

COUNCIL WORK SESSION
Tuesday, June 25, 2013, 4:30 p.m.
Casper City Hall
Council Meeting Room

AGENDA

1. FY14 Community Promotions Process
2. Presentation by Wyoming Conservation Corps
3. River Heights Trail Extension
4. Truck Routes
5. North Platte River Restoration Master Plan
6. Zone III Water System

June 20, 2013

MEMO TO: John C. Patterson, City Manager

FROM: Jessica Tresch, City Manager's Office Intern; Fleur Tremel, Assistant to the City Manager

SUBJECT: New Community Promotions Guidelines

Recommendation:

That Council review a new first round voting process designed to incorporate the guidelines as to what constitutes a community promotion program.

Summary:

The City Manager's Office received direction from City Council to include the Community Promotions Funding Guidelines in the voting process. In response, the City Manager's Office has developed a new first round of voting that will help define if a program is a community promotion.

The new round of voting will ask the following questions:

- Does the event bring people (visitors) to the community?
- Does the event enhance economic development?
- Will the event in turn increase the usage of City facilities?
- Would the event improve the quality of life for residents of Casper?
- Does the event provide a direct benefit to citizens as compared with a non-direct fundraising benefit?

In the new round one voting process, Council will be able to answer yes or no to each question. Staff suggests that if the event meets three or more of the recommended qualifications from a majority of Council, then the program or event would pass and move on to round two.

The Council would then receive and fill out the round two voting sheet. Council would review these results at a work session. Individual Councilmembers would be able to change their votes at this time.

Applications that are supported by a majority of the Council at the end of the work session will be promoted to the third round. At that time, Councilmembers will be asked to vote on *how much* funding each application should receive. After the sheets are totaled Council, will be asked to review and approve the results.

An approval of the first round does not indicate a Councilmember's approval of the program; round one voting will only be used to identify if that program is a community promotion, or whether it is a social service program. We will revisit the discussion regarding allocations to social service agencies for programming funding at a later date.

Updated Guidelines and Policies for FY 2014 and sample voting sheets will be included with this memo.

COMMUNITY PROMOTIONS
FUNDING GUIDELINES AND POLICIES
FY 2014

These guidelines will be used by the Casper City Council to evaluate fund requests received from non-profit organizations. Council has allocated up to \$150,000 to pay for the services and expenses associated with Community Promotions events and programs.

I. Intent of the Community Promotions Process

1. The funds allocated by Council should be utilized to:
 - a. Bring people to the community so as to enhance economic development, and/or
 - b. To improve the quality of life for residents of Casper.
2. The funds allocated by Council should be used to provide activities that will increase the usage of existing City facilities.
3. It is the intent of Council to use the Community Promotions funds to support programs and events that provide a direct benefit to the citizens of Casper, as opposed to fundraising events which provide a more indirect benefit. Therefore, Council will show preference to non-fundraising events.

II. Available Funding

1. Requests for funding will be divided into three categories: Cash, In-kind Staffing and Services, and Facility Requirements. Calculations of the value of these Services and Facilities will be provided by City staff, based upon information provided by the various groups and documentation of costs incurred in previous years.
2. The Council may award up to 50% of the value of any In-Kind Service or Facility Rental. The remainder must be covered by the applicant. Applicants may not request Cash awards to pay for the uncovered portion of these requests.
3. All cash awards will be on a reimbursement-basis only. **Original** receipts for expenditures made to support the activity must be presented in order for payments to be approved. Photocopied receipts will not be accepted.
4. No funding will be provided for operational expenses, capital purchases or salaries. Funding requests should be directed to the actual expenses associated with a specific special program or event.

5. No funds will be available to pay for ancillary services at the Casper Events Center. Ancillary services include equipment rental (such as tables and stages), labor costs (such as event setup and box office service), and any food and beverage expenses. These expenses must be covered by the applicant, and they will be in addition to the applicant's portion of the facility rental fee. Applicants may not request cash awards to pay for these ancillary services.

III. Award Process

1. Applications will be due by 12:00 noon on July 31, 2013, in order to be considered for funding in the Fall of 2013. Submissions for Fall consideration after this date and time will not be considered.
2. Once the applications have been processed by City staff, Council will meet to discuss the applications. Select applicants may be invited to address Council to clarify their applications and answer questions.
3. Council will hold an initial round of voting to determine if a program is a community promotions event. Council will review Community Promotions applications and indicate yes or no to each question. If three or more are answered yes, then the event shall be considered a community promotion. This round of voting is not indicative of a Council Member's approval or disapproval, rather it is for classification purposes.
4. If Council determines that an application qualifies as a community promotions event, then a second round of voting will commence. During the second vote each Council member will indicate their willingness to provide support by a simple up or down vote. Those applications that are not supported by the majority will not be given further consideration for any Community Promotions support.
5. Those applications that are successful in the second round of voting will then be sent forward to the third round. In the third round, each Council member will:
 - a. Vote to grant or deny each applicant's request for In-Kind services. Each Council member will make a single up or down vote for each applicant's In-Kind requests. Requests for In-Kind services that receive a majority of votes in favor will receive a 50% waiver on the price of each of the services requested. *For example:* If the applicant requested a service which normally costs \$300, and the request was approved, then the applicant could purchase the service for \$150 (a 50% reduction from the normal price).
 - b. Vote to grant or deny each Facility Rental request. Each Council member will make a single up or down vote for each applicant's Facility requests. Facility requests that receive a majority of votes in favor will receive a 50% waiver on the cost to rent the facilities requested.
 - i. Indicate a dollar amount that they would like to grant in cash toward each Cash request. Each council member may enter a dollar amount for each cash request,

ranging from zero up to the total amount requested. If a majority of the votes are to award zero dollars in cash, then no cash will be awarded to that applicant. If a majority of the cash votes are greater than zero, then the applicant will receive a cash award equal to the average of the dollar amounts of the votes. Any zero dollar votes will be included in that averaging calculation.

6. No Council member may submit votes in the second round that exceed the total amount of Community Promotions funds available (\$150,000). This includes the total of all Cash, In-Kind, and Facility requests that the Council member would like to award.
7. Every organization that receives Community Promotions funding will be asked to submit a final report. If the award was support for an event, then the report will be due to the City within 30 days of the conclusion of the event. If the award was support for a program, then the final report will be due within thirty days of the conclusion of the program, or within 30 days of the conclusion of that fiscal year, whichever is soonest. The timely filing of this report will be taken into consideration when considering future years' allocation requests.
8. A historical record will be compiled for each organization receiving funds from the Community Promotions Budget in order to give future Councils a basis for evaluating future requests.

IV. Off Season Requests

1. Any Community Promotions funds that remain after the Fall allocation process will be made available through a second round of the Community Promotions process in the Spring. Applications for the Spring round will be due by 5:00 p.m. on February 28, 2013. Submissions for Spring consideration after this date and time will not be considered.
2. Applications that were submitted late for the Fall allocation process will not automatically be entered for consideration in the Spring unless an applicant specifically requests this.
3. Applications for programs and events that were considered in the Fall may not be resubmitted for consideration in the Spring, regardless of whether they were approved or denied.

SAMPLE Round 1 Voting Sheet

			Community Promotions					Result
#	Organization Name	Event Name	Does the event bring people (visitors) to the community?	Does the event enhance economic development?	Will the event in turn increase the usage of City facilities?	Would the event improve the quality of life for residents of Casper?	Does the event provide a direct benefit to citizens as compared with a non-direct fundraising benefit?	
1	12-24 Club	First Night 2013						
2	American Petroleum Institute - Central Wyoming	2013 Chili Cook-off						
3	Casper Amateur Hockey Club	2012-2013 Season						
4	Casper Area Chamber of Commerce	2013 Ghost Town Bike Rally						
5	Casper Civic Chorale	2012-2013 Season						
6	Casper Marathon	Casper Marathon						
7	Casper Museum Consortium	Museum Minute on the Brian Scott Morning Show						
8	Casper Soccer Club	Casper Spring Jamboree						
9	Casper Soccer Club	Rocky Mountain Indoor Cup						
10	Casper Soccer Club	WYS Wyoming Cup 2013						

SAMPLE Round 2 Voting Sheet

Step 1: Enter Your Name: _____

Step 2: Under the "File" menu above, click "Save As", and give it a title with your name in it.

Step 3: Vote *Yes, No, or Abstain*

Below is a summarized list of the Community Promotions applications received this year. Please use this list to vote **Yes, No, or Abstain** for each of the programs in the space provided. **Voting Yes at this time is only an indicator that you believe that this program is worthy of some funding, not necessarily all of the funding that they asked for.** You will have a chance to vote on how much funding to give each program in the third round of voting.

Step 4 Hit "Save", then send as an attachment via email to Fleur: ftremel@cityofcasperwy.com

Please turn in your vote sheets to Fleur in the City Manager's Office by _____

#	Organization Name	Event Name	Cash Requested	In Kind Requested	Facilities Requested	Total Request	YES, NO, ABSTAIN
1	12-24 Club	First Night 2013	\$3,000.00	\$517.00	\$0.00	\$3,517.00	
3	12-24 Club	Recovery Rally	\$1,500.00	\$0.00	\$0.00	\$1,500.00	
4	American Petroleum Institute - Central Wyoming	2013 Chili Cook-off	\$0.00	\$0.00	\$4,540.00	\$4,540.00	
5	Boys and Girls Club of Central Wyoming	Late Night Teen Nights and Summer Day Camp	\$9,765.00	\$1,552.50	\$0.00	\$11,317.50	
6	Boys Scouts of America - Central Wyoming Council	Boy scout Events	\$1,500.00	\$375.00	\$270.00	\$2,145.00	
8	Casper Amateur Hockey Club	2012-2013 Season	\$18,730.00	\$0.00	\$15,122.50	\$33,852.50	
9	Casper Area Chamber of Commerce	2013 Ghost Town Bike Rally	\$20,000.00	\$2,526.45	\$0.00	\$22,526.45	
10	Casper Civic Chorale	2012-2013 Season	\$500.00	\$0.00	\$0.00	\$500.00	
Total Requested			\$54,995.00	\$4,970.95	\$19,932.50	\$79,898.45	

SAMPLE Round 3 Voting Sheet

Step 1: Enter Your Name: _____

Step 2: Click the Windows button in the upper left hand corner of this page, select "Save As", and give it a title with your name in it.

Step 3: Enter your **Cash Vote**.

In the column, "Cash Vote," write in a dollar figure for the amount of cash that you think this organization should receive. Dollar figures can be as low as zero or as high as the dollar amount requested. The applicant will receive the average of the cash votes.

Step 4: Vote *Yes, No, or Abstain* beneath **Facilities Vote** and **In Kind Vote**.

Council members can vote *Yes* or *No* for requests for facilities and in kind services. Organizations that receive a majority of "yes" votes will be awarded the facilities or in kind services that they requested.

Step 5: Hit "Save", then send it as an attachment via email to Fleur:

Please email your vote sheets to Fleur in the City Manager's Office (ftremel@cityofcasperwy.com) by _____

#	Organization Name	Event Name	Total Request	Cash Vote		In Kind Vote		Facilities Vote		Vote Result
				Cash Requested	How Much?	In Kind Requested	Select "Yes" or "No"	Facilities Requested	Select "Yes" or "No"	
1	12-24 Club	First Night 2013	\$3,517.00	\$3,000.00		\$517.00		\$0.00		\$ -
4	American Petroleum Institute - Central Wyoming	2013 Chili Cook-off	\$4,540.00	\$0.00		\$0.00		\$4,540.00		\$ -
8	Casper Amateur Hockey Club	2012-2013 Season	\$33,852.50	\$18,730.00		\$0.00		\$15,122.50		\$ -
9	Casper Area Chamber of Commerce	2013 Ghost Town Bike Rally	\$22,526.45	\$20,000.00		\$2,526.45		\$0.00		\$ -
10	Casper Civic Chorale	2012-2013 Season	\$500.00	\$500.00		\$0.00		\$0.00		\$ -
Total Requested			\$64,935.95	\$42,230.00	\$0.00	\$3,043.45	\$0.00	\$19,662.50	\$0.00	\$ -
Total: Note- This must remain under \$150,000										\$ -

WYOMING CONSERVATION CORPS

Since WCC's inception, its crews have completed 138 projects resulting in over 131,000 hours of service on Wyoming public lands



Photo by Brian Harrington

The Wyoming Conservation Corps' mission is to connect young adults to a diverse array of **hands-on natural resource and environmental management experiences** and to **promote leadership** through the completion of **service projects** that benefit **lands in Wyoming**.

OVERVIEW

Founded in 2006, the Wyoming Conservation Corps (WCC) builds on the long legacy created by the Civilian Conservation Corps of the 1930s and the Youth Conservation Corps of the 1970s. The WCC continues this legacy by carrying out the highest caliber of service for Wyoming's public lands. Participation in the WCC program provides members with an opportunity to learn firsthand the complexity involved with current natural resource management decisions in Wyoming.



UNIVERSITY OF WYOMING

ENVIRONMENT AND NATURAL RESOURCES

SUMMER AND SPRING SERVICE

- As an AmeriCorps program, WCC requires 450–900 hour commitments that start in the classroom and end in the field.
- During summer service, crews of eight members complete six, ten-day conservation projects throughout Wyoming.
- Example summer projects include restoring some of Wyoming's most important historical sites, building world-class mountain bike trails, and restoring hiking trails in remote wilderness areas.
- In the spring, Crew Leaders take a Leadership and Conservation class, participate in National Days of Service on the University of Wyoming campus, and complete service projects in the local community.

BENEFITS AND EDUCATION

- Members receive a living stipend, can earn 1 to 3 upper-division university credits, and become eligible for an AmeriCorps Education Award upon successful completion of the program.
- Members may receive training in Student Leadership Strategies, Civic Engagement, Wilderness First Responder, Wilderness First Aid, advanced sawyer training, and Leave No Trace.

POSITIONS

- **Crew Leaders:** Responsibilities from January–August; work in pairs to supervise six-person crews; position applications available September to early November.
- **Crew Members:** Summer only (May–August); applications available between January and March.
- **Eligibility:** Members must meet the criteria to receive an AmeriCorps education award; applicants from across the country and in multiple disciplines are encouraged to apply.



PARTNER ORGANIZATIONS

Government

Bureau of Land Management
National Park Service
U.S. Forest Service
Laramie County Conservation District
Wyoming Game and Fish Department
Wyoming Office of State Lands and Investment
Wyoming State Parks and Cultural Resources
Wyoming Water Development Office

Corporate

Anadarko Petroleum Corporation
Chevron Corporation
Devon Energy Corp.
Encana Corporation
RockWell Petroleum International
TriHydro

Non-Profit

AmeriCorps Serve Wyoming
Casper Nordic Center
The Murie Center
The Nature Conservancy
Sublette County Historical Society
Wyoming Backcountry Horsemen's Association

CONTACT US

Wyoming Conservation Corps

Bim Kendall House
804 Fremont Street
Laramie, WY 82072

Phone: (307) 766-5080

Email: wcc@uwyo.edu



FOR MORE INFORMATION VISIT >> UWYO.EDU/ENR

MEMORANDUM

To: Casper City Council

Fr: Platte River Trails Trust

Re: River Heights Trail Extension

Dt: June 19, 2013

The Platte River Trails Trust (PRT) is seeking input, support and grant sponsorship approval from City Council to extend the Platte River Trail system from its current terminus in Paradise Valley westward to Robertson Rd. We propose to extend the River Trail from Paradise Valley Park through the neighborhood along Begonia Street to a large parcel owned by the City of Casper on the south side of the river. From this parcel of land on the south side of the river we propose to install a pedestrian bridge that will take the path onto private property, for which we have secured an easement, and then on to Robertson Rd. There are numerous benefits of this project including 1) ability to significantly expand our community trail system westward to Robertson Rd. before future development complicates the trail alignment 2) cooperation of a private property owner who will donate the trail easement and funding for the project and 3) availability of 2014 WYDOT TAP grant funds.

Identified Funding

WYDOT TAP Grant	\$350,000
Private Donation	\$200,000
Monetization of City parcel	\$200,000
Total Funding	\$750,000

Identified Costs

Trail and Pedestrian Bridge	\$1,276,033
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ENGINEER'S ESTIMATE OF TOTAL CONSTRUCTION COST

River Heights Pathway

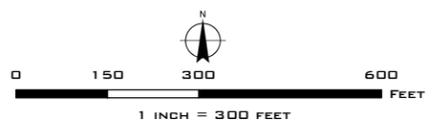
Prepared by: Brad Holwegner, WLC - 6/11/2013

ITEM	UNIT	ESTIMATED QUANTITY	UNIT COST	TOTAL COST
ON-SITE IMPROVEMENTS				
MOBILIZATION	LS	LUMP SUM	\$63,241.50	\$63,241.50
MISCELLANEOUS FORCE ACCOUNT	FA	1	\$10,000.00	\$10,000.00
UNCLASSIFIED EXCAVATION	CY	4500	\$3.50	\$15,750.00
5" CONCRETE PATHWAY	SY	3040	\$70.00	\$212,800.00
4" CRUSHED BASE	SY	3040	\$7.50	\$22,800.00
SEEDING AND RECLAMATION	AC	1	\$2,100.00	\$2,100.00
PEDESTRIAN BRIDGE	LS	1	\$640,000.00	\$640,000.00
SUBTOTAL =				\$966,691.50
ESTIMATED CONSTRUCTION COST=				\$966,691.50
10% CONTINGENCY =				\$96,669.15
ESTIMATED DESIGN ENGINEERING =				\$96,669.15
ESTIMATED CONSTRUCTION ENGINEERING =				\$116,002.98
TOTAL ESTIMATED CONSTRUCTION COST=				\$1,276,032.78



**PROPOSED PATHWAY ALIGNMENT
CASPER, WYOMING**

Source: WLD, CATPP
 Date: 6/11/2013 BY: STEVEN C.
 Path: D:\SHARED\PROJ\GIS\ENGINEERING\2013\20130417\MAP\RP_Pathway.mxd
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June 11, 2013

MEMO TO: John Patterson, City Manager

FROM: Rick Harrah, Public Services Director
Chief Chris Walsh, Police Department

SUBJECT: Truck Route Ordinance changes

Recommendation:

That Council, by ordinance, amend Section 10.88 of the Casper Municipal Code, to change intracity truck routes to allow for growth and changes to city streets.

Summary:

The City of Casper truck route ordinance was passed in 1985. The purpose of the ordinance was to designate bypass, intracity truck routes, and set truck weight limitations on certain streets and Robertson Road Bridge. With the growth of the City of Casper and changes made to city streets within that time, the intracity truck routes are outdated.

Intracity truck routes are the designated routes that trucks traversing the city must use. Trucks delivering goods and services within the city are required to use the route which provides the most direct access to destination points inside the city. Staff updated these intracity routes to allow for extensions, new street construction, and changes that were made to existing streets.

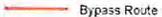
Due to large construction activities throughout the city, the City Engineer's office has been designating truck routes, and is requesting that the ordinance be updated requiring construction companies to comply. Assigned routes help prevent wear and tear on residential streets from heavy trucks.

An ordinance has been prepared for Council's consideration. A map is attached for reference.

City of Casper Proposed Truck Routes

Legend

Truck Routes

-  Intra-city Route
 -  Bypass Route
 -  Intra-city Weight Restricted
 -  Intra-city Route Old
 -  Bypass Route Old
 -  Intra-city Weight Restricted Old
 -  Streets
 -  Urban Boundary
 -  Major Drainage
 -  Point of Interest
-  Height Restriction
N Center St 13 ft
N McKinley St 11 ft

INSET MAP: AREA OF INTEREST LOCATION
WITHIN THE CASPER AREA (DISPLAY AS RED BOX)



SCALE : 1 inch equals 6 miles

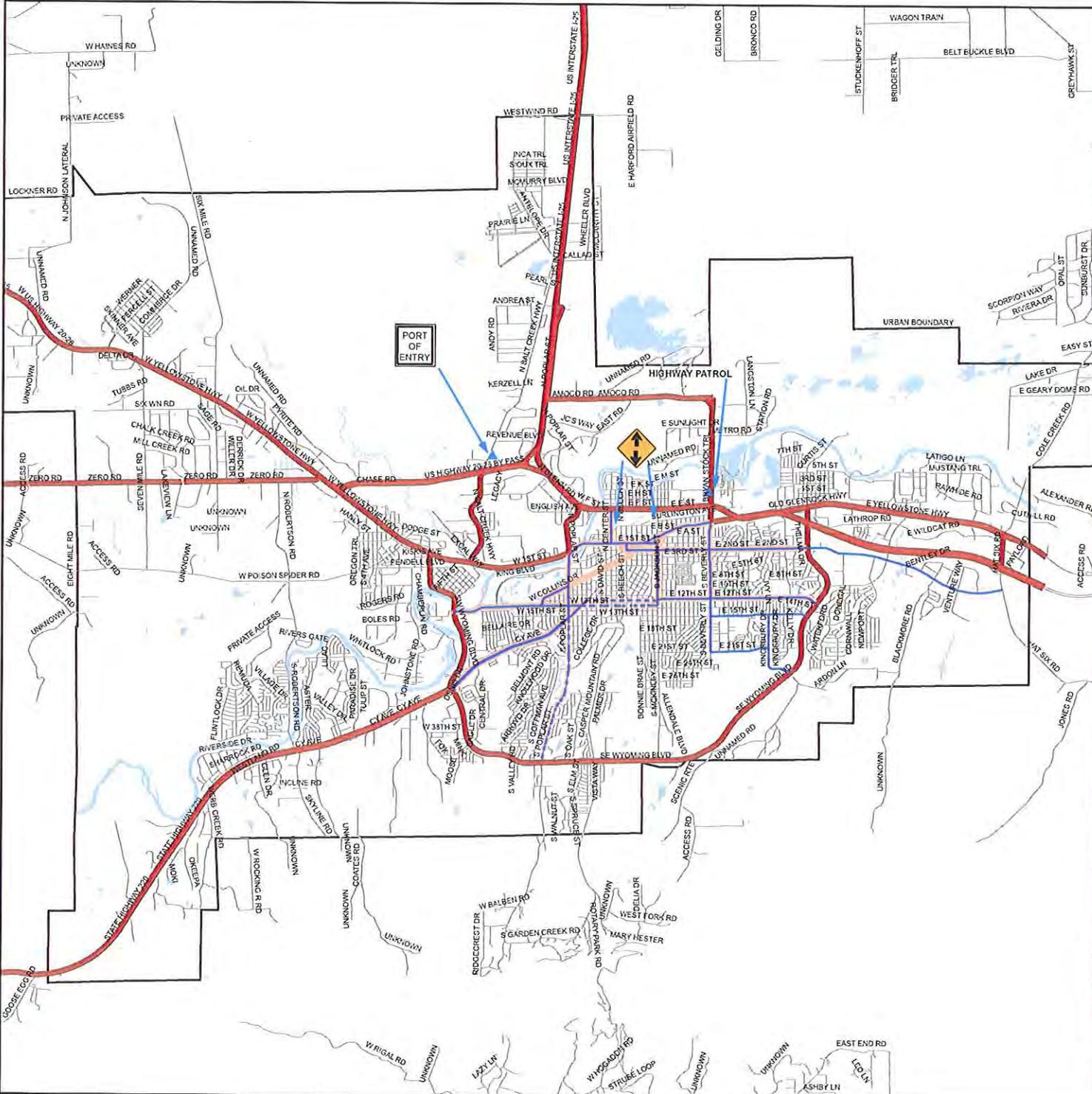


CITY OF CASPER
200 N DAVID ST
CASPERS WY 82601



All data, information, and maps are provided without warranty or any representation of accuracy, timeliness or completeness even though the City of Casper has used reasonable efforts to make its data as accurate as possible. Maps and data are to be used for reference purpose only and the City of Casper shall assume no liability for the use, mis-use, accuracy or completeness of this information.

SCALE : 1 inch equals 5,000 feet
0 5,000 10,000



Chapter 10.88

TRUCK TRAFFIC

Sections:

10.88.010	Definitions.
10.88.020	Application of chapter provisions.
10.88.030	Exempt vehicles designated.
10.88.040	Authority to weigh and measure.
10.88.050	Height, width and tires—Permit conditions.
10.88.060	Operation on non-truck-route streets.
10.88.070	Restricted truck routes—Weight limitations.
10.88.075	Weight limitations—Robertson Road Bridge.
10.88.080	Bypass and intracity truck routes.
10.88.090	Map maintenance authority.
10.88.100	Violation—Penalty.

10.88.010 Definitions.

For the purpose of this chapter, the following words and phrases shall have the meanings respectively ascribed to them by this section:

A. "Deviating truck" means a truck which leaves and departs from a truck route while traveling inside the city.

B. "Load" means the weight or quantity of anything being transported by a truck.

C. "Oversize load" means a load, fixed or un-fixed, that exceeds the size limits set forth in this chapter.

D. "Overweight load" means a load, fixed or un-fixed, that exceeds the weight limits set forth in this chapter.

E. "Permit" means a written authorization to move or operate on a highway a vehicle or vehicles with load of size or weight exceeding the limits as specified by this chapter.

F. "Streets of destination" means any street inside the city not designated as a truck route.

G. Streets of the City. "Street" means and includes public streets, avenues, boulevards, highways, roads, alleys, lanes, viaducts, bridges and the approaches thereto, and all other public thoroughfares in the city, and, as designated by this chapter, allows for the operation of truck traffic.

H. Tire, Pneumatic. "Pneumatic tire" means a tire of rubber or other resilient material which depends on compressed air for support of a load.

I. "Truck" means any vehicle designed, used or maintained primarily for the transportation of property, and whose rated load capacity exceeds two tons.

J. "Truck route" means a public way within the city, as designated in this chapter, over and along which trucks must operate.

K. "Unladen weight" means the actual weight of a vehicle, including the cab, body, and all accessories with which the vehicle is equipped for normal use on highways, excluding the weight of any load. The unladen weight of vehicles mounted with machinery or equipment not normally designed for the vehicle and not used for the transportation of property other than the machinery or equipment is three-fourths of the gross weight of the vehicle. (Ord. 20-85 § 1 (part), 1985; prior code § 24-58)

10.88.020 Application of chapter provisions.

The provisions of this chapter shall apply to the operation of trucks within the city, except to the extent that such provisions are in conflict with state or federal law. (Ord. 20-85 § 1 (part), 1985; prior code § 24-59(A))

10.88.030 Exempt vehicles designated.

This chapter shall not prohibit:

A. Emergency Vehicles. The operation of emergency vehicles upon any street in the city;

B. Detoured Vehicles. The operation of trucks upon any officially established detour in any case where such truck could lawfully be operated upon the street for which such detour is established;

C. School Buses. The operation of public or private school buses upon any street in the city. (Ord. 20-85 § 1 (part), 1985; prior code § 24-61)

10.88.040 Authority to weigh and measure.

The chief of police, or his appointee, shall have the authority to require the driver of any truck operating on the streets of the city, and which he has reason to believe is overweight or oversize, to proceed with the truck to an appropriate weight station or stopping place for the purpose of determining whether this chapter has been complied with. (Ord. 20-85 § 1 (part), 1985; prior code § 24-64)

10.88.050 Height, width and tires—Permit conditions.

A. No truck, unladen or with load or load-holding devices thereon, in excess of eight and one-half feet in width and/or fourteen feet in height, shall be driven upon any city street without a special use permit.

B. The wheels of all trucks shall be equipped with pneumatic tires. In special cases, trucks hauling single items of machinery or equipment which cannot be readily dismantled or divided, and the size of such vehicles exceeds the limits herein prescribed, may be operated provided a special use permit has been obtained from the State Highway Superintendent and chief engineer, except that trucks operating on the streets of the city shall first secure permission of the chief of police. (Ord. 20-85 § 1 (part), 1985: prior code § 24-62)

10.88.060 Operation on non-truck-route streets.

The operation of trucks over and along any city street not designated a truck route, shall be permitted only for the purpose of reaching a point of destination inside the city, provided that:

A. One Destination Point. All trucks having a single destination point in the city shall proceed only over an established truck route, and shall deviate only at the intersection with the street upon which such traffic is permitted nearest to the destination point. A deviating truck shall return to the truck route by the shortest possible route;

B. Multiple Destination Points. All trucks having multiple destination points shall proceed only over established truck routes, and shall deviate only at the intersection with the street upon which such traffic is permitted, nearest to the first destination point. Upon leaving the first destination point, a deviating truck shall return to the nearest truck route, and proceed to other destination points by the shortest direction, and only over streets upon which such traffic is permitted. Upon leaving the last destination point, a deviating truck shall return to the truck route by the shortest permissible route. (Ord. 20-85 § 1 (part), 1985: prior code § 24-60)

10.88.070 Restricted truck routes—Weight limitations.

A. The following portions of Twelfth Street, Thirteenth Street and Poplar Street are designated restricted truck routes:

1. Twelfth Street, from CY Avenue to Wyoming Boulevard;
2. Thirteenth Street, from CY Avenue to McKinley Street;
3. Poplar Street, from CY Avenue to Wyoming Boulevard.

B. Unless otherwise excepted by this chapter, trucks operating along such restricted routes shall not exceed an unladen weight of sixteen thousand

pounds. (Ord. 20-85 § 1 (part), 1985: prior code § 24-63)

10.88.075 Weight limitations—Robertson Road Bridge.

A. Weight Limitations. Trucks utilizing the Robertson Road Bridge shall not exceed the gross weight restriction outlined in Table 10.88.075.

B. For the purpose of this section, the following words and phrases shall have the meanings respectively ascribed to them by this section:

1. "Axle group" means an assemblage of two or more consecutive axles considered together in determining their combined effect on a bridge or pavement structure.

2. "Axle load" means the total load transmitted to the road by an assembly of two or more wheels whose centers are in one transverse vertical plane or may be included between two parallel transverse vertical planes forty inches apart extending across the full width of the vehicle.

3. "Consecutive" means successive axles succeeding one another in regular order.

4. "Gross weight" means a weight or quantity of anything resting upon something else regarded as its support.

5. "Load" means the total weight of a vehicle and vehicle combinations including the weight of any load carried in or on the vehicle and vehicle combinations.

6. "Single axle" means an assemblage of two or more wheels, whose centers are in one transverse vertical plane or may be included between two parallel transverse vertical planes forty inches or more apart extending across the full width of the vehicle.

7. "Single axle load" means the total load transmitted to the road by a single axle.

8. "Tandem axle" means any two or more consecutive load bearing axles whose centers are more than forty inches but not more than ninety-six inches apart and articulate from an attachment to the vehicle including a connecting mechanism designed to distribute the load between axles.

9. "Tandem axle load" means the total weight transmitted to the road by two or more consecutive axles whose centers may be included between parallel transverse vertical planes spaced more than forty inches and not more than ninety-six inches apart, extending the full width of the vehicle.

10. "Truck" means a motor vehicle designed, used or maintained primarily for the transportation of property.

**Table 10.88.075
GROSS WEIGHT FOR ROBERTSON ROAD BRIDGE**

	MAXIMUM GROSS WEIGHT IN POUNDS CARRIED ON ANY GROUP OF TWO OR MORE CONSECUTIVE AXLES					
	2 AXLES	3 AXLES	4 AXLES	5 AXLES	6 AXLES	7 AXLES
4	34,000					
5	34,000					
6	34,000					
7	34,000					
8	34,000	35,000				
9	37,000	35,000				
10	38,000	36,000				
11		36,500				
12		37,500	42,500			
13		38,000	43,000			
14		39,000	44,000			
15		39,500	44,500			
16		40,500	45,000	50,500		
17		41,000	46,000	51,000		
18		42,000	46,500	51,500		
19		42,500	47,000	52,500		
20		43,500	48,000	53,000	58,500	
21		44,000	48,500	53,500	59,000	
22		45,000	49,000	54,000	59,500	
23		45,500	50,000	55,000	60,500	
24		46,500	50,500	55,500	61,000	66,500
25		47,000	51,000	56,000	61,500	67,000
26		48,000	52,000	56,500	62,000	67,500
27		48,500	52,500	57,700	62,500	68,500
28		49,500	53,000	58,000	63,500	69,000
29		50,000	54,000	58,500	64,000	69,500
30		51,000	54,500	59,000	64,500	70,000
31		51,500	55,000	60,000	65,000	70,500
32		52,500	56,000	60,500	65,500	71,000
33			56,500	61,000	66,500	71,500
34			57,000	61,500	67,000	72,500
35			58,000	62,500	67,500	
36			58,500	63,000	68,000	
37			59,000	63,500	68,500	
38			60,000	64,500	69,500	
39			60,500	65,000	70,000	
40			61,000	65,500	70,500	
41			62,000	66,000	71,000	
42			62,500	66,500	71,500	
43			63,000	67,500	72,500	
44			64,000	68,000		
45			64,500	68,500		
46			65,000	69,000		
47			66,000	70,000		
48			66,500	70,500		
49			67,000	71,000		
50			68,000	71,500		
51			68,500	72,500		
52			69,000			
53			70,000			
54			70,500			
55			71,000			
56			72,000			
57			72,500			

Two consecutive sets of tandem axles may carry 34,000 pounds each if the distance is 36 feet or more between the consecutive sets of tandem axles.

Table 10.88.075 Notes:

Maximum of 72,000 pounds gross weight on Robertson Road Bridge

No single axle shall carry a load in excess of fifteen thousand five hundred pounds.

No tandem axle shall carry a load in excess of thirty-four thousand pounds and no one axle of any group of two consecutive axles shall exceed the weight permitted on a single axle.

C. Application of Provisions. The provisions of this section shall apply to the operation of truck traffic across Robertson Road Bridge, except to the extent that such provisions are in conflict with state or federal law. (Ord. 23-89, 1989)

10.88.080 Bypass and intracity truck routes.

There are hereby established within the city the following truck routes:

A. Bypass Routes. Peripheral routes which shall be used in all instances by trucks serving destination points outside the city, or where it is reasonable to avoid unnecessary travel through established residential neighborhoods:

1. Amoco Road, from Bryan Stock Trail to the west city limits;
2. Beverly Street, from East Yellowstone Highway to F Street;
3. Bryan Stock Trail, from F Street to Amoco Road;
4. East Yellowstone Highway, from Beverly Street to the east city limits;
5. Highway 220 from Southwest Wyoming Boulevard to Robertson Road;
6. All of Interstate 25 within the city corporate limits;
7. Poplar Street, from West First Street to Interstate 25;
8. West First Street, from Poplar Street to the west city limits;
9. All of Wyoming Boulevard within the city corporate limits.

B. Intracity Routes. Truck routes traversing the intracity which serve to provide the most direct route to destination points inside the city:

1. Beech Street, from First Street to Second Street;

2. Beverly Street, from East Yellowstone Highway to Twelfth Street;

3. Center Street, from West First Street to Interstate 25;

4. Collins Drive, from Thirteenth Street to Kimball Street;

5. Durbin Street, from first Street to Second Street;

6. East Second Street, from Durbin Street to Southeast Wyoming Boulevard;

7. East Yellowstone Highway, from Kimball Street to Beverly Street;

8. Highway 220/CY Avenue, from Southwest Wyoming Boulevard to Twelfth Street;

9. Jackson Street, from east first Street to East Yellowstone Highway;

10. Kimball Street, from Collins Drive to East Yellowstone Highway;

11. McKinley Street, from East First Street to East Thirteenth Street;

12. Poplar Street, from Southwest Wyoming Boulevard to West First Street;

13. All of West and East First Street, from Poplar Street to Jackson Street;

14. West and East Thirteenth Street, from Southwest Wyoming Boulevard to McKinley Street;

15. West and East Twelfth Street, from CY Avenue to Southeast Wyoming Boulevard. (Ord. 20-85 § 1 (part), 1985: prior code § 24-64.1)

10.88.090 Map maintenance authority.

The city engineer shall keep and maintain accurate maps setting out truck routes and streets upon which truck traffic is permitted; the maps shall be kept on file in the office of the city engineer and shall be available to the public. (Ord. 20-85 § 1 (part), 1985: prior code § 24-64.2)

10.88.100 Violation—Penalty.

It is unlawful for any person to operate or cause to be operated any truck within the city in violation of this chapter. (Ord. 20-85 § 1 (part), 1985: prior code § 24-59(B))

ORDINANCE NO. _____

AN ORDINANCE AMENDING CERTAIN SECTIONS OF CHAPTER 10.88 OF THE CASPER MUNICIPAL CODE, PERTAINING TO TRUCK TRAFFIC.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING:

Section 1:

That a new paragraph D of Section 10.88.030 of the Casper Municipal Code shall be created to read as follows,

- D. GOVERNMENT MAINTENANCE VEHICLES. THE OPERATION OF GOVERNMENT MAINTENANCE VEHICLES UPON ANY STREET IN THE CITY.

Section 2:

That a new paragraph C of Section 10.88.060 of the Casper Municipal Code shall be created to read as follows,

- C. ROUTES FOR CONSTRUCTION AS DESIGNATED BY THE CITY ENGINEER. THE CITY ENGINEER MAY APPOINT A TRUCK ROUTE AS PART OF CONSTRUCTION SITE PLANS OR CONSTRUCTION ACTIVITIES.

Section 3:

That paragraph B of Section 10.88.080, shall be amended to read as follows:

- B. Intracity Routes Truck routes traversing the intracity which serve to provide the most direct route to destination points inside the city:
 1. SOUTH Beech Street, from EAST First Street to EAST Second Street;
 2. SOUTH Beverly Street, from East Yellowstone Highway to ~~Twelfth Street~~ EAST TWENTY FIRST STREET;
 3. EAST TWENTY-FIRST STREET, FROM SOUTH BEVERLY STREET TO KINGSBURY DRIVE;
 4. KINGSBURY DRIVE; FROM EAST FIFTEENTH STREET TO COUNTRY CLUB ROAD;
 - 3.5. NORTH Center Street, from West First Street to Interstate 25;
 - ~~4.6.~~ WEST Collins Drive, from WEST Thirteenth Street to ~~Kimball~~ SOUTH POPLAR Street;
 5. ~~Durbin Street, from First Street to Second Street;~~
 - ~~6.7.~~ East Second Street, from ~~Durbin~~ SOUTH BEECH Street to ~~Southeast Wyoming Boulevard~~ HAT SIX ROAD;
 - 7.8. East Yellowstone Highway, from ~~Kimball~~ EAST FIRST-Street to Beverly Street;
 - 8.9. Highway 220/CY Avenue, from Southwest Wyoming Boulevard to EAST Twelfth Street;
 9. ~~Jackson Street, from east First Street to East Yellowstone Highway;~~
 10. ~~Kimball Street, from Collins Drive to East Yellowstone Highway;~~

- 11. SOUTH McKinley Street, from East First Street to East Thirteenth Street;
- 12.11. SOUTH Poplar Street, from Southwest Wyoming Boulevard to West First Street;
- 13.12. All of West and East First Street, from SOUTH Poplar Street to ~~Jackson~~ SOUTH MCKINLEY Street;
- 14.13. West and East Thirteenth Street, from Southwest Wyoming Boulevard to SOUTH McKinley Street;
- 15.14. West and East Twelfth Street, from CY Avenue to Southeast Wyoming Boulevard.
- 15. EAST FIFTEENTH STREET FROM BEVERLY TO WYOMING BOULEVARD.

Section 5:

This ordinance shall be in full force and effect upon its passage and publication.

PASSED on 1st reading the _____ day of _____, 2013.

PASSED on 2nd reading the _____ day of _____, 2013.

PASSED, APPROVED, AND ADOPTED on 3rd and final reading the ____ day of _____, 2013.

APPROVED AS TO FORM:

 ATTEST:

CITY OF CASPER, WYOMING
 A Municipal Corporation

 V. H. McDonald
 City Clerk

 Kenyne Schlager
 Mayor

June 25, 2013

MEMO TO: John C. Patterson, City Manager

FROM: Rick Harrah, Public Services Director
Peter Meyers, Assistant Public Services Director
Jolene Martinez, Environmental Sustainability Manager

SUBJECT: River Restoration Project

Recommendation:

That Council authorize staff to continue organizing and implementing the Platte River Revival Volunteer Day and River Restoration Master Plan.

Summary:

The North Platte River is one of the city's most valuable assets. A restored river will be transformational to the community. It will produce high returns on investment in terms of livability, community pride, recreation, tourism, and economic development.

At a work session on February 26, 2007, Council authorized staff to develop, organize, and help execute a community-wide cleanup of the North Platte River from city boundary to city boundary and bank to bank. A public-private partnership was developed with federal and state agencies and local businesses and organizations with the city of Casper leading the project. The project was named the Platte River Revival, as it was the goal to not only remove debris from the river but also to restore the river or "revive it."

Volunteer Day

The project started with a volunteer day held every year in September since 2007. The six volunteer days held have attracted 2,539 volunteers. Volunteers have removed litter and debris from the river, the creeks feeding into the river and their associated banks; hauled felled Russian olive trees (a state of Wyoming designated noxious weed); drew water samples from the river to analyze; and planted and protected native species trees. The weight of the litter, debris, and Russian olive trees removed totals 1,190,622 pounds, and cash and in-kind sponsorship generated from the private sector is more than \$486,054.

Platte River Revival Volunteer Day is an ongoing annual event, with Volunteer Day 2013 scheduled for September 21.

River Restoration Master Plan

It was recognized from the beginning that a volunteer day, while a valuable component of the Revival, would not restore the river on its own. Bank erosion and sedimentation have made the

river less viable for fish and aquatic wildlife. Invasive plant species (e.g. Russian olive trees) have negatively impacted plant and wildlife habitat on the banks. Addressing these problems requires a comprehensive study, including hydrological analysis, followed by the construction of physical improvements.

A river restoration master plan was authorized by Council in 2009. The \$260,000 plan was funded from the Council Goals line item (\$120,000), private fundraising (\$70,000), and a grant from the Wyoming Wildlife and Natural Resource Trust (\$70,000). The plan was completed in 2012. Its analysis of the river's hydrology, stream habitat, and bank habitat identified seven segments of the river that were in need of physical improvement. The projects it outlined call for a combination of riverbank and in-river construction combined with vegetative plantings. Engineering designs are nearly complete for the first of the seven projects (1st and Poplar area).

First Revival Segment: Poplar to Railroad Bridge

Council recently authorized its FY 2014 annual budget, which included \$500,000 of funding for the first segment of the River Restoration Master Plan's recommended projects. This project will be for a length of the river that begins at the Poplar Street Bridge and ends near the railroad bridge.

The project will feature the installation of J-hooks, which are lines of boulders that extend from the riverbank to form a hook-like structure in the middle of the river. These structures are designed to have the hydrologic effect of redirecting the river flows toward the center of the river, which reduces pressure on the riverbank, thereby reducing erosion. They also create riffles for viable aquatic habitat.

The total cost of construction for the first segment will be approximately \$692,000. Since this project has a track record of winning both grants and private donations, the project was budgeted with the expectation that grants and private funding would be found to cover the remainder. Initial feedback from funding agencies has been very positive.

Future Revival Segments

Now, six years of volunteer efforts and a large investment in the master plan, hydrology analysis and design have put the Platte River Revival at a pivotal point. The cost to implement the entire restoration construction work identified in the master plan (including the first segment) will be about \$12.8 million. Momentum for this project, both with the public and with funding agencies, has been established. With continued support from Council, staff is confident that a combination of cash and in-kind support from private and public sources can be obtained to help implement the master plan in its entirety.

Staff requests Council's authorization to move forward in securing funding and implementing the work identified in the master plan (e.g. invasive plant species removal, native species planting, and construction) and to continue organizing the volunteer day.

June 20, 2013

MEMO TO: John C. Patterson, City Manager

FROM: Rick Harrah, Public Services Director
David W. Hill, P.E., Public Utilities Manager

SUBJECT: East Casper Zone III Water System Improvements

Recommendation:

That Council authorize staff to prepare and submit a Wyoming Water Development Commission (WWDC) Grant Application for the design and construction of the East Casper Zone III Water System Improvements Project.

Summary:

Since the 1970's, Casper Water Master Plans have identified the need for a pressure Zone III Water System in east Casper. Development in east Casper has essentially reached the upper limits of the Casper pressure Zone II for water availability. Little further development can take place in east Casper without the construction of a Zone III backbone Water System (booster station, transmission mains, and storage tank.) This backbone system will be very expensive and cannot realistically be undertaken by a single developer. The current Casper Water Master, completed in October 2006, re-emphasized the eventual need for a Zone III Water System in east Casper.

Find attached a Technical Memorandum prepared by CEPI Engineers for the East Casper Zone III Water Study. This water study provides the pressure Zone III water system schematic layout with cost estimates. This study includes a redundant connection to the existing south central Casper pressure Zone III area (Mountain Road area.) Figure 2 in the Technical Memorandum identifies the potential Zone III service area (approximately 1200 acres and 4200 lots.)

The projected project cost is approximately \$5.3 Million. A 67% grant may be available from the WWDC. The WWDC application is due by August 1st.

CEPI Engineers who prepared the water study will be present at the meeting to make a short presentation and to answer Council concerns.



Technical Memorandum

Date: June 19, 2013
To: David Hill, City of Casper
CC: NA
From: Nick Larsen, PE *NL*
Thomas Brauer, PE *TB*
WO #: 13-33
Subject: East Casper Zone 3 Water Study

As you know from our previous discussions, CEPI has been retained by several local developers to investigate the potential alignments, pump station siting, tank sizing and siting and costs for extension of Zone 3 water in east Casper. The proposed extension includes an interconnection with the west Casper Zone 3 system as well. CEPI is in the process of completing the final Technical Memorandum for this potential water system improvement.

Attached is a map (Figure 1) of the proposed water system improvements and a detailed cost estimate for the proposed water system improvements. The proposed water system improvements include the following components:

- 23,700 linear feet of 16-inch diameter water transmission main (10,800 feet to connect the proposed booster station and 12,900 feet to interconnect the new east Casper water storage tank to the west Casper Zone 3 water storage tank).
- 500,000 gallon welded steel water storage tank with a reinforced concrete foundation (the proposed tank diameter is 65 feet with a height of 20 feet).
- 3,000 gallon per minute (gpm) booster pumping station located adjacent to the existing Manor Heights water storage tanks (the pump station includes two pumps with an 1,500 gpm capacity for each pump and a connection for emergency standby power).

The proposed transmission main, water storage tank, pump station and interconnection between the east and west Casper Zone 3 water systems were identified in the 2006 City of Casper Water System Master Plan Level I Study. The proposed system improvements are being primarily driven by the demand for residential lots in the greater Casper area. The proposed water system improvements will also support commercial development anticipated along Wyoming Boulevard and the potential new site for an elementary school for the Natrona County School District. The proposed water system improvements will provide water service and system redundancy as defined in the following list:

- 1,500 acres of additional land can be served water by the proposed water system improvements. This area excludes lands east of Elkhorn Creek and west of Casper Mountain Road.
- Of the acreage of land which is within the correct service elevation for Zone 3 we estimate that approximately 1,200 acres are readily developable with a reasonable amount of earthwork and other public infrastructure to the site (sewer, roads, etc.); the proposed developable acreage is shown in Figure 2. Assuming 3.5 lots per acre, 1,200 acres of developable land breaks down into approximately 4,200 lots.
- The proposed booster station, water storage tank and transmission mains will provide system redundancy and interconnectivity between the west and east Casper Zone 3 systems; three booster station will supply Zone 3 water (Mountain Road booster, Sunrise I booster and the proposed booster); three water storage tanks will serve Zone 3 water (two at Sunrise II and the proposed water storage tank); and the transmission mains will provide system redundancy and interconnectivity between the west Zone 3 and East Zone 3 systems.

The projected total cost for the project is \$5.3 million; a detailed cost estimate is attached. The cost estimate is broken down into four components: pump station, water storage tank, transmission main from the pump station to the water storage tank, and the transmission main connecting the water storage tank to west Zone 3. Anticipated funding for the project would be to utilize the Wyoming Water Development Commission's (WWDC) 67% Grant Program (\$3.55 million) and the additional 33% (\$1.75 million) being the sponsor's responsibility.

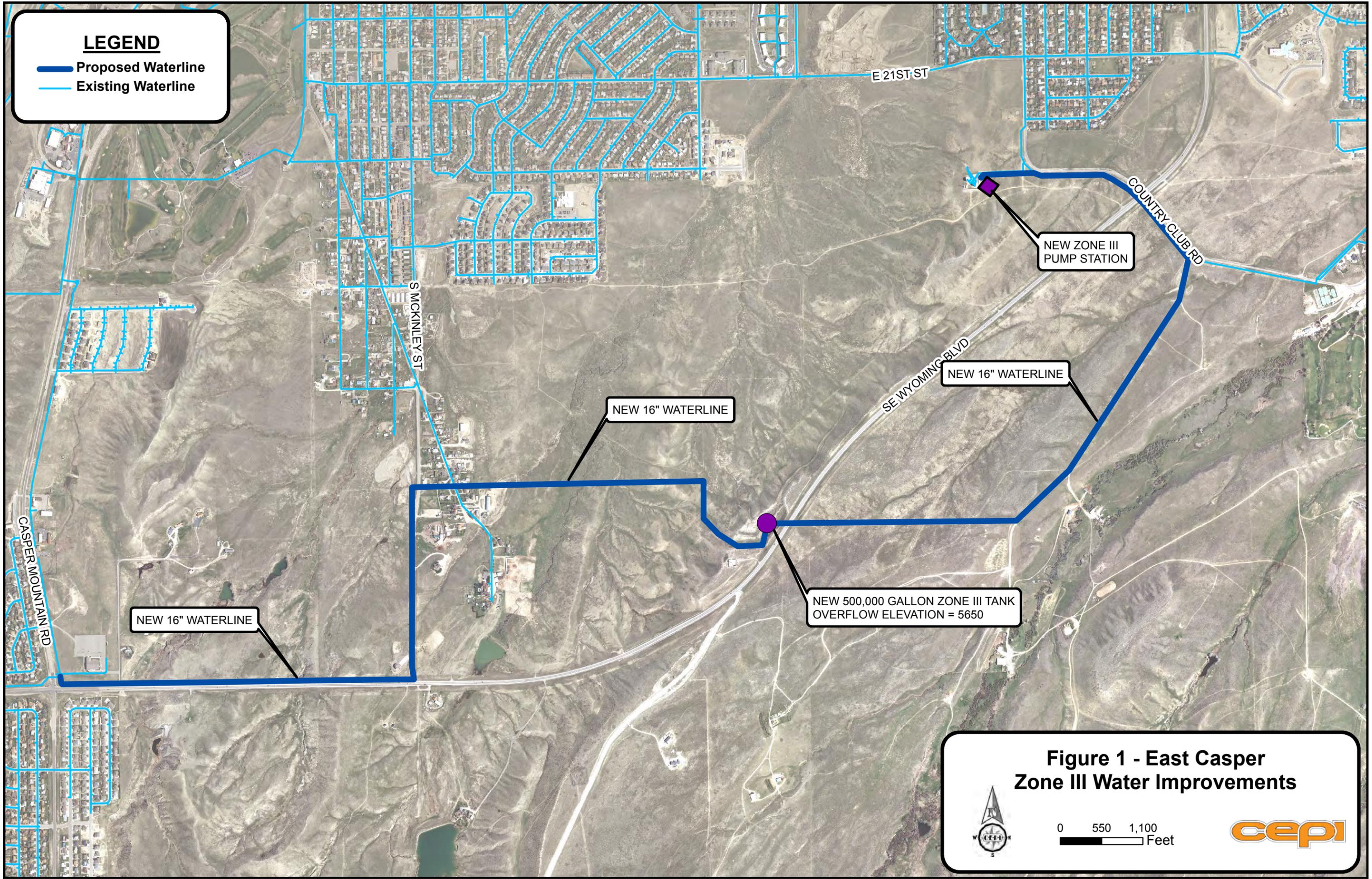
The following is a preliminary schedule utilizing the WWDC's Grant Program:

- August 2013 - WWDC Application Due
- October to December 2013 - WWDC Application Review
- April 2014 - Legislative Approval
- July 2014 - WWDC Funds Available
- July to January 2015 - Project Design
- February to March 2015 - Bid the Project Construction
- April to December 2015 - Project Construction



LEGEND

- Proposed Waterline
- Existing Waterline



**Figure 1 - East Casper
Zone III Water Improvements**

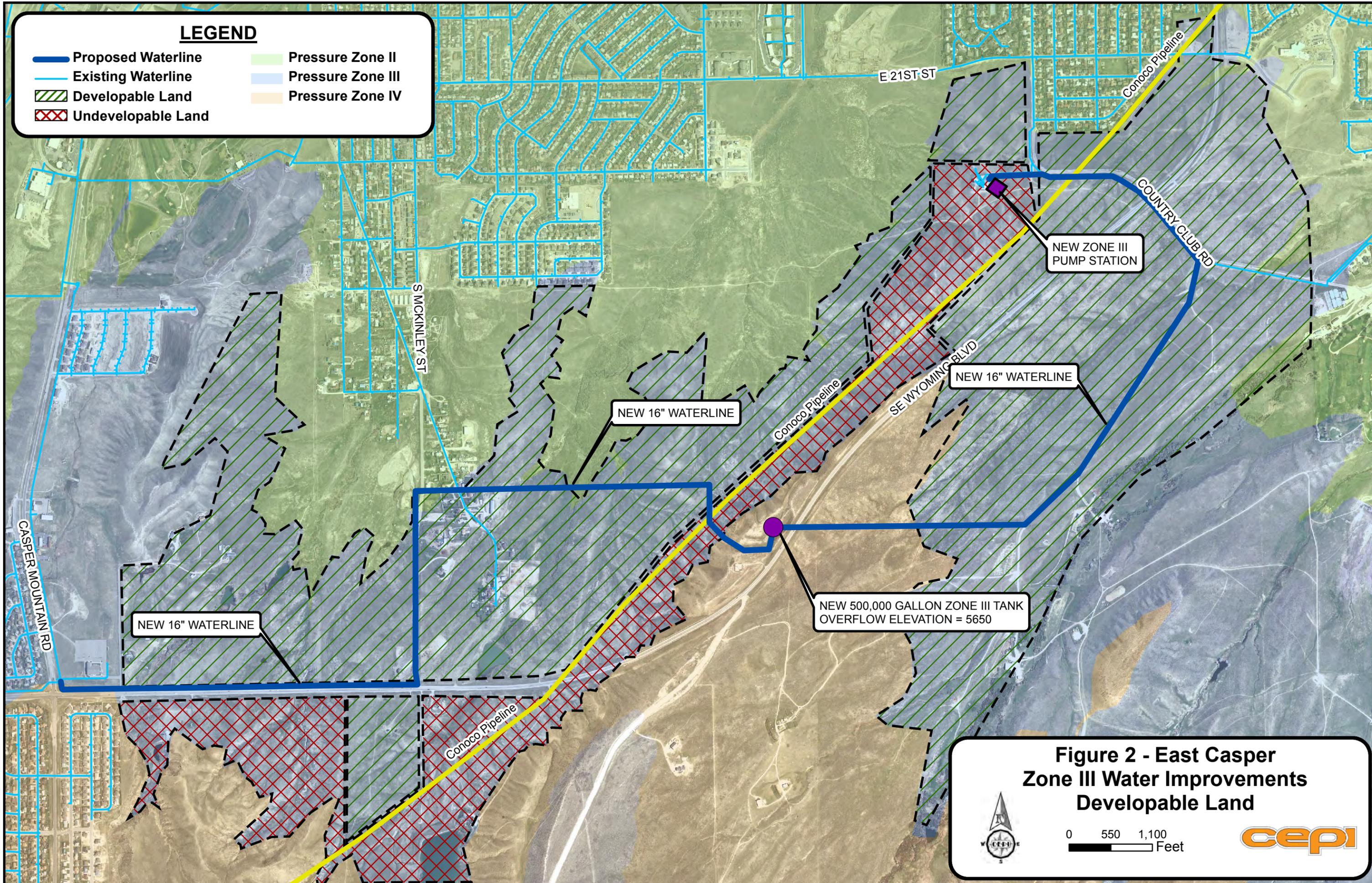


0 550 1,100
Feet



LEGEND

- Proposed Waterline
- Existing Waterline
- Developable Land
- Undevelopable Land
- Pressure Zone II
- Pressure Zone III
- Pressure Zone IV



**Figure 2 - East Casper
Zone III Water Improvements
Developable Land**



0 550 1,100
Feet



East Casper Zone 3 Water System Improvements

Preparation of Final Design and Specifications					\$381,250.00
Permitting and Mitigation					\$10,000.00
Legal Fees					\$15,000.00
Acquisition of Access and Right-of-way					\$75,000.00
Construction Costs					
Transmission Main - Pump Station to Water Storage Tank					
Description	Quantity	Unit	Unit Cost	Total	
Mobilization and Bonds	1	LS	\$25,000.00	\$25,000.00	
16-inch PVC Waterline	10,800	LF	60.00	648,000.00	
16-inch Fittings	10	EA	2,500.00	25,000.00	
16-inch Valves	7	EA	4,000.00	28,000.00	
Fire Hydrant Assembly	7	EA	7,500.00	52,500.00	
Aire Release Valve	2	EA	7,500.00	15,000.00	
Highway Bore	600	LF	300.00	180,000.00	
Connect to Existing Pipelines	1	EA	3,000.00	3,000.00	
Select Backfill	2,300	CY	30.00	69,000.00	
Foundation Material	500	CY	50.00	25,000.00	
Traffic Control	1	LS	10,000.00	10,000.00	
Seeding and Mulching	1	LS	10,000.00	10,000.00	
Subtotal Transmission Pipelines				\$1,090,500.00	
Transmission Main - Water Storage Tank to West Zone 3					
Description	Quantity	Unit	Unit Cost	Total	
Mobilization and Bonds	1	LS	\$20,000.00	\$20,000.00	
16-inch PVC Waterline	12,900	LF	60.00	774,000.00	
16-inch Fittings	10	EA	2,500.00	25,000.00	
16-inch Valves	8	EA	4,000.00	32,000.00	
Fire Hydrant Assembly	8	EA	7,500.00	60,000.00	
Aire Release Valve	4	EA	7,500.00	30,000.00	
Connect to Existing Pipelines	2	EA	3,000.00	6,000.00	
Select Backfill	2,700	CY	30.00	81,000.00	
Foundation Material	1,000	CY	50.00	50,000.00	
Asphalt Patching	600	SY	40.00	24,000.00	
Traffic Control	1	LS	15,000.00	15,000.00	
Seeding and Mulching	1	LS	15,000.00	15,000.00	
Subtotal Transmission Pipelines				\$1,132,000.00	
500,000 Gallon Water Storage Tank					
Description	Quantity	Unit	Unit Cost	Total	
Mobilization and Bonds	1	LS	\$45,000.00	\$45,000.00	
Earthwork	1	LS	100,000.00	100,000.00	
Yard Piping	1	LS	70,000.00	70,000.00	
Foundation and Structural Fill	1	LS	85,000.00	85,000.00	
500,000 Gallon Water Storage Tank	1	LS	350,000.00	350,000.00	
Coat Water Storage Tank	1	LS	130,000.00	130,000.00	
Fencing	400	LF	30.00	12,000.00	
6" Grading "W" Base Course	300	Ton	40.00	12,000.00	
SCADA and Electrical	1	LS	35,000.00	35,000.00	
Seeding and Mulching	1	LS	2,000.00	2,000.00	
Subtotal 500,000 Gallon Water Storage Tank				\$839,000.00	
Booster Pump Station					
Description	Quantity	Unit	Unit Cost	Total	
Mobilization and Bonds	1	LS	\$40,000.00	\$40,000.00	
Sitework	1	LS	20,000.00	20,000.00	
Yard Piping	1	LS	50,000.00	50,000.00	
Fencing	200	LF	30.00	6,000.00	
Pump Station Building	1,200	SF	250.00	300,000.00	
Pump Station Equipment	1	LS	150,000.00	150,000.00	
SCADA and Electrical	1	LS	175,000.00	175,000.00	
6" Grading "W" Base Course	200	Ton	40.00	8,000.00	
Seeding and Mulching	1	LS	2,000.00	2,000.00	
Subtotal Pump Station				\$751,000.00	
Construction Cost Subtotal				\$3,812,500.00	
Engineering Services During Construction (10%) (CA)				\$381,250.00	
Construction Cost and CA				\$4,193,750.00	
Contingency (15%)				\$629,000.00	
Construction Cost Total					\$4,822,750.00
TOTAL PROJECT COST					\$5,305,000.00