis Year	2022	North/South Street	CR 143
Time Analyzed	2022 AM Peak Build	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		2	55	8		3	69	2		15	1	5		1	2	3
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				3					22				6	
Capacity, c (veh/h)		1516				1528					843				857	
v/c Ratio		0.00				0.00					0.03				0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.1				0.0	
Control Delay (s/veh)		7.4				7.4					9.4				9.2	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)	0.2				0.3				9.4				9.2			
Approach LOS									A				A			

HCS 2010 Two-Way Stop-Control Report

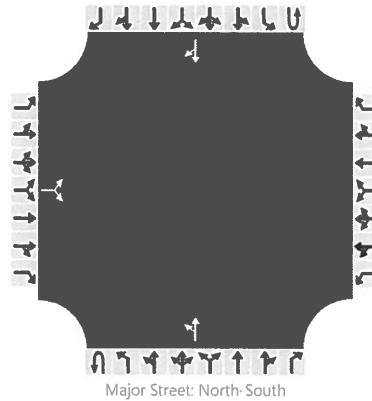
General Information

Analyst	Elizabeth Landry
Agency/Co.	
Date Performed	6/3/2022
Analysis Year	2022
Time Analyzed	2022 AM Peak No Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	CR 143 @ Lonesome Dove Lp
Jurisdiction	
East/West Street	Lonesome Dove Loop
North/South Street	CR 143
Peak Hour Factor	0.95
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		0		0						0	8				8	0
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0							0						
Capacity, c (veh/h)			0							1604						
v/c Ratio										0.00						
95% Queue Length, Q ₉₅ (veh)										0.0						
Control Delay (s/veh)			5.0							7.2						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	5.0								0.0							
Approach LOS	A															

HCS 2010 Two-Way Stop-Control Report

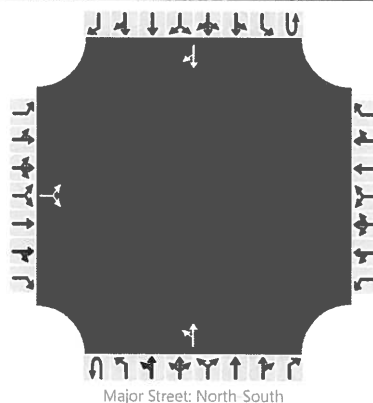
General Information

Analyst	Elizabeth Landry
Agency/Co.	
Date Performed	6/3/2022
Analysis Year	2022
Time Analyzed	2022 AM Peak Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	CR 143 @ NLonesomeDove Lp
Jurisdiction	
East/West Street	North Lonesome Dove Loop
North/South Street	CR 143
Peak Hour Factor	0.95
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		7		0						0	14				10	3
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			7							0						
Capacity, c (veh/h)			984							1596						
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
Control Delay (s/veh)			8.7							7.3						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	8.7								0.0							
Approach LOS	A															

HCS 2010 Two-Way Stop-Control Report

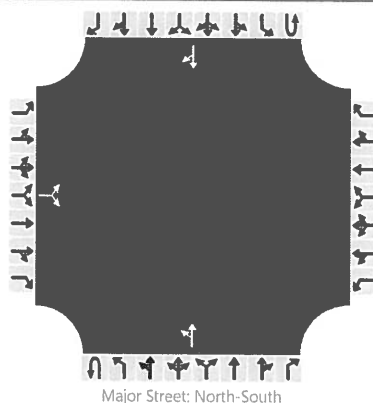
General Information

Analyst	Elizabeth Landry
Agency/Co.	
Date Performed	6/3/2022
Analysis Year	2022
Time Analyzed	2022 AM Peak Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	CR 143 @ SLonesomeDove Lp
Jurisdiction	
East/West Street	South Lonesome Dove Loop
North/South Street	CR 143
Peak Hour Factor	0.95
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		6		1						0	8				8	2
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

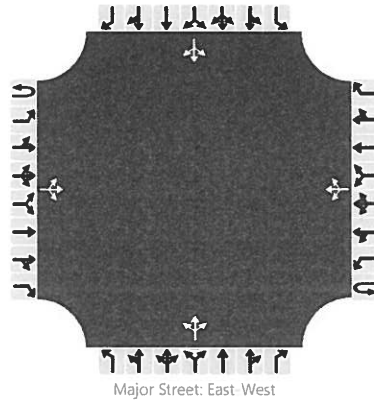
Flow Rate, v (veh/h)			7							0						
Capacity, c (veh/h)			1007							1601						
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
Control Delay (s/veh)			8.6							7.2						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	8.6								0.0							
Approach LOS	A															

HCS 2010 Two-Way Stop-Control Report

General Information

Analyst	Elizabeth Landry	Intersection	CR 143 @ I80 Service Dr
Agency/Co.		Jurisdiction	
Date Performed	6/3/2022	East/West Street	I-80 Service Drive
Analysis Year	2042	North/South Street	CR 143
Time Analyzed	2042 AM Peak No Build	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		3	81	7		4	102	3		9	2	4		2	4	5
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

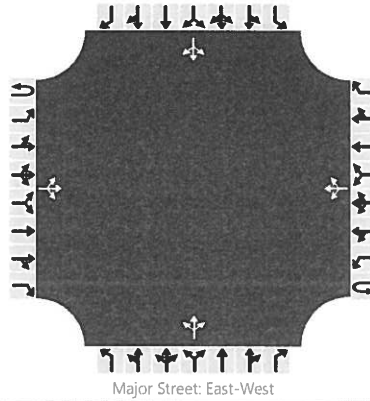
Flow Rate, v (veh/h)		3				4					15				11	
Capacity, c (veh/h)		1472				1495					771				789	
v/c Ratio		0.00				0.00					0.02				0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.1				0.0	
Control Delay (s/veh)		7.5				7.4					9.8				9.6	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)	0.3				0.3				9.8				9.6			
Approach LOS									A				A			

HCS 2010 Two-Way Stop-Control Report

General Information

Analyst	Elizabeth Landry	Intersection	CR 143 @ I80 Service Dr
Agency/Co.		Jurisdiction	
Date Performed	6/3/2022	East/West Street	I-80 Service Drive
Analysis Year	2042	North/South Street	CR 143
Time Analyzed	2042 AM Peak Build	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		3	80	14		6	101	3		26	2	10		2	4	5
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				6					40				11	
Capacity, c (veh/h)		1473				1486					771				781	
v/c Ratio		0.00				0.00					0.05				0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.2				0.0	
Control Delay (s/veh)		7.4				7.4					9.9				9.7	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)	0.2				0.4				9.9				9.7			
Approach LOS									A				A			

HCS 2010 Two-Way Stop-Control Report

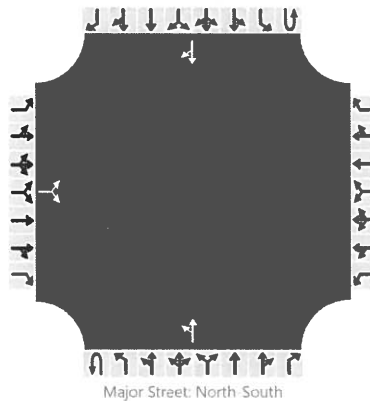
General Information

Analyst	Elizabeth Landry
Agency/Co.	
Date Performed	6/3/2022
Analysis Year	2042
Time Analyzed	2042 AM Peak No Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	CR 143 @ Lonesome Dove Lp
Jurisdiction	
East/West Street	Lonesome Dove Loop
North/South Street	CR 143
Peak Hour Factor	0.95
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		0		0						0	14				15	0
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0							0						
Capacity, c (veh/h)			0							1593						
v/c Ratio										0.00						
95% Queue Length, Q ₉₅ (veh)										0.0						
Control Delay (s/veh)			5.0							7.3						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	5.0								0.0							
Approach LOS	A															

HCS 2010 Two-Way Stop-Control Report

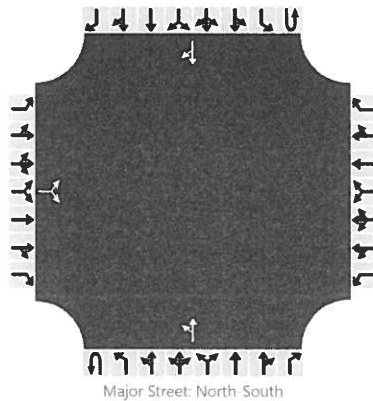
General Information

Analyst	Elizabeth Landry
Agency/Co.	
Date Performed	6/3/2022
Analysis Year	2042
Time Analyzed	2042 AM Peak Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	CR 143 @ NLonesomeDove Lp
Jurisdiction	
East/West Street	N Lonesome Dove Loop
North/South Street	CR 143
Peak Hour Factor	0.95
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		7		0						0	20				17	3
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			7							0						
Capacity, c (veh/h)			968							1586						
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
Control Delay (s/veh)			8.7							7.3						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	8.7								0.0							
Approach LOS	A															

HCS 2010 Two-Way Stop-Control Report

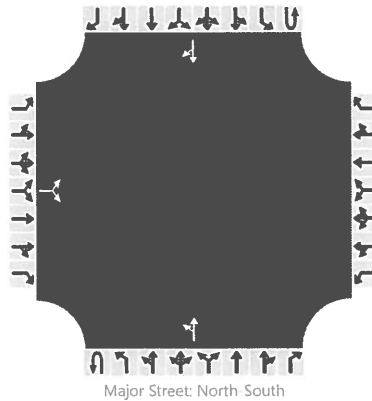
General Information

Analyst	Elizabeth Landry
Agency/Co.	
Date Performed	6/3/2022
Analysis Year	2042
Time Analyzed	2042 AM Peak Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	CR 143 @ SLonesomeDove Lp
Jurisdiction	
East/West Street	S Lonesome Dove Loop
North/South Street	CR 143
Peak Hour Factor	0.95
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		6		1						1	14				15	2
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

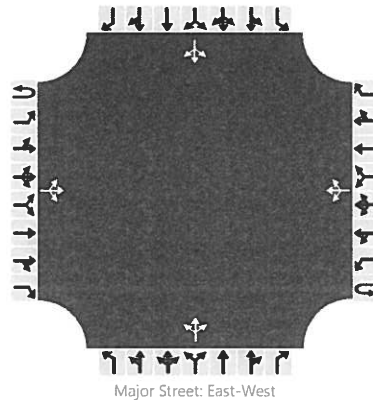
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			7							1						
Capacity, c (veh/h)			986							1590						
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
Control Delay (s/veh)			8.7							7.3						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	8.7								0.5							
Approach LOS	A															

HCS 2010 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Elizabeth Landry	Intersection	CR 143 @ I80 Service Dr
Agency/Co.		Jurisdiction	
Date Performed	6/3/2022	East/West Street	I-80 Service Drive
Analysis Year	2022	North/South Street	CR 143
Time Analyzed	2022 PM Peak No Build	Peak Hour Factor	0.81
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		3	75	12		1	57	1		1	0	1		1	0	1
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

[illegible]

Delay, Queue Length, and Level of Service

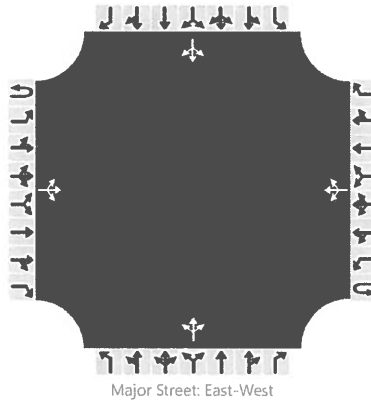
Flow Rate, v (veh/h)		4			1				2				2	
Capacity, c (veh/h)		1521			1475				854				868	
v/c Ratio		0.00			0.00				0.00				0.00	
95% Queue Length, Q ₉₅ (veh)		0.0			0.0				0.0				0.0	
Control Delay (s/veh)		7.4			7.4				9.2				9.2	
Level of Service, LOS		A			A				A				A	
Approach Delay (s/veh)	0.3			0.1			9.2			9.2				
Approach LOS							A			A				

HCS 2010 Two-Way Stop-Control Report

General Information

Analyst	Elizabeth Landry	Intersection	CR 143 @ I80 Service Dr
Agency/Co.		Jurisdiction	
Date Performed	6/3/2022	East/West Street	I-80 Service Drive
Analysis Year	2022	North/South Street	CR 143
Time Analyzed	2022 PM Peak Build	Peak Hour Factor	0.81
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		3	75	23		4	57	1		8	0	3		1	0	1
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

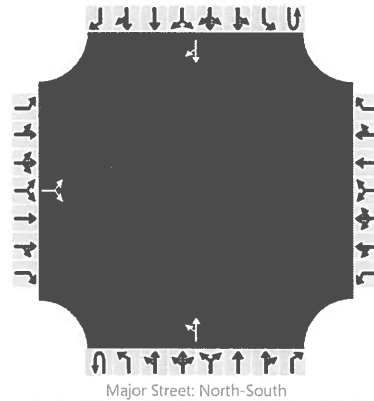
Flow Rate, v (veh/h)		4				5					14				2	
Capacity, c (veh/h)		1521				1459					802				854	
v/c Ratio		0.00				0.00					0.02				0.00	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.1				0.0	
Control Delay (s/veh)		7.4				7.5					9.6				9.2	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)	0.3				0.5				9.6				9.2			
Approach LOS									A				A			

HCS 2010 Two-Way Stop-Control Report

General Information

Analyst	Elizabeth Landry	Intersection	CR 143 @ Lonesome Dove Lp
Agency/Co.		Jurisdiction	
Date Performed	6/3/2022	East/West Street	Lonesome Dove Loop
Analysis Year	2022	North/South Street	CR 143
Time Analyzed	2022 PM Peak No Build	Peak Hour Factor	0.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		0		0						0	2				13	0
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

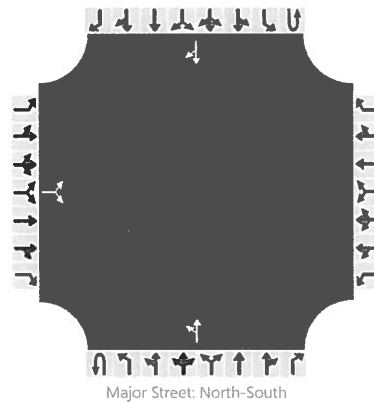
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0							0						
Capacity, c (veh/h)			0							1593						
v/c Ratio										0.00						
95% Queue Length, Q ₉₅ (veh)										0.0						
Control Delay (s/veh)			5.0							7.3						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	5.0								0.0							
Approach LOS	A															

HCS 2010 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Elizabeth Landry	Intersection	CR 143 @ NLonesomeDove Lp
Agency/Co.		Jurisdiction	
Date Performed	6/3/2022	East/West Street	N Lonesome Dove Loop
Analysis Year	2022	North/South Street	CR 143
Time Analyzed	2022 PM Peak Build	Peak Hour Factor	0.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		5		0						0	6				19	8
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

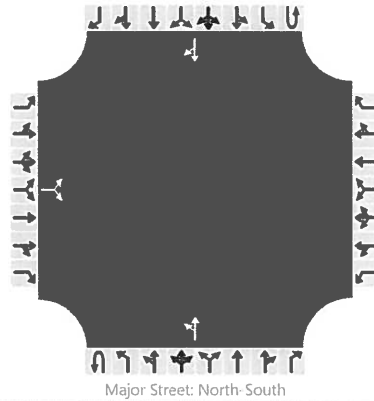
Flow Rate, v (veh/h)			6							0						
Capacity, c (veh/h)			975							1570						
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
Control Delay (s/veh)			8.7							7.3						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	8.7								0.0							
Approach LOS	A															

HCS 2010 Two-Way Stop-Control Report

General Information

Analyst	Elizabeth Landry	Intersection	CR 143 @ SLonesomeDove Lp
Agency/Co.		Jurisdiction	
Date Performed	6/3/2022	East/West Street	S Lonesome Dove Loop
Analysis Year	2022	North/South Street	CR 143
Time Analyzed	2022 PM Peak Build	Peak Hour Factor	0.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		4		0						1	2				13	6
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

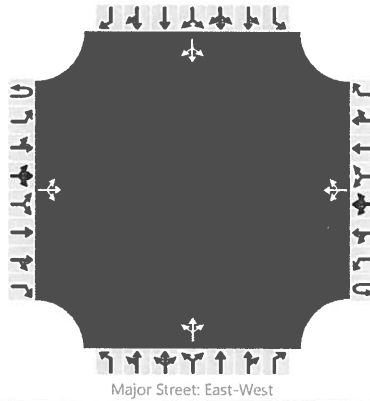
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			5							1						
Capacity, c (veh/h)			988							1584						
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
Control Delay (s/veh)			8.7							7.3						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	8.7								2.4							
Approach LOS	A															

HCS 2010 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Elizabeth Landry	Intersection	CR 143 @ I80 Service Dr
Agency/Co.		Jurisdiction	
Date Performed	6/3/2022	East/West Street	I-80 Service Drive
Analysis Year	2042	North/South Street	CR 143
Time Analyzed	2042 PM Peak No Build	Peak Hour Factor	0.81
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		4	109	21		2	84	2		2	0	2		2	0	2
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				2					4				4	
Capacity, c (veh/h)		1477				1410					772				790	
v/c Ratio		0.00				0.00					0.01				0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.0				0.0	
Control Delay (s/veh)		7.4				7.6					9.7				9.6	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)	0.3				0.2				9.7				9.6			
Approach LOS									A				A			

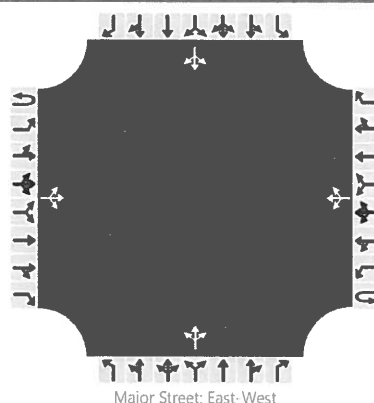
HCS 2010 Two-Way Stop-Control Report

General Information

Analyst	Elizabeth Landry	Intersection	CR 143 @ I80 Service Dr
Agency/Co.		Jurisdiction	
Date Performed	6/3/2022	East/West Street	I-80 Service Drive
Analysis Year	2042	North/South Street	CR 143
Time Analyzed	2042 PM Peak Build	Peak Hour Factor	0.81
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description			

Site Information

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		4	109	32		5	84	2		9	0	4		2	0	2
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

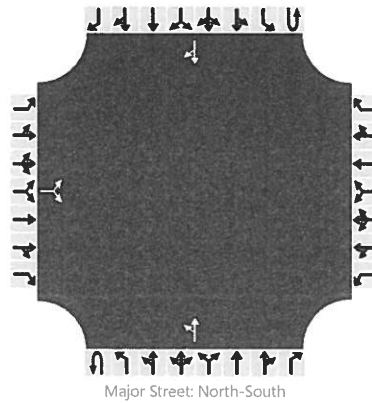
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				6					16				4	
Capacity, c (veh/h)		1477				1394					718				776	
v/c Ratio		0.00				0.00					0.02				0.01	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.1				0.0	
Control Delay (s/veh)		7.4				7.6					10.1				9.7	
Level of Service, LOS		A				A					B				A	
Approach Delay (s/veh)	0.2				0.4				10.1				9.7			
Approach LOS									B				A			

HCS 2010 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Elizabeth Landry	Intersection	CR 143 @ Lonesome Dove Lp
Agency/Co.		Jurisdiction	
Date Performed	6/3/2022	East/West Street	Lonesome Dove Loop
Analysis Year	2042	North/South Street	CR 143
Time Analyzed	2042 PM Peak No Build	Peak Hour Factor	0.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		0		0						0	4				23	0
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0							0						
Capacity, c (veh/h)			0							1577						
v/c Ratio										0.00						
95% Queue Length, Q ₉₅ (veh)										0.0						
Control Delay (s/veh)			5.0							7.3						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	5.0								0.0							
Approach LOS	A															

HCS 2010 Two-Way Stop-Control Report

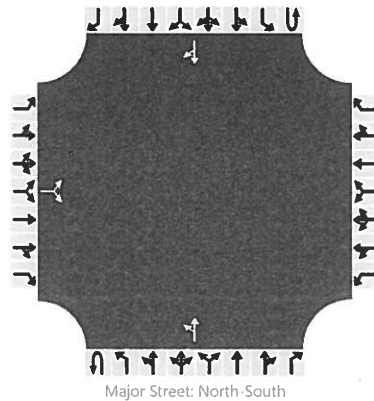
General Information

Analyst	Elizabeth Landry
Agency/Co.	
Date Performed	6/3/2022
Analysis Year	2042
Time Analyzed	2042 PM Peak Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	CR 143 @ NLonesomeDove Lp
Jurisdiction	
East/West Street	N Lonesome Dove Loop
North/South Street	CR 143
Peak Hour Factor	0.81
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		5		0						0	8				29	8
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			6							0						
Capacity, c (veh/h)			955							1553						
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
Control Delay (s/veh)			8.8							7.3						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	8.8								0.0							
Approach LOS	A															

HCS 2010 Two-Way Stop-Control Report

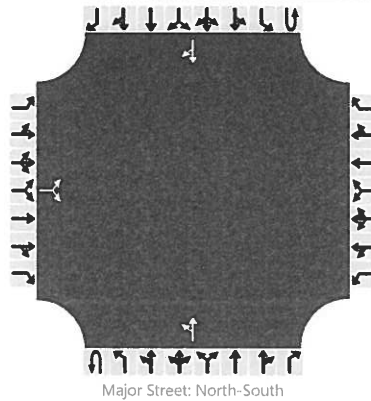
General Information

Analyst	Elizabeth Landry
Agency/Co.	
Date Performed	6/3/2022
Analysis Year	2042
Time Analyzed	2042 PM Peak Build
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	CR 143 @ SLonesomeDove Lp
Jurisdiction	
East/West Street	S Lonesome Dove Loop
North/South Street	CR 143
Peak Hour Factor	0.81
Analysis Time Period (hrs)	1.00

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		4		0						1	4				23	6
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			5							1						
Capacity, c (veh/h)			970							1568						
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
Control Delay (s/veh)			8.7							7.3						
Level of Service, LOS			A							A						
Approach Delay (s/veh)	8.7								1.2							
Approach LOS	A															

LONESOME DOVE RANCHES

ENVIRONMENT AND SERVICES IMPACT REPORT

For

LONESOME DOVE RANCHES

Cheyenne, Wyoming

Prepared for

Gloria Merrill and Kerry Merrill



**Steil
Surveying
Services, LLC**

1038 Road 143
Cheyenne, Wyoming 82009
Registered Land Surveyors

Prepared by

MSH

STEIL SURVEYING SERVICES

1102 West 19th Street

Cheyenne, WY 82009

(307) 634-7273

June 13, 2022

LONESOME DOVE RANCHES

LONESOME DOVE RANCHES Environment and Services Impact Report

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APPENDIX A - Exhibits

LONESOME DOVE RANCHES

I. Introduction

1. Location

The project site is the SE¼ of Section 30, Township 14 North, Range 63 West of the 6th P.M., County of Laramie, State of Wyoming.

The rural residential development project, Lonesome Dove Ranches, (Refer to Appendix A, Vicinity Map) is bound along the west property line by Sooner LLC, agricultural use. The North property line is adjacent to Sooner LLC, agricultural use. The East Side of the property abuts Wheatridge Estates, residential use. The south side of the project abuts Dennis and Sheri Miller Family Trust, agricultural use. The overall Lonesome Dove Ranches site is 160 acres more or less.

The Project is intended to provide new single family residential lots to Laramie County. The lots provided are intended for Manufactured Housing and New Construction.

2. Existing Conditions

Existing vegetation consists of native grasses and weeds. The land is undeveloped and is being used as agricultural with the main residence on one tract after platting.

The topography of the site is rolling hills.

The existing road that will service the site is road 143. Lonesome Dove Trail, Blue Duck Trail, Augustus Pass, Lonesome Dove Court, Jake Spoon Trail, and Lonesome Dove Pass will be built to County Road standards and allow for the movement of traffic thru the Project.

II. Project Environmental Impacts

1. Water Source

LONESOME DOVE RANCHES

There will be private wells serving each lot in the Lonesome Dove Ranches development.

2. Sanitary Sewer System

There will be private septic systems serving each lot in the Lonesome Dove Ranches development.

3. Wildlife and Vegetation

The site does not appear to provide any habitat for any of the recognized endangered or rare species of plants or animals. Additionally, the site is not a major migratory route for any animals. The site however did previously support grazing.

4. Hazardous Materials

This is a residential development so there should be no hazardous materials stored on the site.

III. Project Service Impacts

1. Hospital Care

The project is located approximately 18 miles from the Cheyenne Regional Medical Center. The proposed project should not have an impact on the availability of Hospital services.

2. Schools

The project is in the Laramie County School District #2 boundary area. The site is approximately 6.5 miles from Burns Elementary School, where students that live in this area

LONESOME DOVE RANCHES

would go. The elementary school is not at max capacity; therefore the Lonesome Dove Ranches development should not have an adverse effect on the elementary school enrollment.

The Lonesome Dove Ranches development will be served by Burns Junior High and High School. Both are located approximately 6.5 miles from the site.

The development of 24 lots is unlikely to produce more than a couple of kids at any grade level; therefore, this development should not have a negative impact on any of the mentioned schools.

3. Parks/Trails

N/A

4. Crime Control

The project will be served by the Laramie County Sheriff's department. The surrounding areas and subdivisions are currently patrolled by the Sheriff's office.

5. Fire Protection

The project will be served by Fire District #6.

6. Road Impact

As the development is 18 miles east of Cheyenne, traffic impacts will be minimal.

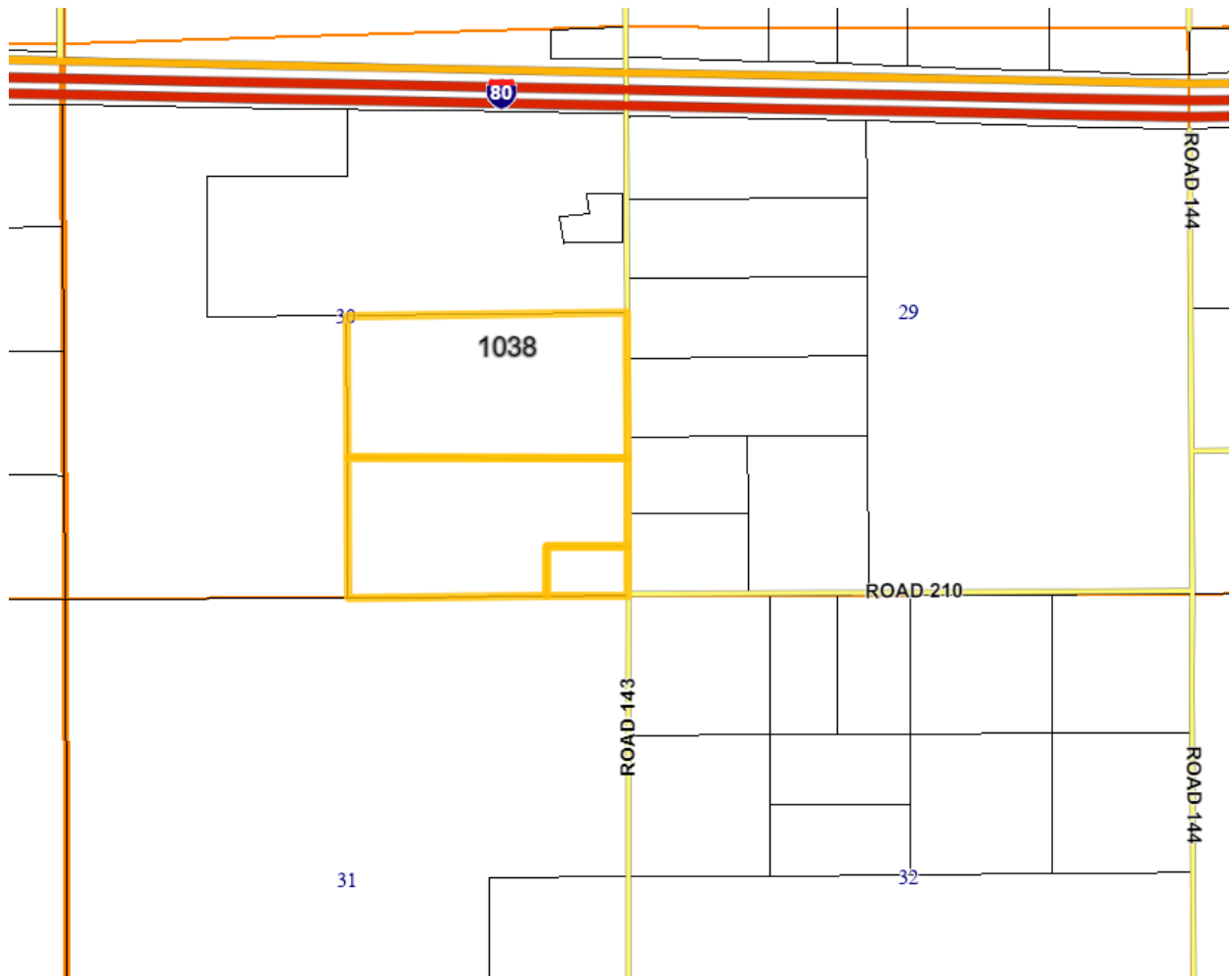
IV. Conclusions

This environmental assessment provides sufficient information and analysis to conclude that the proposed project will not result in any significant, adverse environment or service impacts.

Much effort and attention to design regarding road placement, view corridors, and drainage patterns have gone into the creation of the proposed plat.

LONESOME DOVE RANCHES

APENDIX A



Catherine Cundall

From: Catherine Cundall
Sent: Tuesday, December 6, 2022 9:07 AM
To: 'James Jacob'
Subject: RE: PZ-22-00337 Preliminary Development Plan

Mr. Jacob,

Thank you for your comments, they will be included with other comments received for this project. As for who is considered an "adjacent landowner" this refers to property owners that are touching the subject parcel. Posting of signs and legal ads published in the Cheyenne Eagle Tribune are how we inform others about the applications received. Public Hearings, for this application, will be held by the Laramie County Planning Commission on December 22, 2022 and the Laramie County Commissioners on January 3, 2023. Both meetings will take place at 310 West 19th Street, Suite 310 in Cheyenne at 3:30 p.m. If you are watching virtually and would like to make comments during the Public Hearing portion of the meeting the call-in number is 307-633-4422. If you have any questions, please let me know.

Thank you,
Cate Cundall

From: James Jacob <jfjacob2000@yahoo.com>
Sent: Monday, December 5, 2022 7:16 PM
To: Planning <planning@laramiecountywy.gov>
Subject: PZ-22-00337 Preliminary Development Plan

Attention: This email message is from an **external(non-County)** email address. Please exercise caution and/or verify authenticity before opening the email/attachments/links from an email you aren't expecting.

I live a half mile from the proposed 24 single-family residential tracts, and I am concerned about what effect these 24 wells will have on the well for our property. The water table has been dropping due to the dry conditions we have had over the past several years and we certainly do not wish to have to drill another deeper well for our water. 24 new leach fields might also have an effect on the quality of our ground water.

A letter was sent to "Adjacent Landowners" however we were not included in the mailing list. We are only a half mile from the property and I would consider us to be adjacent.

James Jacob
993 County Road 143
Burns, WY 82053

Planning at Laramie County; To Whom It May Concern:

subject; Planning development plan PZ-22-0337; Subdivision permit PZ-22-00338

Sooner LLC., Tim and Margaret Bath, would like to voice some concerns and comments about a proposed subdivision named Lonesome Dove Ranches.

Our concerns and comments are being brought forward being property owners on the north and west sides of the proposed subdivision.

#1. We have an irrigation well, which has been in operation, since being drilled in August of 1975. The well is approximately $\frac{1}{4}$ mile from the proposed subdivision. Realizing that residential, domestic wells take precedence over irrigation wells, there is a possibility that said subdivision, with 24 domestic wells planned, could affect the water usage of our crops. In another scenario, the domestic wells could be affected by the irrigation of our crops in the future.

#2. In keeping all options open for any future use of our property, we would like to see a right of way into our land on the west side, through the subdivision, and a right of way out of our property through the subdivision. If not given the right of ways, it limits the possibilities of future use of the south end of our land. On the original plat it looked like there might be an access easement 40 ft. wide to our property, but that limits the possibilities of our land use. We can't tell if the access easement, is on the new plat, that was submitted, regarding, concerns and comments from different county and state agencies about the first plat of the subdivision. Our property is already landlocked on the west side with a subdivision, so without the right of ways, the south end of our property will be landlocked also.

Thank you,

Sooner LLC; Tim and Margaret Bath



Land Water Energy

Reba D. Epler

"Representing People"

Attorney Licensed in WY and NM

P.O. Box 56, Hillsdale, WY 82060

(307) 701-1073 ♦ rebaepler@icloud.com

www.rebaepler.com

December 16, 2022

Dear Laramie County Planning Commission:

Sooner, LLC owns the adjacent land to the proposed "Lonesome Dove Ranches." Sooner, LLC is concerned that this subdivision will "land-lock" the SW ¼ of S. 30 in T. 14N, R. 63W.

The subdivision plat describes a 40' easement access. However, if the Sooner, LLC chooses to subdivide in the future, the county will require an 80' ingress and egress to the new subdivision.

Sooner, LLC would like work with the current landowners because of their longstanding neighbor relationship. It is fairer to address the access issue now, rather than with unsuspecting lot owners. Sooner, LLC wishes to negotiate the terms of these easements with the Merrills. But asks the county for assistance in requiring adequate access.

Sooner, LLC requests an 80' easement through tracts 24 and 17, and an 80' easement through tracts 6 and 7. Putting these easements in place now would provides fair notice to the future owners of tracts 6, 7, 24 and 17 of the existence of an easement, even if the easements or land is not developed for some time. It is not fair to those who would buy these tracts to have to face a private road proceeding, when reasonable access could be required now. If these easements are put in place now, they will have minimal impact on future tract owners.

Thank you for your time and consideration.

Sincerely,

Reba D. Epler

Reba D. Epler

PZ-22-00337 – Review #1

Applicant Response

Preliminary Development Plan

County Engineer: County Engineer, Scott Larson Comments Attached 11/28/2022

1. I concur with the request for a waiver of a detailed Drainage Study. **THANK YOU**
2. Curves C5 -- C12 in the Curve Table shows a radius of 60' for each curve. However, the drawing shows 80' for these curves. **PLEASE SEE FINAL PLAT - CORRECTED**
3. The information shown for the average daily trips following the ITE should be 24 units/tracts x 9.50 ADT which would equal 228 ADT and not the 11 units/tracts with a total of 8.14 ADT shown. **YOUR CALCULATIONS ARE CORRECT. THE TABLE WAS COPIED FROM ANOTHER DRAWING AND THE DATA DID NOT GET UPDATED.**
4. General Note 8 indicates "No portion of the subject property falls within a FEMA 100-year...". This should be changed to reflect that a FEMA special flood hazard area does cross this property. **CORRECTED – PLEASE SEE FINAL PLAT**
5. There is only approximately 155 feet from the proposed Lonesome Dove Trail to CR210. Per the LCLUR, given the speed limit on CR143 is 55 mph, the distance between intersections is required to be 550 feet. The Traffic Study does not address this issue either. **CORRECTED – PLEASE SEE FINAL PLAT**
6. Where will the mailbox unit(s) be located? **MAILBOX ARRAY WILL BE PLACED AT THE NORTHERLY ENTRANCE TO LONESOME DOVE**
7. The north/south 20' Utility Easements located in Tract 13, 11, and 9 should also include drainage easements to direct flows from the roadside ditches for the cul-de-sacs and Jake Spoon Trail to the floodplain. **ADDED – SEE FINAL PLAT**
8. General Note 7 indicates the 80' easements for the roadways will be for access, utility & drainage, but the drawing only says they will be for "Access and Utility". Please change the labeling on the drawing to include "drainage". **CORRECTED**
9. If the roadways will be constructed in phases, please show the phasing plan on the PDP. **NOT PHASED**
10. All roadways shall be designed and constructed to LCLUR, and the design plans shall be submitted to the County for review and approval. **AGREED**
11. Roadways within and/or crossing the floodplain will require a Floodplain Development Permit application submitted to the County for review and approval. **AGREED**

County Public Works Department: County Public Works Department, Molly Bennett Comments Attached 11/29/2022

1. All comments from the review engineer and surveyor shall be addressed.
2. A note shall be added to the plat indicating "there will be no public maintenance of internal roadways/access easements." **ADDED**
3. A note shall be added to the plat indicating "All Tracts are to be accessed off internal roadways/access easements." **ADDED**
4. Due to the internal roads/easements being dedicated to the public, access permit applications through Public Works will be required for each tract. Call (307-633-4302) or email (permits@laramiecountywy.gov) Public Works for more information. **NOT DEDICATED RIGHT OF WAY**

5. Based on other review comments and the review of Public Works, the roadway configuration(s) need to be addressed as they relate to distance between intersection

and alignment along Road 143. The intersection of Lonesome Dove and Road 143 shall be either aligned with Road 210 at the Southern Boundary or at least 550 feet from other access points onto Road 143. **CORRECTED – SEE FINAL PLAT**

6. This development will require a right-of-way/grading permit. Reach out to Public Works as indicated above. **AGREED**

7. The subdivision permit and plat flowchart will apply to this project. Please see the attached flow chart. **THANK YOU**

8. As shown within the the plat submitted for this project, are Jack Spoon Trail and Blue Duck Trail going to connect at the corner of Tracts 5, 6, 7, and 8? **YES**

9. Since the preliminary development plan (PZ-22-00337) and the subdivision permit and plat (PZ-22-00338) are being submitted concurrently, all comments from both PZ file reviews, shall be addressed within both files. **ALL COMMENTS FROM THE PRELIMINARY AND FINAL WILL BE ADDRESSED ON THE FINAL PLAT – THE PDP IS A PRELIMINARY DOCUMENT - CORRECTIONS GO ON THE FINAL PLAT NOT THE PRELIMINARY PLAT.**

Environmental Health: Environmental Health Department, Tiffany Gaertner Comments Attached 11/22/2022
Regulations:

LARAMIE COUNTY SMALL WASTEWATER SYSTEMS REGULATIONS

Comments:

Wastewater permits are required for each lot. All small wastewater systems must have a 50' setback from all property lines and intermittent bodies of water i.e. floodplains. Careful planning of lot layout to fit septic is required for lots 7,8,11,12,13. Chapter 23 report must be submitted to this office along with the signed final plat prior to application for any permits. DEQ letter has been submitted. **AGREED**

Intraoffice: Planners, Cambia McCollom Comments Attached 11/29/2022

This site has two existing addresses of 1038 Road 143 and 1040 Road 143 currently associated with it. If this area develops as intended, these addresses would be eliminated and other assigned that conforms with the access and location within the new development. Or if the structures are to be removed, then addresses would be removed and new addresses assigned with the building permit. **STRUCTURES TO REMAIN – OWNERS RESIDENCE**

WYDOT: WYDOT, Taylor McCort Comments Attached 11/17/2022
If any utility work impacts WYDOT Right of way then:

Developers should be aware that any work or presence in the right of way created by development/construction for this project will need the appropriate permitting or licensing between the utility owner (or appropriate local agency for fence modifications) and WYDOT District 1 Maintenance. Please contact Michael Elliot (Michael.Elliott@wyo.gov -- 307.745.2123) for utility permit information.

No Comments

Building Dept
County Assessor
County Real Estate
High West Energy

No Response

CenturyLink
Combined Communications Center
County Attorney
County Clerk
County Conservation District
County Treasurer
Laramie County Weed & Pest
Sheriff's Office
US Post Office
WY State Engineer's Office
Wyoming DEQ
Board of Public Utilities
Fire District No 6
Laramie Co School Dist No 2

PZ-22-00337-Lonesome Dove Ranches
Preliminary Development Plan
Review #2 Agency Comments

County Engineer: County Engineer, Scott Larson Comments Attached 12/05/2022
All previous comments have been adequately addressed on the revised PDP map.
Therefore, I have no further comments at this time.

Environmental Health: Environmental Health Department, Tiffany Gaertner Comments
Attached 12/06/2022

As agreed and acknowledged upon by applicant these are the comments:

Regulations:

LARAMIE COUNTY SMALL WASTEWATER SYSTEMS REGULATIONS

Comments:

Wastewater permits are required for each lot. All small wastewater systems must have a 50' setback from all property lines and intermittent bodies of water i.e. floodplains. Careful planning of lot layout to fit septic is required for lots 7,8,11,12,13. Chapter 23 report must be submitted to this office along with the signed final plat prior to application for any permits. DEQ letter has been submitted.

Intraoffice: Planners, Cambia McCollom Comments Attached 12/06/2022
Since the existing structures are remaining, the addresses will change to reflect the change in access.

No Response

County Public Works Department

PZ-22-00338 – Review #1
Applicant Response
Subdivision Permit (25 Lots or Less)

Cheyenne Planning: Cheyenne Development Services, Seth Lloyd Comments
Attached 11/16/2022

1. Project over a mile from the City, no official comments from the City.
2. Project proposes only one connection to an undeveloped edge and does not provide travel ways on boundaries. While the effects of this project are small, if all the land in the area developed with similar projects, it could create issues on the few connecting roads. Suggest moving Lonesome Dove Trail to the south and re-arranging Tracts 17-24. I believe such a modification is possible while keeping the same number of tracts and nearly the same amount of travel way to maintain. **REARRANGED INTERNALLY**

County Engineer: County Engineer, Scott Larson Comments Attached 11/28/2022
Engineer Review

1. I concur with the request for a waiver of a detailed Drainage Study. **THANK YOU**
2. The plat indicates Fire Protection to be provided by Fire District #2 and I believe it should be Fire District #6. **CORRECTED**
3. Curve C17 in the Curve Table shows a radius of 47.34', C21 shows 55.16', and Curves C18 -- C20 and C22 -- C24 shows a radius of 60' for each curve. However, the drawing shows 80' for these curves. Please clarify. **CORRECTED**
4. There is only approximately 155 feet from the proposed Lonesome Dove Trail to CR210. Per the LCLUR, given the speed limit on CR143 is 55 mph, the distance between intersections is required to be 550 feet. The Traffic Study does not address this issue either. **CORRECTED**
5. Where will the mailbox unit(s) be located?
6. The north/south 20' Utility Easements located in Tract 13, 11, and 9 should also include drainage easements to direct flows from the roadside ditches for the cul-de-sacs and Jake Spoon Trail to the floodplain. **ADDED**
7. MERRILLM General Note 7 indicates the 80' easements for the roadways will be for access, utility & drainage, but the drawing only says they will be for "Access and Utility". Please change the labeling on the drawing to include "drainage". **CORRECTED**
8. All roadways shall be designed and constructed to LCLUR, and the design plans shall be submitted to the County for review and approval. **AGREED**
9. Roadways within and/or crossing the floodplain will require a Floodplain Development Permit application submitted to the County for review and approval. **AGREED**

Surveyor Review

1. The signatures of the landowners acknowledging the DEDICATION normally follow (not precede) the statement of the dedication. **ADJUSTED**
2. Throughout most of the plat the property lines are shown as being monumented at the intersection of the right-of-way boundary and the property line and the property boundaries are dimensioned from property corner to property corner. Most of the

property line / right-of-way intersections are nearly perpendicular, so having only one dimension labeled is not a problem. However, there are few locations where the distance from the right-of-way as monumented to the actual property line (due to the more severe angle of the line intersection) is difficult to determine and should be labeled. (Examples are at the southeast corner of TRACT 4 and the southeast corner of TRACT 3.) **ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD EASEMENT. MONUMENTS ARE SET ON THE EASEMENT RIGHT OF WAY INSTEAD OF THE CENTERLINE OF THE ROAD.**

3. Are the right-of-ways for LONESOME DOVE PASS and AUGUSTUS PASS centered on the adjoining TRACT boundaries? It would be best to clarify that on the plat drawing. **YES - CLARIFIED**

4. The 20' UTILITY EASEMENT (TYPICAL) appears throughout the plat and is labeled a number of times. It might be helpful for the future users of the plat to have a UTILITY LINE TYPE LEGEND to identify and clarify the various easements/easement line types and right-of-way boundaries/right-of-way boundary line types throughout the plat. **LABELS SUFFICE - ALL LINE TYPES ARE OF DIFFERENT WEIGHTS AND TYPES**

5. There is line shown east of the east right-of-way boundary of COUNTY ROAD 143. Is it a boundary of an easement that is relative to this subdivision? Should it be labeled? **NO**

6. Some of the text in the VICINITY MAP is very small and difficult to read, particularly against the very dark background. **CLEANED UP**

County Public Works Department: County Public Works Department, Molly Bennett
Comments Attached 11/29/2022

1. All comments from the review engineer and surveyor shall be addressed. **COMMENTS THAT REFER TO ERRORS ON THE PLAT WILL BE ADDRESSED. COMMENTS REGARDING PERSONAL OPINIONS OR WANTS WILL NOT BE ADDRESSED**

2. A note shall be added to the plat indicating "there will be no public maintenance of internal roadways/access easements." **ADDED**

3. A note shall be added to the plat indicating "All Tracts are to be accessed off internal roadways/access easements." **ADDED**

4. Due to the internal roads/easements being dedicated to the public, access permit applications through Public Works will be required for each tract. Call (307-633-4302) or email (permits@laramiecountywy.gov) Public Works for more information. **NOT DEDICATED**

5. Based on other review comments and the review of Public Works, the roadway configuration(s) need to be addressed as they relate to distance between intersection and alignment along Road 143. The intersection of Lonesome Dove and Road 143 shall be either aligned with Road 210 at the Southern Boundary or at least 550 feet from other access points onto Road 143. **CORRECTED**

6. This development will require a right-of-way/grading permit. Reach out to Public Works as indicated above.

7. The subdivision permit and plat flowchart will apply to this project. Please see the attached flow chart. **THANK YOU**

8. As shown within the the plat submitted for this project, are Jack Spoon Trail

and Blue Duck Trail going to connect at the corner of Tracts 5, 6, 7, and 8?

YES

9. Since the preliminary development plan (PZ-22-00337) and the subdivision permit and plat (PZ-22-00338) are being submitted concurrently, all comments from both PZ file reviews, shall be addressed within both files.

ALL COMMENTS FROM THE PRELIMINARY AND FINAL WILL BE ADDRESSED ON THE FINAL PLAT – THE PDP IS A PRELIMINARY DOCUMENT - CORRECTIONS GO ON THE FINAL PLAT NOT THE PRELIMINARY PLAT.

County Real Estate Office: County Real Estate Office, Laura Pate Comments

Attached 11/21/2022

for the smaller parcel Mr Merrill took title as Kerry Merrill (without his middle initial) please have his portion printed, signed and notarized as Kerry Merrill AKA Kerry J Merrill. **ADDED**

Environmental Health: Environmental Health Department, Tiffany Gaertner Comments

Attached 11/22/2022

Regulations:

LARAMIE COUNTY SMALL WASTEWATER SYSTEMS REGULATIONS

Comments:

Wastewater permits are required for each lot. All small wastewater systems must have a 50' setback from all property lines and intermittent bodies of water i.e. floodplains. Careful planning of lot layout to fit septic is required for lots 7,8,11,12,13. Chapter 23 report must be submitted to this office along with the signed final plat prior to application for any permits. DEQ letter has been submitted. **ACKNOWLEDGED**

Intraoffice: Planners, Cambia McCollom Comments Attached 11/29/2022

This site has two existing addresses of 1038 Road 143 and 1040 Road 143 currently associated with it. If this area develops as intended, these addresses would be eliminated and other assigned that conforms with the access and location within the new development. Or if the structures are to be removed, then addresses would be removed and new addresses assigned with the building permit. **EXISTING**

STRUCTURES REMAIN – OWNER RESIDENCE

WYDOT: WYDOT, Taylor McCort Comments Attached 11/17/2022

If any utility work impacts WYDOT Right of way then:

Developers should be aware that any work or presence in the right of way created by development/construction for this project will need the appropriate permitting or licensing between the utility owner (or appropriate local agency for fence modifications) and WYDOT District 1 Maintenance. Please contact Michael Elliot (Michael.Elliott@wyo.gov -- 307.745.2123) for utility permit information. **ACKNOWLEDGED**

No Comments

County Assessor
High West Energy
Wyoming Game & Fish Dept

No Response

Cheyenne MPO
Combined Communications Center
County Attorney
County Clerk
County Conservation District
County Treasurer
Emergency Management
Laramie County Weed & Pest
Sheriff's Office
US Post Office
WY State Engineer's Office
Wyoming DEQ
Dept of Energy (WAPA)
Fire District No 6
Laramie Co School Dist No 2
Century Link

PZ-22-00338-Lonesome Dove Ranches
Subdivision Permit (25 Lots or Less)
Review #2

County Engineer: County Engineer, Scott Larson Comments Attached 12/05/2022
All previous comments have been adequately addressed on the revised plat map.
Therefore, we have no further comments at this time.

County Real Estate Office: County Real Estate Office, Laura Pate Comments
Attached 12/07/2022
Please have all areas read Kerry J Merrill AKA Kerry Merrill.
He took title both ways so the plat must reflect that.

Intraoffice: Planners, Cambia McCollom Comments Attached 12/06/2022
Since the existing structures are remaining, the addresses will change to reflect the
change in access.

Environmental Health: Environmental Health Department, Tiffany Gaertner Comments
Attached 12/06/2022
As agreed and acknowledged upon by applicant these are the comments:

Regulations:

LARAMIE COUNTY SMALL WASTEWATER SYSTEMS REGULATIONS

Comments:

Wastewater permits are required for each lot. All small wastewater systems must have a 50' setback from all property lines and intermittent bodies of water i.e. floodplains. Careful planning of lot layout to fit septic is required for lots 7,8,11,12,13. Chapter 23 report must be submitted to this office along with the signed final plat prior to application for any permits. DEQ letter has been submitted.

No Comments

Cheyenne Planning
WYDOT

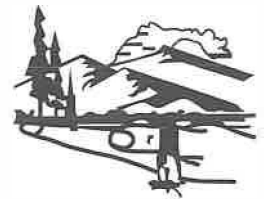
No Response

County Public Works Department



Department of Environmental Quality

To protect, conserve and enhance the quality of Wyoming's environment for the benefit of current and future generations.



Mark Gordon, Governor

Todd Parfitt, Director

November 10, 2022

Laramie County Board of Commissioners
309 West 20th Street
Cheyenne, WY 82001

RE: **Non-Adverse Recommendation,**
Lonesome Dove Subdivision, Laramie County
WDEQ/WQD Application #2022-301

Dear Commissioners:

The Wyoming Department of Environmental Quality Water Quality Division has completed the review of the proposed Lonesome Dove Subdivision located in Section 30, T14N, R63W, 6th P.M., in Laramie County, Wyoming. The Lonesome Dove Subdivision will create 24 lots out of approximately 160 acres. The information was submitted by Kerry Merrill, owner, signed by, Jerry Hunt PE, Wyoming Licensed Engineer and Robert Starkey PG, Wyoming Professional Geologist. This letter represents the recommendations of the Wyoming Department of Environmental Quality Water Quality Division as required by W.S. 18-5-306(c).

Findings as to the safety and adequacy of the proposed sewage system:

The proposed sewage system is the use of individual on-site septic tanks and leach fields permitted by and constructed to Wyoming Department of Environmental Quality Water Quality Rules and Regulations and the standards established by the Cheyenne/Laramie County Environmental Health Division. The information submitted addresses the safety and adequacy of the proposed sewage system, provided the statements indicated in the "**Notes required to be added to the final plat**" are adhered to.

Findings as to the safety and adequacy of the proposed water system:

The proposed water system is the use of individual water supply wells completed on each lot. Each well must be permitted by and constructed to the Wyoming State Engineer's Office standards. The information submitted addresses the safety and adequacy of the proposed water system, provided compliance with the statements indicated in the "**Notes required to be added to the final plat and other pertinent documents**" is maintained.

Notes required to be added to the final plat, and other pertinent documents:

1. All lots must satisfy Cheyenne/Laramie County Environmental Health Division standards.
2. All septic systems must meet minimum setback distances including being built 50 ft from all surface water or springs (including seasonal and intermittent).

Conclusions:

The Wyoming Department of Environmental Quality has a "Non-Adverse" recommendation applicable to the Lonesome Dove Subdivision.

Disclaimer:

The Non-Adverse recommendation provided above has nothing to do with, nor has any bearing on the water rights associated with the Lonesome Dove Subdivision. Any questions or concerns about the water rights for the Lonesome Dove Subdivision should be directed to the State Engineer's Office.

Nothing in Wyoming Department of Environmental Quality recommendations or comments regarding the proposal for the Lonesome Dove Subdivision shall be construed to relieve Kerry Merrill of the obligation to obtain any permits or additional approval from any local, state or federal agencies as required by law, rules, regulations, or ordinances. Nothing in these recommendations commits the Wyoming Department of Environmental Quality or Laramie County to the issuance of required permits for construction, operation, or modification of water supply or sewage systems.

Sincerely,



Jason Fernandez, PE.
Assistant Southeast District Engineer
Water & Wastewater Program, Water Quality Division

cc: Kerry Merrill, Owner, kerrymerrill91@icloud.com
Jerry Hunt, PE, Weston Engineering, jhunt@westoneng.com
Robert Starkey, PG, Weston Engineering, rstarkey@westoneng.com
Markus Malessa, SEO via email, markus.malessa@wyo.gov
Laramie County Planning & Development Office, 3966 Archer Pkwy, Cheyenne,
Wyoming 82009
Cheyenne/Laramie County Environmental Health Division, 100 Central Avenue
Cheyenne, Wyoming 82007

RESOLUTION NO. _____

**A RESOLUTION TO APPROVE A SUBDIVISION PERMIT AND PLAT
FOR THE SE1/4 OF SECTION 30, T14N., R63W., LARAMIE COUNTY, WY,
TO BE PLATTED AND KNOWN AS
“LONESOME DOVE RANCHES”.**

WHEREAS, Wyoming State Statutes §18-5-201 to 18-5-208; §18-5-301 to 18-5-315 authorize Laramie County, in promoting the public health, safety, morals and general welfare of the county, to regulate the use of land through zoning in unincorporated Laramie County; and

WHEREAS, the Laramie County Board of Commissioners adopted the Laramie County Land Use Regulations; and

WHEREAS, the proposed subdivision and plat is in accordance with section 2-1-101 (a-e) of the Laramie County Land Use Regulations; and

WHEREAS, the application is in conformance with the LU – Land Use zone district; and

WHEREAS, this resolution is the Subdivision Permit for Lonesome Dove Ranches.

NOW THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF LARAMIE COUNTY, WYOMING, as follows:

The Laramie County Board of Commissioners finds that:

- a. This application is in conformance with section 2-1-101 (a-e) of the Laramie County Land Use Regulations.
- b. This application is in conformance with section 4-2-104 governing the LU - Land Use zone district.

And the Board approves the Subdivision Permit and Plat for Lonesome Dove Ranches.

PRESENTED, READ AND ADOPTED THIS _____ DAY OF

_____, 2023.

LARAMIE COUNTY BOARD OF
COMMISSIONERS

Troy Thompson, Chairman

ATTEST:

Debra K. Lee, Laramie County Clerk

Reviewed and approved as to form:



Laramie County Attorney's Office

NO PUBLIC MAINTENANCE OF SPECIFIED STREETS OR ROADS THE SURFACE ESTATE OF THE LAND TO BE SUBDIVIDED IS SUBJECT TO FULL AND EFFECTIVE DEVELOPMENT OF THE MINERAL ESTATE
NO PROPOSED CENTRAL WATER SUPPLY SYSTEM NO PROPOSED CENTRALIZED SEWAGE SYSTEM FIRE PROTECTION TO BE PROVIDED BY FIRE DISTRICT #6

UNPLATTED

UNPLATTED

UNPLATTED

TRACT 2

TRACT 3

TRACT 4

COUNTY ROAD 143 (80' R/W)

TRACT 5

LEGEND

- SET 1 1/2" ALUMINUM CAP STAMPED "SSS P.L.S. 5910" ON 3/4"x24" LONG REBAR
- FOUND 3/4" REBAR
- SET 3/4" X 24" LONG REBAR WITH 2 1/2" ALUMINUM CAP STAMPED "SSS P.L.S. 5910"

DEDICATION

KNOW ALL PERSONS BY THESE PRESENTS THAT: Gloria J Merrill, owner in fee simple of the N 1/4 SE 1/4 of Section 30, Township 14 North, Range 63 West of the 6th P.M., Laramie County, Wyoming, AND Kerry J Merrill, owner in fee simple of the S 1/4 SE 1/4 of Section 30, Township 14 North, Range 63 West of the 6th P.M., Laramie County, Wyoming.

Have caused the same to be surveyed, platted and known as LONESOME DOVE RANCHES, and do hereby declare the subdivision of said land as it appears on this plat, to be their free act and deed and in accordance with their desires and do hereby grant the easements for the purposes indicated hereon.

by: GLORIA J MERRILL AND KERRY MERRILL, AKA KERRY J MERRILL

ACKNOWLEDGEMENT

STATE OF WYOMING }
COUNTY OF LARAMIE } SS
The foregoing instrument was acknowledged before me this ____ day of _____, 2022
by Gloria J. Merrill.

Notary Public, Laramie County, Wyoming

My Commission Expires: _____

ACKNOWLEDGEMENT

STATE OF WYOMING }
COUNTY OF LARAMIE } SS
The foregoing instrument was acknowledged before me this ____ day of _____, 2022
by Kerry Merrill, AKA Kerry J. Merrill.

Notary Public, Laramie County, Wyoming

My Commission Expires: _____

APPROVALS

Approved by the Laramie County Planning Commission, this ____ day of _____, 2022.

Chairman

Approved by the Board of Laramie County Commissioners of Laramie County, Wyoming, this ____ day of _____, 2022.

Chairman

ATTEST:
County Clerk

GENERAL NOTES

- BASIS OF BEARINGS: WYOMING STATE PLANE COORDINATES, EAST ZONE, NAD83-2011, US SURVEY FEET, DISTANCES ARE GRID DISTANCES. COMBINATION FACTOR = 0.9997107468
- ELEVATIONS: NAVD88, BASED ON BENCHMARK C-90.
- ALL LOT CORNERS, ANGLE POINTS, AND POINTS OF CURVATURE TO BE MONUMENTED WITH 1 1/2" ALUMINUM CAP STAMPED "SSS P.L.S. 5910" ON 3/4"x24" REBAR.
- WATER SERVICE TO EACH LOT TO BE PROVIDED BY SEPARATE WELLS, ALL WELLS SHALL COMPLY WITH APPLICABLE STATE AND LOCAL RULES AND REGULATIONS.
- SEWAGE DISPOSAL TO BE PROVIDED WITH INDIVIDUAL SEPTIC LEACH FIELDS FOR EACH LOT, NO PUBLIC SEWER SYSTEM IS PROPOSED. ALL SEPTIC SYSTEMS SHALL COMPLY WITH APPLICABLE STATE AND LOCAL RULES AND REGULATIONS.
- UNLESS OTHERWISE NOTED, "UTILITY EASEMENT(S)" HEREON ARE GRANTED TO FRANCHISED UTILITIES PROVIDERS; INCLUDING, BUT NOT LIMITED TO: SPECTRUM, CENTURY LINK, HIGH WEST ENERGY AND/OR CHEYENNE LIGHT, FUEL & POWER, THEIR LEGAL SUCCESSORS AND/OR ASSIGNS.
- 80' MUTUAL INGRESS/ EGRESS, UTILITY & DRAINAGE EASEMENTS CREATED HEREON FOR THE MUTUAL AND EXCLUSIVE USE OF THE LANDOWNERS SHARING SAID EASEMENT(S). NAMES PROVIDED FOR ADDRESSING PURPOSES.
- SUBJECT PROPERTY FALLS WITHIN A FEMA 100-YEAR SFHA PER F.I.R.M. PANEL No.56021C1165F; DATED JANUARY 17, 2007.
- SAID PROPERTY DOES NOT FALL WITHIN THE CMWP.
- NO PUBLIC MAINTENANCE OF INTERNAL ROADWAYS/ACCESS EASEMENTS
- ALL TRACTS WILL BE ACCESSED FROM INTERNAL ROADWAYS.

CERTIFICATE OF SURVEYOR

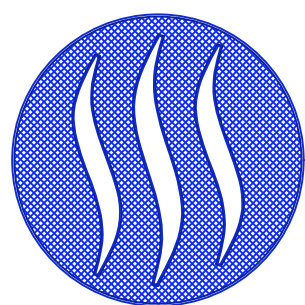
I, Jeffrey B. Jones, A Professional Land Surveyor in the State of Wyoming, for and on behalf of Steil Surveying Services, LLC, hereby state, to the best of my knowledge, information and belief, that this map was prepared from field notes taken during an actual survey made by me or under my direct supervision; and that this map correctly shows the results of said survey and that the monuments found or set are as shown.



RANCHES

A SUBDIVISION OF THE SE 1/4 OF
SECTION 30, T14N R63W, OF THE 6TH P.M.,
LARAMIE COUNTY, WYOMING

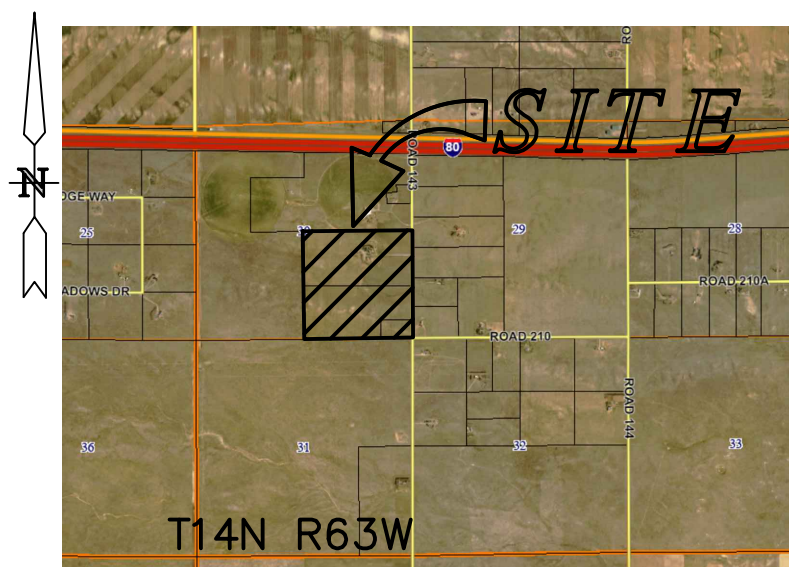
PREPARED MARCH, 2022



STEIL SURVEYING SERVICES, LLC
PROFESSIONAL LAND SURVEYORS
PLANNING & DEVELOPMENT SPECIALISTS
1102 WEST 19th ST. CHEYENNE, WY. 82001 o (307) 634-7273
756 GILCHRIST ST. WHEATLAND, WY. 82201 o (307) 322-9789
www.SteilSurvey.com o info@SteilSurvey.com

REVISED: 12/5/2022
22140 S30-14-63 SUBDIVISION.DWG

VICINITY MAP



FILING RECORD

CURVE TABLE					
CURVE #	DELTA	RADIUS	CHORD BEARING	CHORD LENGTH	ARC LENGTH
C1	35° 53' 11"	150.00'	N72° 43' 49"W	92.42'	93.95'
C2	35° 09' 29"	150.00'	N72° 21' 58"W	90.61'	92.04'
C3	53° 11' 45"	150.00'	S63° 27' 25"W	134.32'	139.27'
C4	52° 35' 15"	150.00'	S63° 09' 10"W	132.89'	137.67'
C5	48° 48' 53"	60.00'	S65° 30' 50"W	49.59'	51.12'
C6	89° 24' 19"	60.00'	N45° 22' 34"W	84.41'	93.63'
C7	138° 09' 33"	60.00'	N68° 24' 22"E	112.09'	144.68'