Special Town Council Meeting

July 28, 2025
9:00am-12:00pm
Town Council Chambers
Chair: Arne Jorgensen

NOTICE: THE VIDEO AND AUDIO FOR THIS MEETING ARE STREAMED TO THE PUBLIC VIA THE INTERNET AND MOBILE DEVICES WITH VIEWS THAT ENCOMPASS ALL AREAS, PARTICIPANTS AND AUDIENCE MEMBERS. PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING.

I. ZOOM LINK FOR PUBLIC PARTICIPATION

The Town reserves the right to close Public Comment via Zoom at any time. In-person comment will continue to be taken and written comments can always be submitted to Town Council by emailing electedofficials@jacksonwy.gov.

To join, click link or copy it to your browser: https://us02web.zoom.us/j/89892798270?pwd=7rTXN9DZI1ZCb59jRJ5HWkwTLuID7o.1

Or join at zoom.com with Webinar ID: **898 9279 8270** and Password: **83001** or by phone: **+1 253 205 0468**

II. CALL TO ORDER AND ROLL CALL

III. DISCUSSION/ACTION ITEMS

A. Sketch Plan for a New +/-80,000 sf Justice Center at 180 S. King Street (P25-019) (Tyler Valentine)

B. Mandatory Water Restrictions Update (Tyler Sinclair)

IV. ADJOURN

Please note that at any point during the meeting, the Mayor may change the order of items listed on this agenda. In order to ensure that you are present at the time your item of interest is discussed, please join the meeting at the beginning to hear any changes to the schedule or agenda.

STAFF REPORT

Meeting Date:	July 28, 2025	**Meeting Title:**	Town Council
Submitting Department:	Planning Department	**Presenter:**	Tyler Valentine
Agenda Item:	Sketch Plan for a new +/-80,000 sf Justice Center at 180 S. King Street (P25-019)	**Public Comment:**	Yes

This item was continued from the July 21, 2025, Town Council meeting due to time limitations. This report does not include any new staff analysis. Per the Town Council's request, the applicant's PowerPoint presentation is included directly following this staff report.

Purpose & Policy Considerations.
A Sketch Plan is required in the Public/Semi-Public (P/SP) zoning district by the Town of Jackson Land Development Regulations (LDRs) for projects with a qualifying floor area exceeding 15,000 sf. The proposed structure includes roughly 80,000 sf of qualifying floor area. A Conditional Use Permit (CUP) is also required for Institutional and Office uses in the P/SP zoning district, which will later be submitted and reviewed concurrently with the Development Plan.

The purpose of a Sketch Plan is to publicly review a large physical development or development option for general consistency with these LDRs at a preliminary, conceptual level of detail before the development is fully designed. According to the LDRs, the objectives of the sketch plan review are:

1. Identification of the opportunities to achieve the desired future character for the site;
2. Identification of development-related issues to be addressed through the development plan;
3. Discussion of alternative site designs that may better implement these LDRs; and
4. Identification of natural and scenic resources protected by these LDRs.

Requested Action.
The applicants—Berning Project Management and Wember Owner Representative, on behalf of Teton County—are requesting approval of a Sketch Plan for a new three-story, approximately 80,000-square-foot Justice Center. The facility will house the District and Circuit Courts, Sheriff's Office, County Attorney's Office, Clerk of Court, 911 Dispatch Center, County Jail, and associated office and storage areas. The project is proposed for 180 S. King St. with the new building situated at the corner of E. Simpson Avenue and S. King Street.

Recommendations.
The Planning Director and Planning Commission recommend **approval** of a Sketch Plan for a new +/-80,000 sf Justice Center for Teton County, which includes a county jail, county courts, sheriff's office, 911 dispatch center, and associated office and storage space located at 180 S. King Street, subject to the departmental reviews attached hereto, this staff report, and the following conditions:

1. As part of the Development Plan and CUP submittal, a landscape plan prepared by a Wyoming Landscape Architect shall be provided showing at least 2 plant units that meet the intent of LDR Division 5.5. The applicant shall also further study and increase landscape screening around the building along E. Simpson Ave. and S. King St. to improve the pedestrian experience and soften the urban feel of the building.
2. As part of the Development Plan and CUP submittal, the applicant shall explore other locations for snow storage that prioritize storing snow on pervious surfaces versus impervious surfaces.
3. As part of the Development Plan and CUP submittal, the applicant shall revise the plans to show a two-way alley for its entire length.

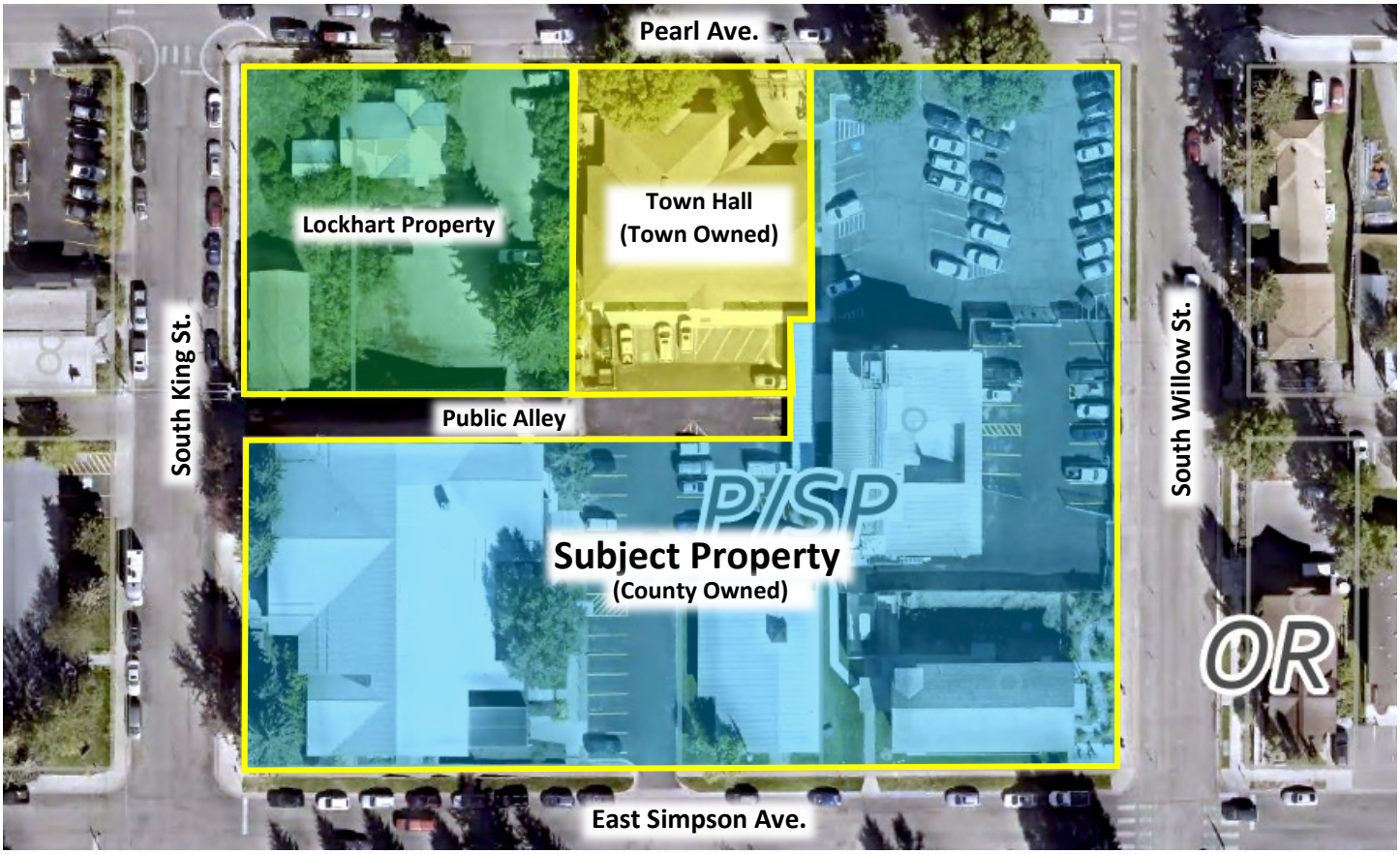
4. As part of the Development Plan and CUP submittal, the construction management plan shall address how the proposed closure of the public alley and town-owned parking, trash, and utilities immediately south of Town Hall will be mitigated through the provision of and access to off-site parking including ADA and Electric Vehicle Supply Equipment, trash, and utilities to the satisfaction of the Town.
5. As part of the Development Plan and CUP submittal, the sidewalk along S. King Street shall maintain a consistent width of 6 feet throughout its entire length.
6. As part of the Development Plan and CUP submittal, the applicant shall modify the main parking lot circulation to include the removal of the east curb cut on E. Pearl Avenue with a counterclockwise circulation pattern. This includes widening the westernmost curb cut to allow two-way travel.
7. As part of the Development Plan and CUP submittal, the applicant shall provide a comprehensive internal circulation, wayfinding, and signage plan to assist the general public in effectively navigating the site and locating their intended destinations. This includes ADA parking and accessible routes to the building.
8. As part of the Development Plan and CUP submittal, the applicant shall clarify the intended use of the secured parking lot, including whether the Willow St. access will function as a primary or secondary point of entry relative to the alley.
9. As part of the Development Plan and CUP submittal, the applicant shall provide a final construction staging plan that identifies the final intended improvements to the main parking lot, the timing and duration of its closure, the location of all proposed off-site County office space and parking, a temporary solution for the loss of the Town's nine dedicated parking spaces when they are restriped, and identify locations for construction worker parking to ensure it does not impact on-site or nearby on-street spaces, while preserving availability for Town and public use as much as possible.
10. As part of the Development Plan and CUP submittal, the applicant shall provide a square footage breakdown of office uses, assembly uses, and jail-related uses for the purpose of determining the correct amount of required short-term and long-term bike parking.
11. As part of the Development Plan and CUP submittal, the County-owned property located at 140 E. Simpson Ave, which includes a 25-space parking lot for the Justice Center, shall be included in the overall project boundaries.

Key Questions

1. Does the Council find that the proposed Justice Center complies with the Design Guidelines as it relates to addressing the massing and pedestrian experience?
2. Does the Council find that the proposed circulation plan and parking provided are adequate for the proposed Justice Center, General Services building, and Town Hall?
3. Does the Council find that the construction staging plan adequately addresses and mitigates impacts on adjacent property owners, as conditioned?

Project Location.

The property is located at 180 S. King Steet and legally described as PT. LOT 2, BLK. 5, CACHE-3 (COUNTY COURTHOUSE, SOCIAL SERVICES, JAIL & PARKING LOT). An aerial photo is shown below:



Background/Project Description.

Background on the Site

The subject property (the "property") is 1.9 acres (84,400 sf), zoned P/SP, and is surrounded by E. Pearl Ave. to the north, S. Willow St. to the east, E. Simpson Ave. to the south, and S. King St. to the west. The surrounding property to the north is zoned Downtown Core-2 (DC-2), properties to the east and south are zoned Office Residential, and properties to the west are zoned Commercial Residential-1 and DC-2. The subject property is owned by Teton County and consists of four buildings: the Teton County Courthouse (32,000 sf), the Teton County Jail (16,000 sf), the Clifford Hansen Courthouse (3,800 sf), and the Teton County General Services building (11,312 sf). The property also includes the parking lot that is directly adjacent (east) to Town Hall. Currently, the property can be accessed from all four streets that surround it, including the one-way dead-end alley off S. King Street. Besides the grade change from S. King Street, which is roughly eight feet higher than the overall site, the property is relatively flat. Please refer to the map above which shows the subject property and other properties within the overall block.

According to Teton County, both the County Courthouse (built in 1964) and the County Detention Facility (built in 1984) buildings are beyond repair or renovation due to structural, safety, and accessibility issues. To remedy this situation, the community voted via the Specific Purpose Excise Tax (SPET) in 2024 to allocate $88 million to fund a new Teton County Justice Center. Below is the official SPET language for the Justice Center:

> *"$88,000,000.00 for the purpose of planning, designing, engineering, demolition of the old Jail, demolition of the current courthouse, and construction the new Teton County Justice Center including but not limited to the Teton County Detention Facility, District Courtroom and accompanying office space, Clerk of District Court office space, Circuit Courtroom and accompanying office space, Clerk of Circuit Court office space, County and Prosecuting Attorney's Office space, Teton County Sheriff's Office, and*

other office space. Any unexpended funds, including any unused contingency funds, shall be placed into a designated account, the principal and interest of which shall be used for operations and maintenance of the Teton County Justice Center. This project is sponsored by Teton County."

Staff notes that the recent LDR amendments adopted in November 2024, prompted by the Large Building Moratorium—which introduced maximum building sizes and other development standards in certain zones—do not apply to the P/SP zoning district. The P/SP zone is specifically intended to support a range of institutional and public-serving uses, such as hospitals, recreation centers, civic facilities, jails, courthouses, and schools. These uses require greater flexibility in development standards to meet their specialized needs, including larger buildings on occasion. While the subject property is not subject to maximum floor area, height, setbacks, or building size limitations, its design must still be responsive to the surrounding existing and future development context. Toward that end, the Town Design Guidelines are essential in guiding the project's form and character, addressing key elements such as bulk, scale, and massing, appropriate use and application of materials, and the quality of the pedestrian environment. For more information on how these guidelines apply to the Justice Center, please see the Design Review Committee section below.

Project Description

The applicant is seeking approval of a Sketch Plan for a new, approximately 80,000-square-foot, three-story Justice Center for Teton County. The project includes a phased demolition approach—beginning with the removal of the existing courthouse, followed by demolition of the current jail after the new facility is complete. The new Justice Center will essentially consolidate the existing courthouse and jail into a single building. The existing Clifford Hansen Courthouse on E. Simpson Avenue and the Teton County General Services building at the corner of E. Simpson Avenue and South Willow Street will remain in place and are not part of the demolition.

The proposed Justice Center will house multiple County functions, including the District and Circuit Courts, Sheriff's Office, County Attorney's Office, Clerk of Court, 911 Dispatch Center, County Jail, and associated office and storage spaces. The courthouse and related offices will operate Monday through Friday from 9:00 AM to 5:00 PM, while the Sheriff's Office, jail, and 911 center will operate continuously, 24/7. According to the applicant, the current staffing demand for the Justice Center is 104 employees, with projected growth to 126 employees over the next 25 years.

The proposed building will stand approximately 45' tall on S. King Street and 52' tall on E. Simpson Avenue, with a central roof feature for the courtroom extending up to 65 feet 6 inches (which is generally not visible when viewed from the adjacent street). The design incorporates a mix of primary materials, including flat and fluted terra cotta (clay tile) siding, faux wood aluminum panels, a concrete base, dark and light metal cladding, and prominent vertical window patterns along both S. King Street and E. Simpson Avenue. The following is a breakdown of square footage and use by floor level:

- Ground Level (26,200 sf) – 17 garaged parking spaces (+/-6,300 sf), offices, and storage/mechanical/support spaces.
- Level 1.5 (5,000 sf) – Main lobby entrance and meeting space.
- Level 2 (23,250 sf) – County jail, offices, and storage.
- Level 3 (25,500 sf) – Courts, jury rooms, offices, and support spaces.
  TOTAL: 79,950 sf

The primary public entrance to the new Justice Center will be located on S. King Street, maintaining consistency with the current courthouse access point. County staff will have additional entry options at the northwest corner along S. King Street, the southeast corner along E. Simpson Avenue, and via a private parking garage accessible

from the alley. With the main entrance on S. King Street, the applicant anticipates that the public will continue to use on-street parking along S. King Street and E. Simpson Avenue. The existing parking lot next to Town Hall (the main parking lot), accessed from E. Pearl Avenue, will be designated as the main public off-street parking area and will be restriped to provide 51 spaces. The existing six spaces directly south of Town Hall are proposed to be increased to nine spaces.

The applicant states that the main parking lot will continue to serve all other buildings on-site—including the Clifford Hansen Courthouse and the General Services building—and will continue to be shared informally among Town staff, law enforcement, and members of the public conducting Town business. A formal shared parking agreement approved in 1985 is in place with the Town for the nine parking spaces located directly east of Town Hall. While the alley is planned to remain one-way toward S. King Street, the proposal includes extending it eastward as a two-way connection to the main parking lot (though it will not connect to Willow Street). Additional parking components include a proposed 18-space private gated lot for the Sheriff's Department (accessed from Willow Street), a proposed 17-space private garage accessible from both the gated lot and the alley, and the current 25-space surface lot south off E. Simpson Avenue (140 E. Simpson Ave.). Altogether, the project will provide a total of 120 on-site parking spaces, including the existing surface lot across E. Simpson Avenue.

In terms of site improvements, the proposal includes new detached sidewalks and planting buffers along S. King Street and E. Simpson Avenue, adjacent to the building. The existing stairs on E. Simpson Avenue will be removed and replaced with a continuous, gently sloped sidewalk that connects to the elevation of S. King Street. In addition to new street trees along both S. King Street and E. Simpson Avenue, the applicant proposes adding landscaped islands at the south end of the expanded main parking lot and along Willow Street near the entrance to the private, gated Sheriff's parking area. According to the site plan, efforts will also be made to preserve select existing trees along S. King Street, complemented by newly planted trees.

One of the final elements of the proposed Justice Center project is the construction management plan, which includes provisions for the temporary relocation of courthouse staff and services during construction. Phase one will begin with the demolition of the existing courthouse and construction of the new Justice Center, impacting the western portion of the site, located west of the Clifford Hansen Courthouse. During this phase, the existing jail will remain operational to allow for a seamless transition of inmates to the new facility upon its completion. Phase two will focus on demolishing the current jail, affecting the eastern portion of the site, east of the Clifford Hansen Courthouse. During the first phase of construction (construction of the new Justice Center), the main parking lot will remain open and available. During the second phase (post-Justice Center completion and demolition of the existing jail), the applicant proposes to repair and restripe the main parking lot. Importantly, the Clifford Hansen Courthouse and the General Services building will remain intact and are not slated for demolition.

Regarding temporary displacement, the applicant is actively evaluating options to ensure uninterrupted operations and services at the Teton County Courthouse. Possible solutions include the use of the Clifford Hansen Courthouse for court functions, leasing office space within the County, and installing modular buildings on County-owned property. One such property, located at 207 E. Simpson Avenue—just east of the existing County building—will likely serve as a site for many of these temporary modular offices.

As part of the applicant's submission, background information was provided explaining and justifying the building's programming needs, size, and footprint. The applicant explains that in 2019, Teton County worked with the National Center for State Courts (NCSC) to conduct a needs assessment to guide the County in determining the appropriate size and programming of the new Justice Center to accommodate current and

future demand. Please refer to the applicant's submittal package for the full background on the needs assessment.

Staff Analysis.

Sketch Plan Overview

The Sketch Plan serves as an early, conceptual review of a large-scale development proposal to evaluate its general consistency with the Land Development Regulations (LDRs). This initial review, which occurs before full design and construction plans are submitted, allows the Planning Commission, Design Review Committee, and Town Council to assess the project twice—first at the Sketch Plan stage, and again during the Development Plan review. Sketch Plan approvals often include conditions that must be addressed later in the process. Based on the applicant's submission, staff finds that, with conditions, the proposed project meets the Sketch Plan requirements for the P/SP zone under the LDRs. Approval of a Sketch Plan authorizes the applicant to submit a Development Plan, but it does not allow construction to begin. The applicant must address all comments and meet all conditions of approval during the Development Plan phase. The following table outlines LDR compliance for the P/SP zone:

Sketch Plan - LDR Compliance Summary			
	Required	**Proposed**	**Compliance**
Primary Street Setback (S. King)	n/a	14' to 20'	Complies.
Secondary Street Setback (E. Simpson)	n/a	1' to 8'	Complies.
Secondary Street Setback (Willow)	n/a	+100'	Complies.
Rear Setback (alley)	n/a	1'	Complies.
LSR	n/a	0.06 (5,000 sf)	Complies
Plant units	1 plant unit per 8 parking spaces 18 spaces / 8 = 3 plants units required	Unknown.	Complies. (as conditioned)
Parking	Independent calculation	120 spaces	Complies. (see analysis below)
Building Height (max)	n/a	45' – 52' (adjacent to street) 65'-6" (courtroom pop-up not adjacent to street)	Complies.
Stories (max)	n/a	3	Complies.
Floor Area Ratio	n/a	1.52	Complies.
Affordable Housing	exempt	n/a	Complies.

Conformance with the Comprehensive Plan

The subject property is located within Comprehensive Plan **District 2 – Town Commercial Core**, specifically in **Subarea 2.6 – Mixed Use Office and Residential**, which is identified as a transitional area. This subarea envisions a vibrant, pedestrian-oriented environment that integrates a mix of uses—including office, residential, and existing institutional facilities such as Town and County buildings, St. John's Hospital, and the National Elk Refuge Headquarters. The subarea encourages development to be oriented toward the street, comprised of two- to three-story structures, with parking minimized and screened from public view. It also recognizes the vital role of institutional uses in supporting the local economy by providing essential jobs and services. Successful development within this subarea requires thoughtful consideration of building placement, parking layout, use types, and overall intensity to support the area's intended transition.

Staff finds that the proposed Justice Center aligns with the vision for Subarea 2.6. Rather than introducing a new institutional use, the project replaces an existing one, maintaining the institutional presence that the subarea seeks to preserve. The three-story building is appropriately sited at the street corner and strategically designed to screen a large portion of parking, consistent with the area's design goals. Moreover, the selected corner is already bordered by commercial uses on the remaining corners, further supporting the Justice Center's role as a transitional element that bridges surrounding land uses and zoning contexts.

Building and Site Design

The Public/Semi-Public (P/SP) zoning district provides maximum flexibility for public and semi-public uses, meaning it does not impose specific standards for setbacks, building height, number of stories, minimum landscape surface ratio (LSR), or floor area ratio (FAR). As a result, staff evaluates proposed developments based on balancing the specific purpose and need for the proposed building with general compatibility with the surrounding built environment, as well as expected future development based on zoning.

Staff finds that although the proposed building is significantly larger and taller than the surrounding structures, the proposed structure is appropriately sized (approx. 80,000 sf) for the many critical uses it houses, including a jail, courtrooms, legal offices, and the sheriff's office. Its visual impact on adjacent properties is partially mitigated by its placement and the presence of natural buffers, including the 60-foot-wide rights-of-way along both S. King Street and E. Simpson Avenue, as well as a 20-foot-wide alley to the north. Additionally, the building does not have a major impact on adjacent buildings to the east because those are on County property. In this context, staff finds the site layout, building placement, and overall scale strike a fair balance between accommodating the necessary uses in the Justice Center with nearby existing and expected future development patterns. While the proposed building totals approximately 80,000 square feet and is 51 to 65 feet tall, it is important to note that it consolidates two existing uses—currently housed in separate buildings—into a single facility. Additionally, the demolition of the existing jail will help reduce visual impacts along Willow Street, which experiences higher traffic volumes than S. King Street. Finally, because the new development is focused on the corner of S. King Street and E. Simpson Avenue, where the site slopes downward away from S. King Street, the building will be partially set into this slope, helping to minimize its perceived height and giving it the visual impression of a smaller structure when viewed from S. King Street.

While the Public/Semi-Public (P/SP) zone does not prescribe specific requirements for how a building should engage with the street, staff finds the placement of the primary entrance along S. King Street to be appropriate and aligned with public expectations. The employee entrance on E. Simpson Avenue further enhances the development by activating that frontage and contributing to a more balanced and pedestrian-friendly environment. The proposed building design, along with its use of durable and functional exterior materials—such as concrete, faux wood aluminum panels, metal cladding, expansive windows, and terra cotta siding (a natural fire clay material)—conveys an institutional character that is well-suited to the facility's intended use.

Staff recommends that the final landscape plan incorporate additional screening along E. Simpson Avenue and S. King Street to further enhance the pedestrian experience and soften the building's urban presence. While the S. King Street and E. Simpson Avenue façades demonstrate thoughtful design and material application, the east and north elevations will need to be further studied and refined to improve their visual appearance, especially considering the building will stand alone as the tallest building on this block and be visible from many different vantage points. As part of the DRC's review, several conditions were added, one of which required further refinement and improvement of the east and north elevations as part of the Development Plan submittal. For a more detailed discussion on design, architecture, and materials, please refer to the Design Review Committee section below, which includes the full list of comments. The following pages include conceptual renderings of the building from all elevations:

South Elevation (Simpson)



Southwest Corner



West Elevation (King)



West Elevation (King)



North Elevation (alley)



Northwest Corner



East Elevation (Willow)

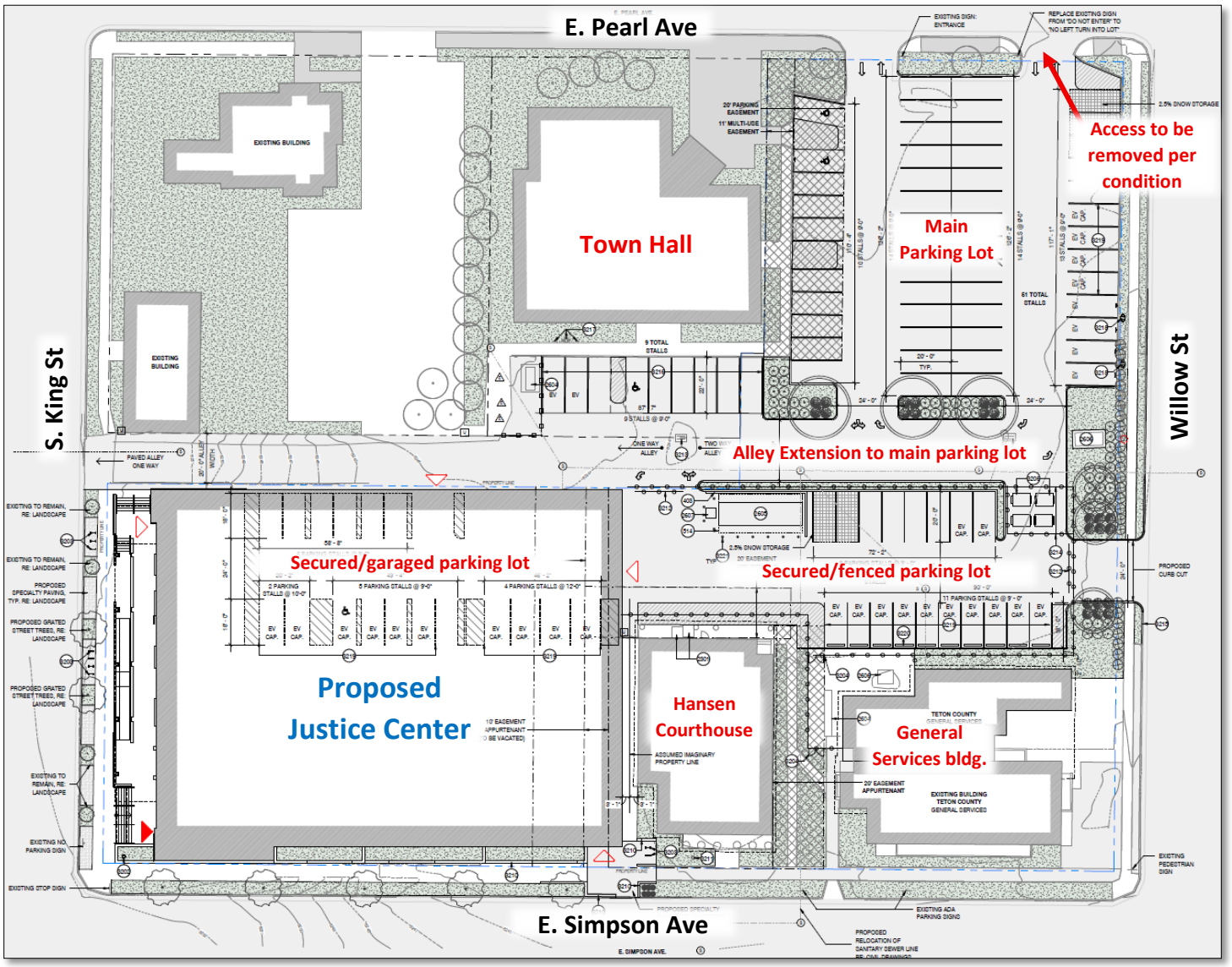


Northeast Corner



The proposed site layout maintains several key elements of the existing configuration. Most notably, the new Justice Center is sited in the same location as the current courthouse, and the secured Sheriff's parking and access from Willow Street remain largely unchanged. A significant modification is the removal of the existing vehicular and pedestrian cut-through from E. Simpson Avenue, which previously provided mid-block access through the property. In its place, the plan introduces a new alley extension connecting to the main public

parking lot—an improvement that creates a previously unavailable connection. This change is primarily driven by security concerns related to the proximity between the Justice Center and the secured parking area, as well as the need for multiple egress points to support efficient emergency response by the Sheriff's Office. The reconfiguration of the main parking lot also enhances the site by increasing the number of parking spaces, from 36 to 51 spaces, and adding new landscaping along the southern edge. However, staff has identified concerns with the proposed circulation pattern, which currently shows two-way travel from both curb cuts along E. Pearl Avenue. These concerns are addressed in more detail in the Vehicular Access/Circulation section below. The proposed conceptual site plan is included below on the following page:



Vehicular Access/Circulation

The overall site circulation plan utilizes existing curb cuts along E. Pearl Avenue to provide access to the main parking lot, while replacing the existing mid-block cut-through on E. Simpson Avenue with a new access point extending eastward through the alley, connecting to S. King Street. This alley extension terminates before reaching Willow Street to avoid potential traffic conflicts and safety issues related to the Safe Routes to School corridor that runs along both sides of Willow Street. Currently, the alley is proposed as a one-way exit onto S. King Street. However, this configuration directs all public inbound vehicular traffic to enter from the already congested intersection at E. Pearl Street and Willow Street—an approach staff does not support. Given that the alley is standard 20-foot width and capable of accommodating two-way traffic, a condition of approval has been

added requiring the applicant to revise the plans to reflect two-way access along the full length of the alley. This will help distribute traffic more evenly across multiple streets, which is likely necessary given the removal of the E. Simpson Avenue access.

Additionally, the Transportation Manager has recommended removing the existing vehicular access point at the northeast corner of the main parking lot and consolidating access to a single curb cut. While this change would result in the loss of approximately four parking spaces, staff supports the recommendation as it would enhance pedestrian safety and improve driver visibility. A condition of approval has been included requiring the applicant to update the parking lot circulation to reflect this change, including removal of the eastern curb cut and implementation of a counterclockwise circulation pattern.

Another key access and circulation consideration is the proposed 24-foot curb cut along Willow Street, which would allow two-way access to and from the secured Sheriff's parking lot. This new access would replace the existing curb cut serving the current secured lot and would not allow any public access. Willow Street is designated as a Safe Routes to School corridor, and safety concerns regarding both new and existing access points have been raised in this application, as well as in a recent request for a curb cut into the General Services building—which was ultimately denied.

While staff shares the broader goal of minimizing conflicts between vehicles, pedestrians, and cyclists, the Sheriff's Department has emphasized the operational need for multiple access points—specifically from both Willow Street and the alley—to ensure effective emergency response. Because a Willow Street curb cut already exists to provide a secured, controlled-access point rather than a public entry/exit for the jail, staff is generally supportive of retaining this access for the Justice Center. However, a condition of approval has been added requiring the applicant to clarify whether this access will function as a primary or secondary point of entry relative to the alley.

Overall, staff finds that as conditioned, the access and circulation patterns are functional and comply with the minimum LDR standards for a Sketch Plan.

<u>Phasing / Construction Management Plan / Temporary Displacement</u>

A key element of the proposal is the two-phase construction management plan, which will affect overall site access and parking. In Phase 1, the existing courthouse will be demolished and the new Justice Center constructed. During this phase, Town Hall, the Clifford Hansen Courthouse, the General Services building, and the existing jail will remain fully accessible, including access to the main parking lot. The County-owned parking lot on the south side of E. Simpson Ave. would be fenced off and used for construction staging. However, staff are concerned about the proposed construction fencing around the new Justice Center, that would block access to the alley and Town-owned parking directly south of Town Hall, including an ADA space, an EVSE space, a trash enclosure, and utility infrastructure. While the applicant is working with the adjacent property owner to the west of Town Hall (Kelly Lockhart) to potentially secure temporary parking for Town staff during construction, staff does not support fencing off the alley and Town parking at this time because these are necessary to support public functions. However, recognizing this is Sketch Plan, staff are open to discussing this matter further as part of the Development Plan and CUP. Therefore, staff have added a condition requiring the applicant to provide more details on the construction management plan that address how the proposed closure of the public alley and town-owned parking, trash, and utilities immediately south of Town Hall will be mitigated through the

provision of and access to off-site parking including ADA and EVSE, trash, and utilities to the satisfaction of the Town.

Phase 2 will begin once the new Justice Center is complete and ready for occupancy. During this phase, the existing jail will be demolished, a new secured parking surface lot will be constructed, and the main parking lot will be repaired and restriped. As in Phase 1, the County-owned lot along E. Simpson Avenue will be fenced off and used for construction staging. During this phase, the main parking lot will be temporarily unavailable to Town, County, and public users for an undetermined period. While the applicant proposes only to repair and restripe the lot, staff recommends full repaving as a more durable, long-term solution, especially given the scale of redevelopment occurring on the southern half of the block for the Justice Center. Because this is a Sketch Plan, staff is not conditioning the main lot to be paved at this time but seeks additional information to better inform the Development Plan, which may result in a requirement to repave. To address these concerns, staff has added a condition of approval requiring the applicant to submit a final plan detailing:

- The final intended improvements to the main parking lot.
- The timing and duration of its closure.
- The location of all proposed off-site County office space and parking.
- A temporary solution for the loss of the Town's nine dedicated parking spaces when those are restriped.
- Identify locations for construction worker parking and ensure it does not impact on-site or nearby on-street spaces, preserving availability for Town and public use as much as possible.

To address the temporary displacement of County courthouse personnel during Phase 1, the applicant is actively exploring solutions to maintain uninterrupted courthouse operations. Current options include using the Clifford Hansen Courthouse for court functions, leasing office space within the County, and placing modular buildings on County-owned land at 207 E. Simpson Avenue, adjacent to the County administrative building. The applicant understands that any new buildings that are used for over 180 days within Town limits—such as modular buildings—must comply with all applicable LDRs, as well as Building and Fire Codes. The County also understands that implementing aspects of their construction management plan will likely include the need to obtain approval of permits from the Town, such as grading, building, and development permits, prior to occupying new structures for relocated employees and for members of the public who visit those same buildings. As these options are evaluated, the applicant will continue coordinating with Town staff to navigate the necessary processes and ensure compliance. Given the County's need to maintain public services throughout construction, the applicant is highly motivated to identify and implement temporary facilities as soon as possible.

At a conceptual level, staff finds that as conditioned, the applicant has satisfactorily addressed concerns related to phasing, construction staging, and temporary displacement of courthouse personnel.

Traffic Analysis

Typically, a Traffic Impact Study (TIS) is either requested by the Town Engineer or submitted voluntarily by an applicant anticipating potential concerns. In this case, the applicant proactively completed a TIS, recognizing that the Town of Jackson would likely find it beneficial. While the LDRs currently do not outline specific procedures for processing a TIS, these studies are often used to evaluate whether required findings—such as those related to minimizing adverse impacts on public infrastructure—can be supported. For the Sketch Plan review, one key finding considers whether the project minimizes negative effects on public facilities, including traffic impacts on surrounding roads. If significant impacts are identified, the Town may require mitigation measures. As such, providing a TIS is a valuable tool to demonstrate that the project meets these critical criteria.

Below is a summary of the key findings from the TIS:

- **Existing Conditions**: Current AM (8:00 to 9:00) & PM (4:30 to 5:30) peak hour traffic volumes are moderate, with the E. Pearl Ave/Willow St intersection operating at Level of Service (LOS) B or better. Taking into account all of the on-site and adjacent street parking around the site, the study observed that parking was 68 percent utilized on January 14, 2025, at 1:45 PM, with some areas near full capacity.
- **Site Access Changes**: The redevelopment proposes removing the E. Simpson Ave access, reconfiguring campus access through two driveways on E. Pearl Ave (converted to two-way), retaining alley access from S. King Street, and a secure access from Willow St.
- **Traffic Projections**: Future peak hour traffic is expected to increase by approximately 25% over 20 years. The site is projected to generate 81 AM and 70 PM peak hour trips by that time.
- **Level of Service (LOS)**: The 20-year traffic projections, based on a 25% increase in traffic, show that LOS would operate at a LOS B or C at the E. Pearl Avenue/Willow Street intersection. Functionally, this intersection is projected to operate without issue with respect to the LOS calculations
- **Parking Demand**: Estimated future parking demand is 132 spaces (Town and County combined). The proposal will provide 112 spaces on-site with an additional 34 adjacent on-street spaces, so the total supply meets projected demand. *(Staff notes that although the estimated future demand of 132 spaces includes Town and County, this Sketch Plan is only required to consider impacts from County uses and the nine spaces dedicated to the Town.)*

Based on its review of the applicant's submitted TIS, staff finds that, as conditioned, the project will not result in significant negative impacts on transportation or adjacent intersections. The TIS concluded that nearby intersections will continue to operate at acceptable LOS in the future, even with a projected 25% increase in traffic. This analysis also included traffic generated by all Town Hall staff—exceeding the requirement to assess County-only traffic impacts—and accounted for the nine parking spaces reserved for the Town. To further minimize impacts on E. Pearl Avenue, staff is requiring the removal of the easternmost curb cut from the main parking lot. This will result in a single two-way curb cut on E. Pearl Avenue, eliminating the need to restrict left-hand turns onto E. Pearl, as recommended in the TIS. To accommodate two-way traffic, the westernmost curb cut will need to be widened, which is also consistent with TIS recommendations. In addition, although the TIS guidelines recommend promoting Travel Demand Management (TDM) strategies such as bicycle facilities, transit incentives, and telecommuting options, a TDM plan was not deemed necessary. The Jackson/Teton County Transportation Manager also reviewed the TIS and did not recommend a TDM plan.

<u>Parking</u>

In the P/SP Zone, office uses require parking at a rate of 3.3 spaces per 1,000 square feet, while assembly uses require an independent calculation to determine the appropriate number of parking spaces. The applicant has applied an independent calculation method to all proposed uses, including the existing General Services building, which is addressed in more detail below. Inclusion of the General Services building in the Justice Center's parking analysis is required due to a condition of approval associated with its 2024 expansion under CUP Item P24-065.

When evaluating parking demand for the Justice Center, several key considerations should be kept in mind:

1. A significant portion of the facility functions as a jail, including areas such as holding cells, visitation rooms, interview rooms, and storage—all of which serve inmates who do not generate parking demand.
2. Assembly areas, such as the three courtrooms, jury deliberation rooms, lobby, and public gallery, experience fluctuating occupancy levels and are not used as consistently as office spaces.

3. Existing parking data for the courthouse and jail can serve as a valuable baseline for understanding current use and demand.

It is also important to note that while the main parking lot east of Town Hall has historically been shared informally for both Town and County business, the lot is owned by Teton County. Only nine spaces east of Town Hall (within a parking easement) and those directly south of Town Hall (on Town-owned property) are formally designated for Town use. Unless a new parking agreement or Memorandum of Understanding is established between the Town and County, the applicant is only obligated to address parking needs for the Justice Center and General Services building. Nonetheless, the applicant has indicated an intention to maintain shared use of the main parking lot for both Town and County purposes.

The applicant's parking analysis relies on independent calculations to assess the parking demand for both the Justice Center and the General Services building, using current and projected staffing levels along with real-time data from a January 2025 Traffic Impact Study (TIS). The TIS provided a parking utilization rate for employees and visitors during the study period on January 14th at 1:45 PM and observed a 68% utilization rate across both off-street and on-street parking (E. Pearl St., S. King St, and E. Simpson Ave.). The same study observed that the main parking lot was at an 81% utilization rate. These utilization rates generally indicate that the parking supply exceeds the parking demand.

The TIS provided by the applicant concludes that the combined parking demand for the Justice Center and General Services building is 91 spaces. This includes the current 20 employees at the General Services building and projected 25-year staffing growth at the Justice Center, with employee numbers expected to rise from 104 to 126. When combined with the 18 dedicated parking spaces for Town Hall, the proposed 120 on-site spaces exceed the projected demand. Additionally, on-street parking along East Pearl, South King, and East Simpson will continue to provide supplemental parking capacity for Town, County, and public use.

After reviewing the applicant's parking proposal and TIS, staff finds that, as conditioned, the proposed methodology appropriately addresses the site's parking demand, particularly as it is based on data from existing uses at a conceptual level. Staff supports the applicant's plan to increase the total on-site parking supply from 109 to 120 spaces. However, due to the required removal of the easternmost curb cut in the main parking lot (Condition #7), four spaces would be eliminated, reducing the total proposed on-site parking to 116 spaces. Despite this reduction, the site will still see a net gain of seven parking spaces. Staff particularly supports the increase in the main parking lot—from 36 to 51 spaces—and in the lot directly south of Town Hall—from six to nine spaces—as these high-use areas will benefit the Town and the general public. Additionally, staff supports the proposed allocation of 18 secured/fenced surface spaces, 17 secured garage spaces, and 25 surface spaces at 140 E. Simpson Ave designated for County personnel, which will help better organize parking by user type and enhance security for certain County staff.

Staff would like to point out that the 25-space parking lot along E. Simpson Avenue is the nearest off-street parking to the building's entrances and could function as the primary public parking area. The only other off-street parking available is located in the main lot at the opposite corner of the block. A condition of approval already requires the applicant to submit a signage and wayfinding plan as part of the Development Plan and CUP application, and this parking lot must be incorporated into that plan.

Regarding ADA parking requirements, three ADA spaces are required if the new provided parking is between 50-75 spaces. ADA parking requirements are not triggered by existing parking, such as the existing spaces south of Town Hall and the spaces at 140 E. Simpson Ave. A total of five ADA spaces are being provided: one south of Town Hall, two east of Town Hall, one in the secured parking garage, and one in the parking lot on E. Simpson Ave. While the applicant also proposes to continue using an ADA parking space on S. King St. as the closest ADA

access to the building entrance, staff added a condition of approval requiring that the applicant ensure the building complies with ADA parking/accessible routes to the building as part of the Development Plan and CUP submittal.

Regarding EVSE parking requirements, 30% of the new or expanded parking spaces need to be EVSE-capable (16 spaces req.), and 5% of the provided parking spaces need to be EVSE installed (three spaces req.). The applicant is currently showing 28 capable spaces and eight installed spaces, which exceeds the minimum requirements.

Bicycle Parking

The applicant has indicated on Sheet L-301 the locations of short-term (ST) bicycle parking spaces near the main entrance along S. King St. and the secondary personnel entrance along E. Simpson Ave. A total of eight ST spaces are provided. The applicant also indicates that long-term (LT) bike storage is located in the north section of the floor plan on level 1.5 within the personnel entrance.

Because this is a Sketch Plan, the final bike parking counts have not yet been determined. According to the LDRs, Office uses require 1 space per 1,650 sf (50% ST/50% LT), and Assembly uses require 1 per 2,200 sf (75% ST/25% LT). The portions of the Justice Center dedicated to the jail do not generate any bike parking requirements due to the nature of the use. Staff has added a condition of approval requiring the applicant to provide a square footage breakdown of office uses, assembly uses, and jail-related uses for the purpose of determining the correct amount of required ST and LT bike parking.

Pedestrian Improvements

Unlike many other zones in Town that require specific pedestrian frontage treatments—such as Trees in Lawn or Trees in Grates—the Public/Semi-Public (P/SP) zone does not include a defined standard in the LDRs. In such cases, staff collaborates with the Pathways Department and/or Town Engineering to determine the most appropriate solution based on existing road infrastructure, planned capital improvement projects, and the guidance of the Community Streets Plan. For this site, located within the Village Character District of the Streets Plan, staff recommends a 6-foot-wide attached landscape buffer and a 5-foot-wide detached sidewalk.

The applicant is proposing Trees in Grates along S. King Street, which staff considers suitable for the building's main entrance. Given the frequent use of this frontage for parking and public access, the inclusion of pavers between street trees is more appropriate than lawn. Along E. Simpson Avenue, the applicant proposes Trees in Lawn for the length of the building, a treatment staff also supports because it mirrors the existing streetscape on the south side of the road, which has a less urban character. Overall, staff supports the proposed pedestrian improvements and encourages the preservation of as many existing trees along S. King Street as possible, consistent with the applicant's stated intent on Sheet A-001. In addition, staff has included a condition requiring that the sidewalk along S. King Street maintain a consistent width of 6 feet throughout its entire length.

One element not yet addressed at this conceptual stage is internal circulation, wayfinding, and signage for the general public. Staff recognizes that visitors to the new Justice Center will likely park either along adjacent streets—as they do now—or in the main parking lot, which is located at the opposite corner of the block from the new facility. Given this layout, the applicant must carefully consider how to direct people efficiently to their destinations. With Town Hall also located adjacent to the main parking lot, effective signage and clear wayfinding will be essential to prevent confusion between facilities. To address this, staff has added a condition requiring the applicant to submit a comprehensive plan for internal circulation, wayfinding, and signage to ensure the public can easily and accurately navigate the site.

Landscaping

The Public/Semi-Public (P/SP) zoning district does not have a minimum required Landscape Surface Ratio (LSR), but it does mandate one plant unit for every eight new surface parking spaces. With 12 new surface spaces proposed, a minimum of two plant units will be required. As this is a conceptual review, a final landscape plan is not yet necessary, but it will be required with the Development Plan submission.

A preliminary review of the site plan (Sheet A-001) indicates that the applicant is proposing new landscape islands within the main parking lot and two landscaped buffer areas along Willow Street adjacent to the secured parking lot. These elements will help soften and screen the perimeter fencing of the secured parking lot, and staff support this conceptual landscaping approach for the parking area. Additionally, new street trees are proposed along E. Simpson Avenue and S> King Street to provide some screening and visual relief from the building. However, due to the building's mass, scale, and proximity to the street, staff recommends that the applicant further evaluate and enhance landscaping along these frontages to improve the pedestrian experience and reduce the urban appearance. As a condition of approval, the applicant will be required to meet the minimum plant unit requirement and submit a final landscape plan that includes additional screening along S. King Street and E. Simpson Avenue.

Affordable/Employee/Workforce Housing

Section 6.3.2.C.13 Exemptions of the LDRs state that uses in the P/SP zone are exempt from the standards of Division 6.3 Employee Housing.

Trash / Snow Storage

A required trash enclosure is proposed in the northeast corner of the secure parking lot, allowing for direct trash pickup from the alley to the north. The applicant notes that the enclosure can accommodate up to four trash and recycling dumpsters, with additional smaller recycling bins located in the Level 1 secured parking area. The existing Town trash enclosure on Town property south of Town Hall will remain unchanged. Staff has determined that the proposed trash enclosure complies with Section 6.4.2 of the Land Development Regulations (LDRs).

The applicant has also identified snow storage areas in compliance with the LDR requirement of allocating 2.5% of impervious surfaces (such as paved areas) for snow storage. The plan includes using two spaces within the secure parking lot and three in the main parking lot for snow storage during winter months. While snow is typically stored in permeable areas to preserve year-round parking availability, the applicant asserts that the overall parking supply is sufficient to accommodate the loss of five spaces in winter. Staff generally supports this approach at the conceptual stage but has included a condition requiring the applicant to further evaluate snow storage locations in the Development Plan, with an emphasis on using pervious areas whenever possible to reduce the impact on available parking.

Design Review Committee

The DRC reviewed the Sketch Plan design for conceptual review at its May 14, 2025, meeting, and the Committee continued the item and directed the applicant to further study and reduce the massing, improve the pedestrian scale & experience, and enhance the east and north elevations. The DRC acknowledged that the P/SP zoning district is intended to accommodate a range of public-serving uses, such as courthouses and jails, and allows for flexible development standards to meet unique needs. Nevertheless, the Committee also acknowledged that the Town Design Guidelines apply to all development in the P/SP zone and agreed that the building's massing requires further refinement to better align with the surrounding neighborhood context, where building heights range from 42 to 46 feet to the west and north, and drop to 30 feet to the south. The Committee posed several specific questions during the first meeting related to massing and design, including:

- Could the third level along the east elevation be stepped back or lowered to read as two stories?

- Could the third-level roof overhang on the south elevation be set back to soften the roofline?
- Could the building be further recessed into the site to reduce its perceived height, especially along the east and possibly north elevations?
- Could overall building or floor heights be reduced? and
- Could the footprint be adjusted to distribute mass more effectively?
- Is the courtroom pop-up, which exceeds 65 feet in height, an essential element?
- Could the overall architectural consistency be improved on the east and north elevations to better align with the south and west elevations?

The DRC reviewed the Sketch Plan design a second time at its June 11, 2025, meeting and had a lengthy discussion over the design changes. In general, the DRC agreed that the updated design was an improvement from the previous submittal. They understood that the Justice Center is an important building that is integral to the community, and its size at roughly 80,000 sf was not a concern. The DRC's main concern was whether the scale and massing are appropriate for the neighborhood and whether the building overwhelmed the pedestrian scale. Initially, six of the seven DRC members were adamant that the design did not comply with these Design Guideline sections because the building was overbearing and imposing at the pedestrian level along E. Simpson Avenue and because not enough design changes were made to address the overall massing, which includes techniques such as additive/subtractive moves, breaking up the roofline, and the use of step-backs. After further discussion, the DRC decided that rather than denying the project at Sketch Plan they would recommend conceptual approval with strong conditions (see below) to allow the applicant an opportunity to improve the design as part of the Development Plan submittal. This motion passed by a 4-3 vote. Below are the four conditions of approval that need to be addressed in the Development Plan:

1. As part of the Development Plan submittal, the applicant shall improve the pedestrian experience and massing along the south elevation.
2. As part of the Development Plan submittal, the applicant shall improve the articulation along the East façade, along with studying opportunities to add landscape screening to help break up the façade from distances.
3. As part of the Development Plan submittal, the applicant shall improve the fenestration interest along the North and East sides of the buildings.
4. As part of the Development Plan submittal, the applicant shall further study the materiality on the north façade and make the overall materiality less imposing.

Planning Commission (PC)

The PC reviewed this item during its regularly scheduled meeting on July 18, 2025, and unanimously recommended approval to the Town Council, as presented and conditioned. The Commission agreed that the proposal meets the minimum requirements of the LDRs and aligns with the goals and vision of the 2012 Comprehensive Plan. However, some members expressed concerns regarding the building's size and height in relation to the surrounding neighborhood, suggesting that its massing could be more effectively mitigated and the pedestrian experience enhanced. Others felt the building's scale was appropriate for a Justice Center and did not share the same concerns. Despite differing opinions on massing and pedestrian interaction, the PC collectively appreciated the overall quality of the design, architecture, and material selection. The Commission also noted that the site would have benefited from a more comprehensive master planning effort encompassing the entire government block, rather than planning around existing structures (such as the Hansen Courthouse). Lastly, while the PC acknowledged the County Attorney's request—pursuant to state statute—to omit detailed floor plans for security purposes, they requested that generalized floor plans indicating use by level be included at the Development Plan stage to provide a clearer understanding of the building's internal program.

Public Comment
Public comment has been received and is attached to this staff report. The concerns stated in the public comment are specific to the size & massing of the structure, and community/neighborhood character.

Comprehensive Plan & Priority Alignment.
ITEM A: All Sketch Plan proposals may be approved only if all of the following findings are made:

1. *The proposed project is consistent with the desired future character described for the site in the Jackson/Teton County Comprehensive Plan.*

   Not applicable. This finding is not applicable according to the Wyoming Supreme Court.

2. *The proposed project achieves the standards and objective of the Natural Resource Overlay (NRO) and Scenic Resources Overlay (SRO), if applicable.*

   Not applicable. The property is not located within the Natural Resource Overlay (NRO) or Scenic Resources Overlay (SRO).

3. *The proposed project does not have a have a significant impact on public facilities and services, including transportation, portable water and wastewater facilities, parks, schools, police, fire, and EMS facilities.*

   Complies. As conditioned, staff finds that the proposed project will not have significant impacts on public facilities and infrastructure, namely because the proposal replaces two existing facilities and combines them into a single building. Based on the traffic analysis, the levels of service at nearby intersections will continue to function at acceptable levels.

4. *The proposed project complies with all relevant standards of these LDRs and other Town Ordinances as can be determined by the level of detail of a sketch plan.*

   Complies. As conditioned, staff finds that the application meets all standards of the LDRs and other Town Ordinances.

5. *The proposed project is in substantial conformance with all standards or conditions of any prior applicable permits or approvals.*

   Complies. There are no other prior applicable permits or approvals.

Fiscal Impact.
No fiscal impact has been identified at this time. This project is being funded through the Special Purpose Excise Tax.

Staff Impact.
The amount of staff time to review this Sketch Plan and report drafting is approximately 100-120 hours.

Attachments or Links.
Department Reviews
Applicant Submittal
Public Comment

Suggested Motion.

I move to **approve** Sketch Plan P25-019 for a new +/-80,000 sf Justice Center for Teton County located at 180 S. King Street, based upon the findings and conditions presented in the staff report, the departmental reviews, and subject to this staff report dated July 28, 2025.

Teton County Justice Center

Town of Jackson
TOWN COUNCIL



AndersonMasonDale CLB WEMBER OWNER'S REPRESENTATIVE BPM BERNING PROJECT MANAGEMENT TETON COUNTY

JUNE 21, 2025

Design Concept & Vision Statement

Site Plan and Planning Commission Conditions of Approval

Exterior Vignettes and DRC Conditions of Approval

Design Concepts & Vision Statement

Functional, Safe, Secure and Welcoming

Derived from Jackson Hole Identity and Context

Civic Presence

A Dynamic Entry Experience

Timeless and Durable

Appropriately Scaled for Positive Pedestrian Experience

Sustainability on Display

Create a vibrant urban village to improve the quality of life and physical environment for both residents and visitors alike.

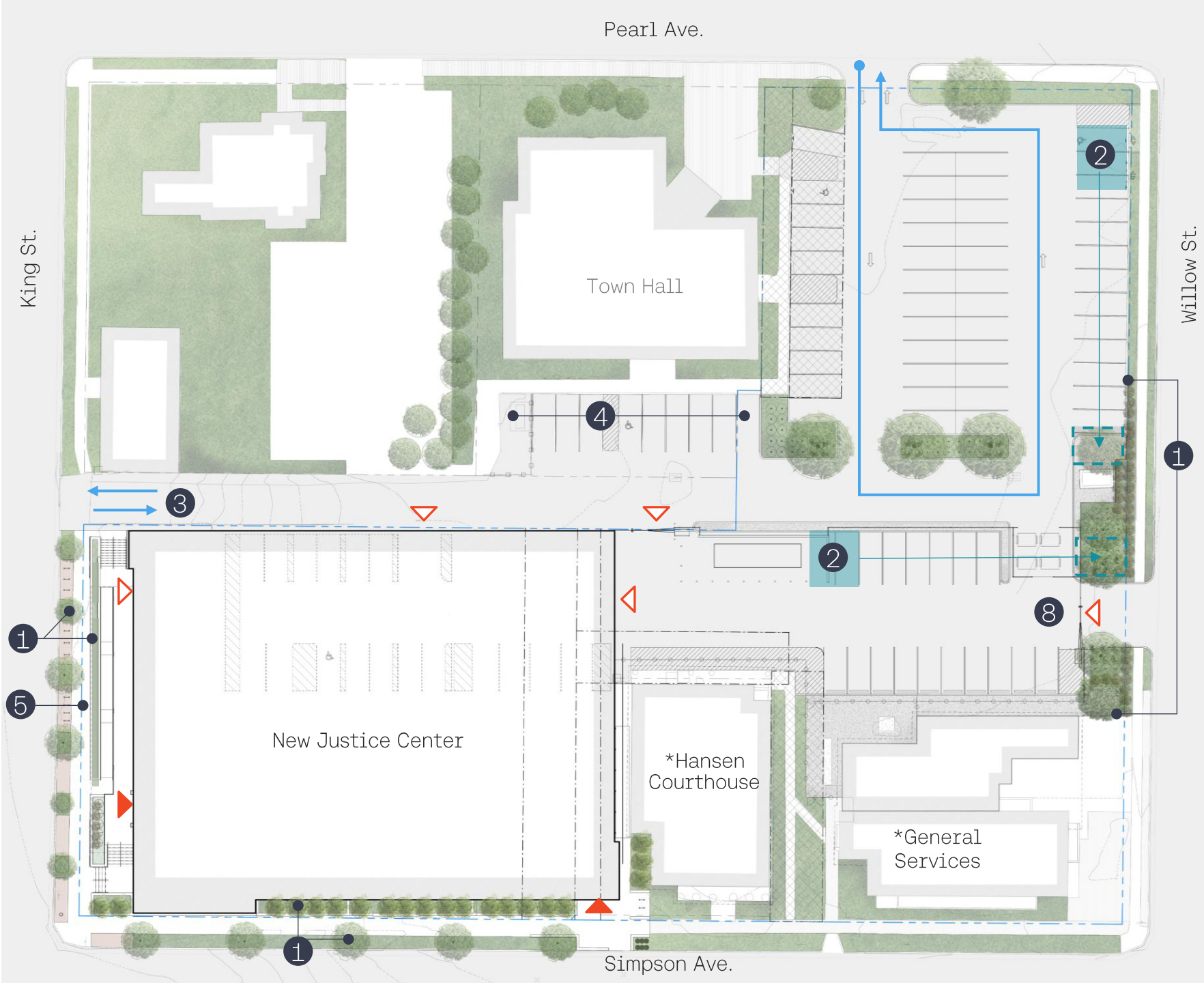
The emphasis is on encouraging development that is economically, socially and ecologically sustainable.

Consider the regional vernacular of the Intermountain West while inspiring innovative design and creativity that emphasizes a positive pedestrian experience.

Site Plan

Recommended Conditions

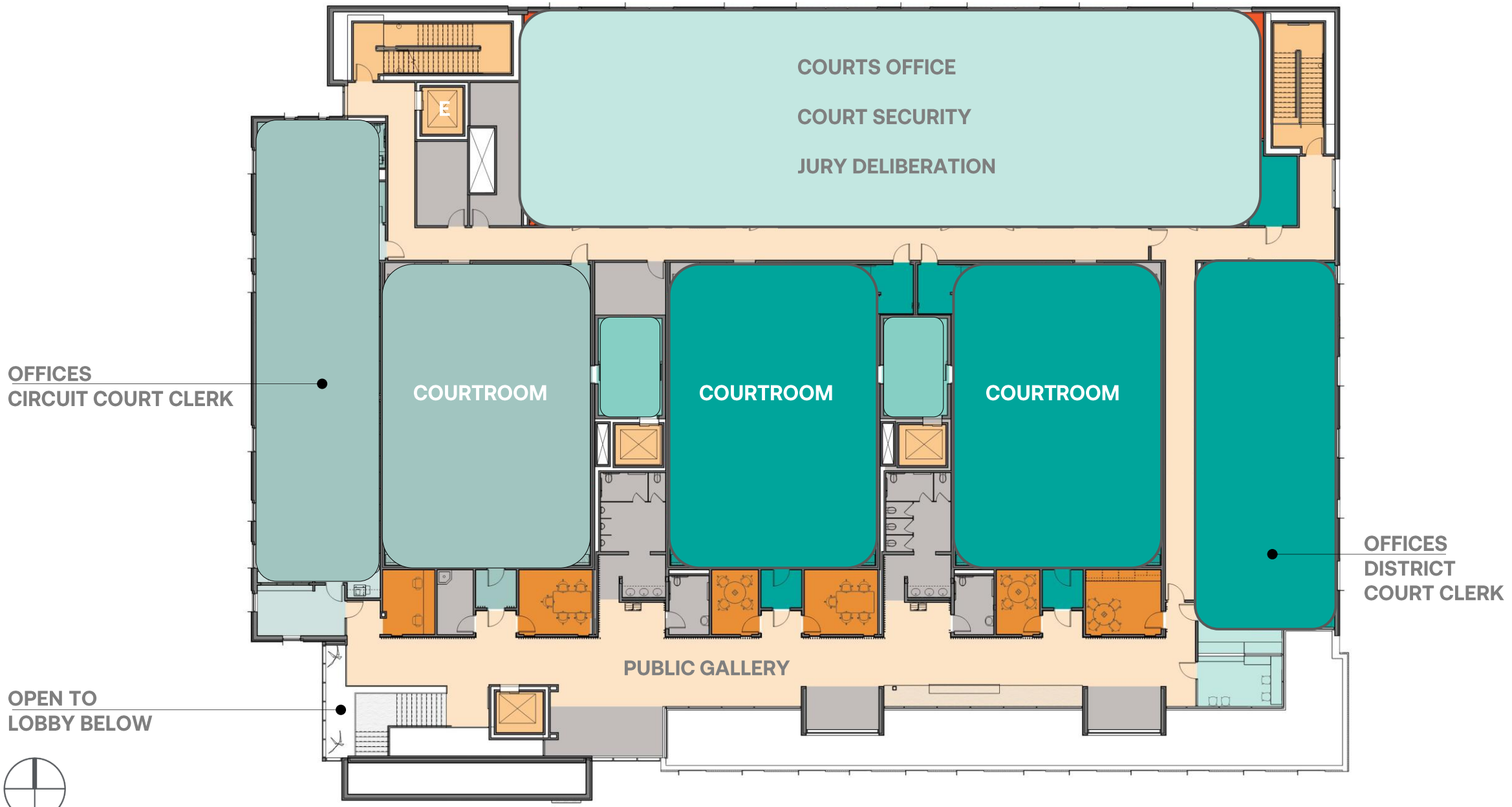
1. Add Plantings & Screening
2. Explore Alt. Snow Storage
3. Two Way at Alley
4. ToJ Construction Access
5. 6’ wide (consistent) Sidewalk
6. Revise Parking Lot Circulation
7. Signage & Wayfinding
8. Secure Parking Operations
9. Final Construction Staging Plan
10. Bicycle Parking Calculations



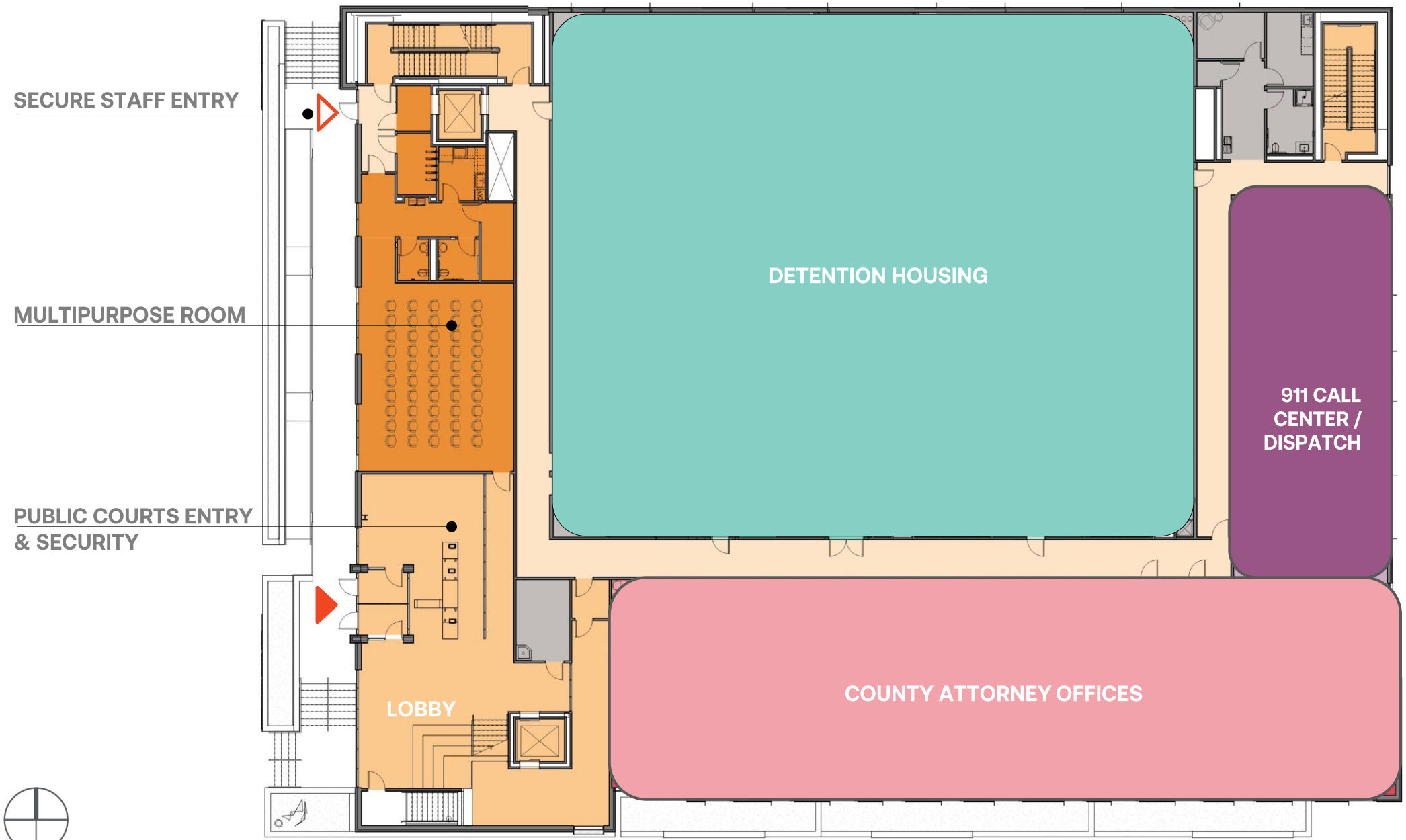
- Public Entry
- Secure / Staff Entry

Floor Plans

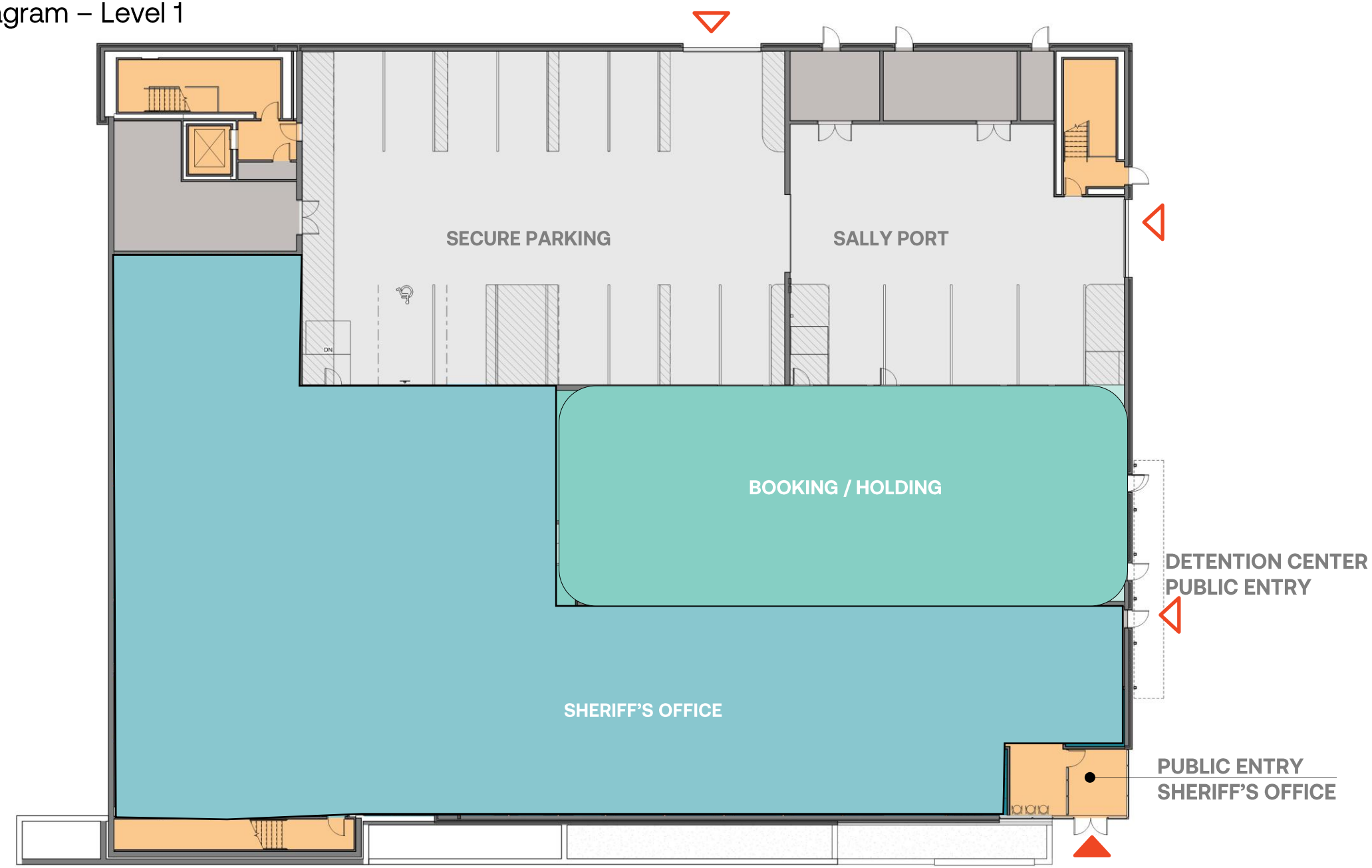
Program Plan Diagram – Level 3



Program Plan Diagram – Level 2

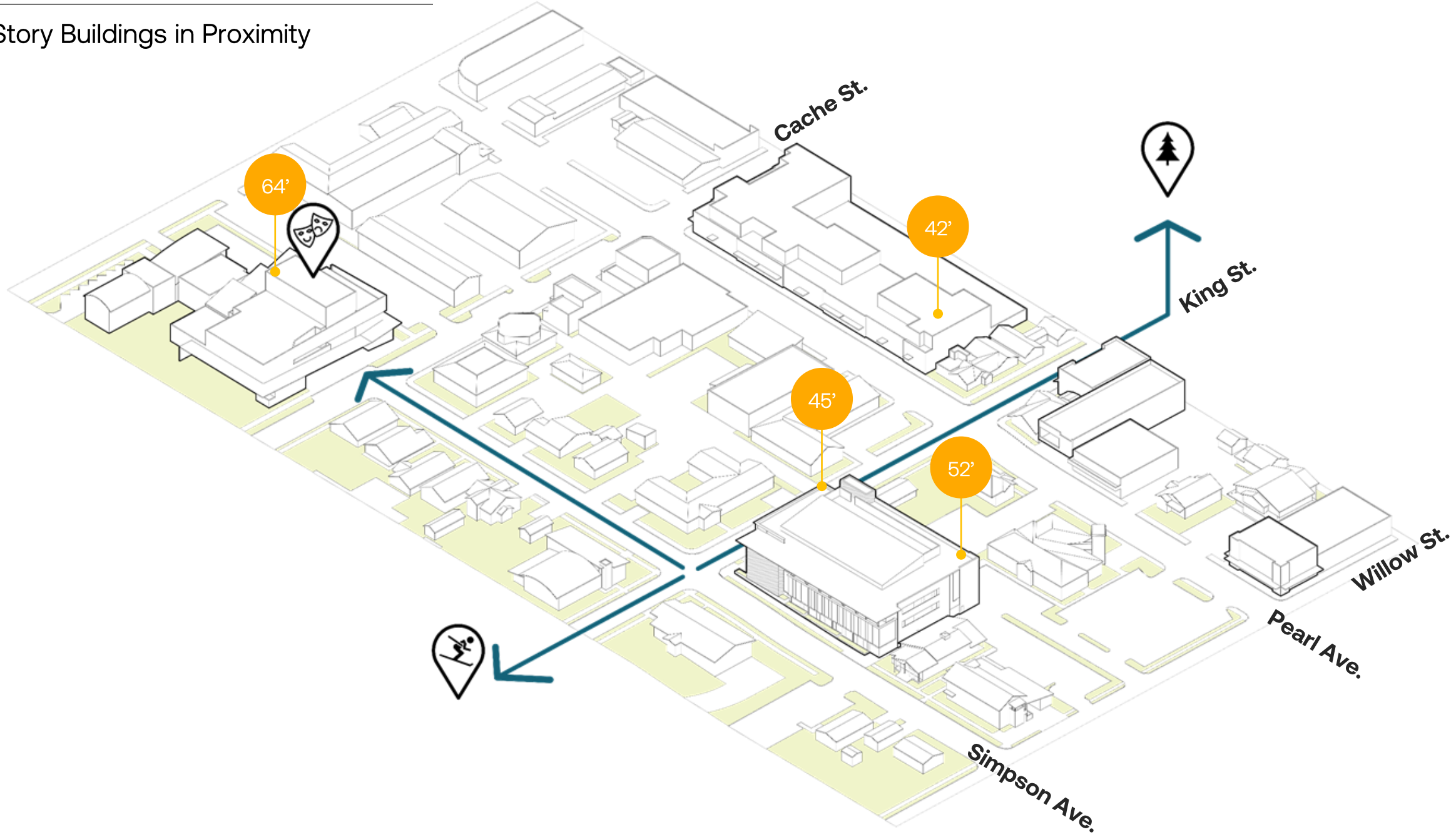


Program Plan Diagram – Level 1

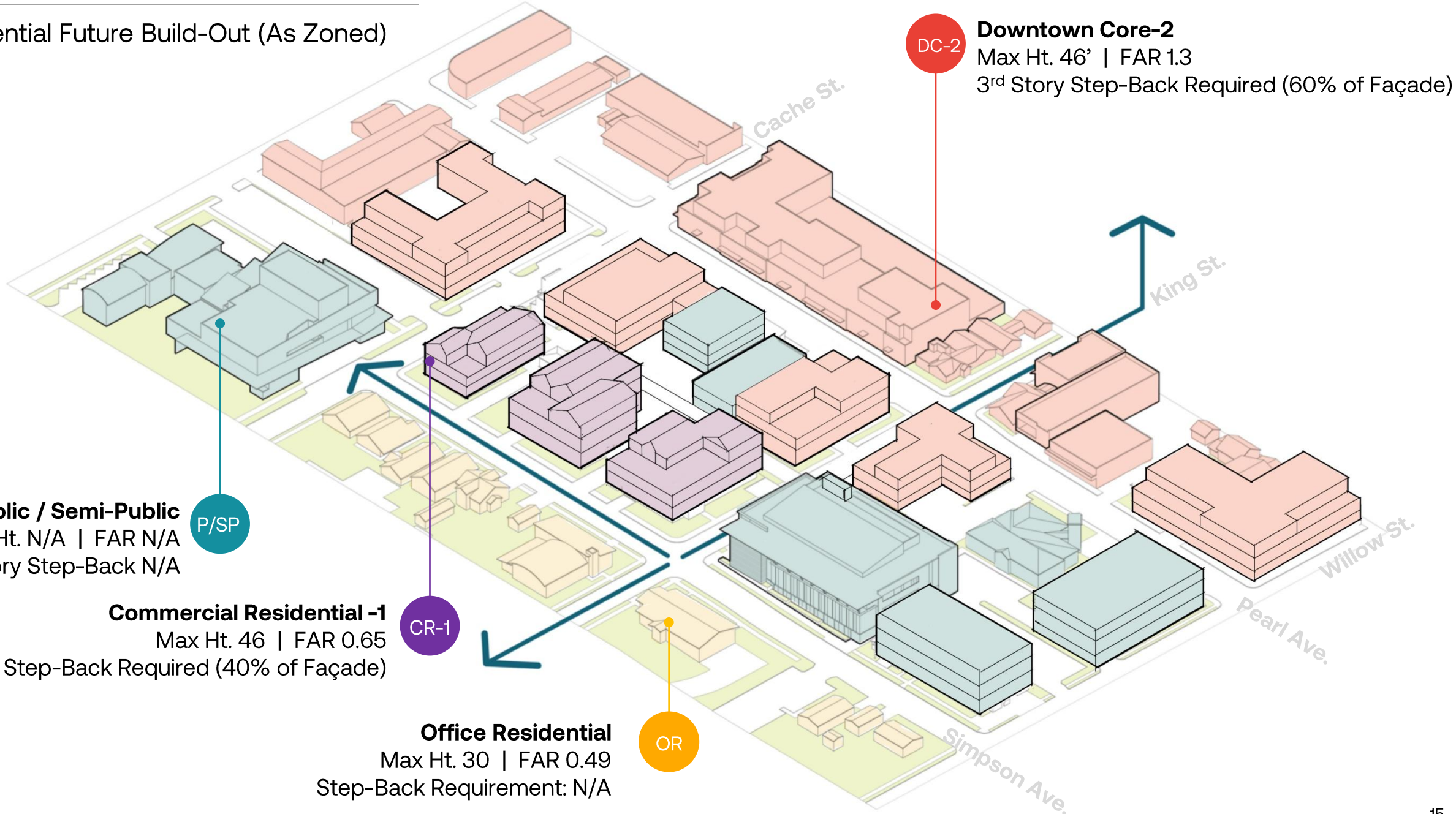


Massing

3+ Story Buildings in Proximity



Potential Future Build-Out (As Zoned)



DC-2

Downtown Core-2
Max Ht. 46' | FAR 1.3
3rd Story Step-Back Required (60% of Façade)

P/SP

Public / Semi-Public
Max Ht. N/A | FAR N/A
3rd Story Step-Back N/A

CR-1

Commercial Residential -1
Max Ht. 46 | FAR 0.65
3rd Story Step-Back Required (40% of Façade)

OR

Office Residential
Max Ht. 30 | FAR 0.49
Step-Back Requirement: N/A

Exterior Vignettes

Improve Pedestrian Experience and Massing along the South Elevation

Improve the articulation along the East façade, and landscape screening to break up façade from distance

Improve fenestration interest along North & East Side of Building

Study materiality on north façade and make the overall materiality less imposing


Teton County Justice Center
180 S King Street
Sheriff's Office


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Sheriff's Office


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180 S King Street
Sheriff's Office


Teton County Justice Center







Materials Board | Update










Teton County Justice Center
180 S King Street
Sheriff's Office

AndersonMasonDale

Town of Jackson Planning
150 E Pearl Avenue / PO Box 1687
Jackson, WY 83001

March 4, 2025

RE: Teton County Justice Center – Sketch Plan Submittal

Dear Paul Anthony,

Thank you, and the Town of Jackson, for your thorough review and comments on the Teton County Justice Center Pre-Application Submittal.

Please find attached the Sketch Plan Submittal, which addresses the comments and requested design updates, from the pre-design application review. Additionally, we have included a response log that specifically addresses each TOJ pre-application comment.

The project has wrapped up Schematic Design in coordination with this Sketch Plan Submittal and the project is currently undergoing cost estimation. The building size and program remain largely consistent with the Pre-Application Submittal: a three-story facility housing the county courts, associated court offices, sheriff's office, county jail, and a new 911 emergency response dispatch center.

One noteworthy revision enhances the pedestrian experience along King Street, creating a more urban, storefront environment. The updated design positions the primary entry at the prominent corner of King and Simpson. It also introduces a covered porch, a familiar building typology to Jackson, along King Street. The 'porch' is elevated above street level with a large multi-purpose room and a glass storefront along that façade.

Similarly, the design team has introduced a contextually sensitive building massing – stepping back level 3 to create the perception of a 2 story building from the street – respecting the immediate urban character and surrounding building heights.

Please note, several TOJ Pre-Application comments require further evaluation while others may be addressed based on budget availability. As cost estimation progresses and the project enters the Design Development Phase, it will become clearer whether some requested elements can be incorporated within budget constraints.

We would also like to highlight two high-priority items that may require further discussion or additional data collection:

- Traffic Study:
  The submitted traffic study is based on data collected on December 19, 2024, representing a low to moderately busy day at the courthouse. This study extrapolates and anticipates busy days and future conditions based on that baseline data.

  - Additional data collection on a "busy day" – i.e. when a jury trial is in session - can be included in a future submittal to the TOJ upon request

  - It should be noted that there are no new programs or uses coming to this site; this new facility is a modernization and revitalization of the existing uses already in place. This is notable because we do not expect an increase in traffic.

- Vehicle Access on to Willow Street:
  - This issue is not a simple yes-or-no decision. Multiple factors must be considered.

  - The County and Justice Center leadership fully supports efforts to protect pedestrians, especially children and families using the Willow Street Safe Routes to School bike and pedestrian pathways.

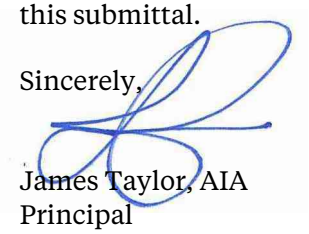
  - However, vehicle access on Willow Street remains essential for the Sheriff's Office to perform its public safety duties. A secure yard for the Sheriff's Office requires two access points, and site constraints prevent access from Simpson Street. Therefore, access must be provided from King Street and Willow Street.

  - The current site condition has an access points on to Willow Street. The future growth of the building's use is expected to have a minimal impact on vehicle traffic, mid block.

  - A potential win-win scenario is to design the proposed access points on Willow Street with best practices in traffic calming, pedestrian safety, and visibility. The intersections will be configured to maximize pedestrian visibility while ensuring vehicle speeds remain below 5 mph.

We look forward to the continued conversation and to your review of the Sketch Plan Drawings and responses. We truly appreciate your time and consideration in reviewing this submittal.

Sincerely,



James Taylor, AIA
Principal

AndersonMasonDale

Teton County Justice Center - Narrative Description

Date: 12 June 2025
Project #: 24-031
Project: Teton County Courthouse – 180 S. King Street

The is a Narrative Description of the project including response to Finding of Approval of Sketch Plan (LDR Sec. 8.3.2.C). The narrative describes the entire project including: its square footage breakdown totals and by level, describes uses by level and who uses the building, provides a full master parking analysis that justifies the proposed parking meeting the needs of the New Justice Center / Town Hall / Teton County General Services Building (in accordance with the condition of approval for TCGSB CUP), discusses how the site access and circulation work, describes changes to the alley and states which sections are one way or two way, describes preliminarily how snow storage/management will be handled, lists all applicable LDR standards and whether the project complies (i.e., FAR, LSR, height, stories, parking requirements, parking dimensions, setbacks, bike parking, EVSE parking, etc.), provides a statement that housing requirements are not provided as this project is exempt, describes proposed materials and architecture inspiration, describes the proposed pedestrian frontage changes, describes how loading/trash will work and where it is located, etc. The narrative goes through the LDRs and lists all applicable standards and a written response to whether the project complies or not. The applicable sections are listed in the Pre-application Conference Checklist attached (P24-125). Even though this project is in the P/SP zone, which is exempt from many standards, the narrative demonstrates what is proposed. For example, even though there are no street or alley setbacks, it is provided in writing the setbacks proposed on each street, setbacks from the alley, and separation from the Federal courthouse. In general, the narrative assumes that the Town knows nothing about the use of a courthouse/jail or its demands and needs for employees, parking, peak busy times during the week, hours of operation, etc.

Table of Contents

pg. 2	A	General Project Description and Building Use
pg. 3	B	Project Design Drivers, Mission Statement & Design Concept
pg. 9	C	Building Data and Occupancy Data
pg. 12	D	Construction Staging & Temporary Justice Center Operations
pg. 14	E	LDR Standards / Compliance-4.2.1 Public/Semi-Public –Town (P/SP-ToJ)
pg. 17	F	Site Access | Site Circulation | Trash | Delivery | Snow Storage
pg. 19	G	Master Parking Analysis

A General Project Description and Building Use

The project consists of a new three-story Justic Center building on the existing County Owned Property at 180 S. King Street.

The ground level program consists of:
Sheriff's office functions, including secure elected official / staff parking, a secure sally port, public sheriff's lobby, sheriff's office manager and public transaction windows, multi-purpose room, interview rooms, booking / holding, investigations, Sheriff's IT and servers, evidence processing, evidence storage, restrooms, break areas, print/copy/work areas, general storage, gear storage and armory.

Level 1.5 (partial level) program consists of:
The primary public entry from the west along King Street. Program at this level consists of public courts entry, lobby and security screening, a separate employee entrance on the Northwest corner of the building, a large multi-purpose meeting room, chair and table storage, kitchenette, restrooms and wellness rooms / mothers room. All program along King Street are either meeting rooms of public entry and thus has over 75% ground level storefront glazing with a covered and raised porch taking precedent from Historic Downtown Jackson building forms.

The second level program consists of:
The county attorney offices, including waiting areas, large conference room, open work stations, private attorney offices, storage, high-density storage solutions.

Sheriff's dispatch / 911 call center including: (6) control workstations, private offices, breakroom, storage, file storage, restrooms, lockers, and a quiet room w/ operable Juliet balcony.

Detention center including: a secure man-lock / vestibule, secure elevators with access to courtroom holding, contact visit / attorney room, video arraignment / visit room, control center, 7 holding pods / day rooms, indoor / outdoor fitness space
Shared storage and employee showers, restrooms and employee support areas.

The third level program consists of:
(3) Courtrooms that maintain 3 distinct paths of travel that do not cross – judges access from the rear directly to Dais, public access from the public gallery from the south and detainee's access from the middle, rising from secure / in-custody elevators and holding cells. Meeting rooms and courtroom sound-locks are accessed from public gallery side.

(2) District court judges chambers / suite with offices, open office space, copy/print area, storage, break room, restrooms. Courts Security office suite sits between both judges chambers.

District Court Clerk office suite with a waiting area, project room, public file viewing room, private offices, open office space, breakroom, active file storage, vault and restroom

Circuit Court judge's chambers with direct access to circuit court clerk suite consisting of: waiting area, private office, open office area, copy/ print a, active file storage and a break room

B Project Design Drivers, Mission Statement & Design Concept

Fundamental Design Concepts

- Functional
- Safe
- Secure
- Appropriately Scaled to Context
- Civic Presence
- A Dynamic Entry Experience
- Timeless and Durable
- Sustainability on Display

Mission Statement

The Justice Center will serve as a symbol of safety, justice, and community, uniting all branches of Teton County's Judicial System under one roof. The building draws its unique character from Jackson's alpine and mountain-west heritage – fostering a sense of belonging and a part of Jackson's unique identity. Thoughtfully chosen materials embody strength, warmth and civic character. Built sustainably, this center will support Teton County's public servants and citizens for generations to come.

Massing and Contextual Sensitivity Public Façades

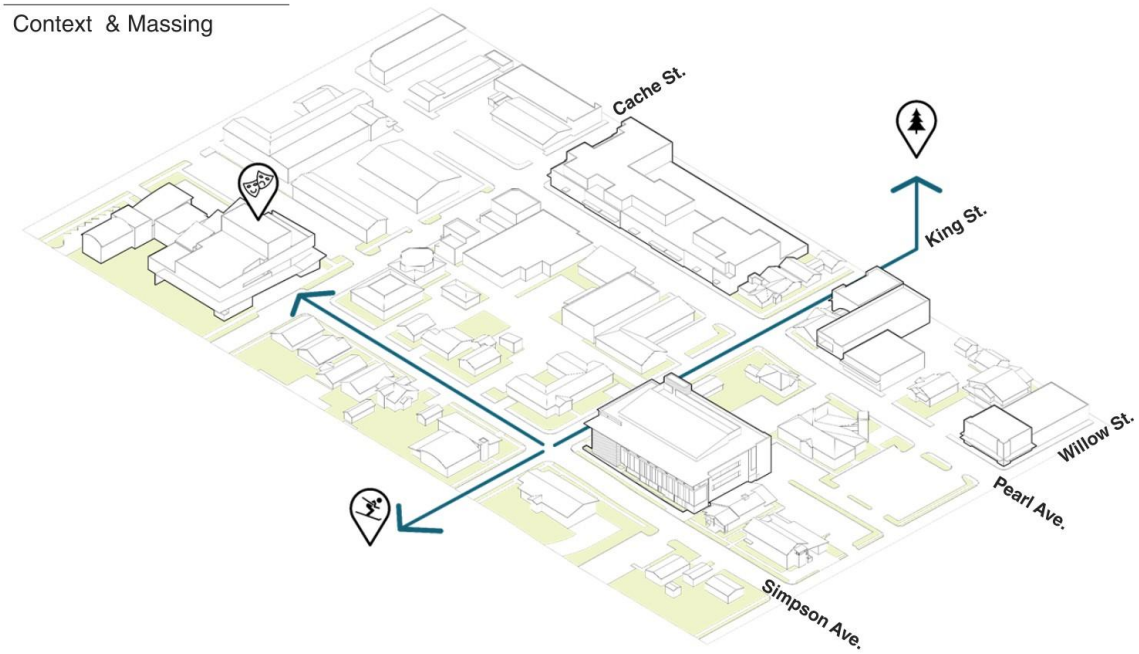
(see diagrams below description)

Pedestrian Experience, Safety and Building Security are the primary considerations in siting the building. King Street is the primary pedestrian oriented façade and along the most public route from the center of Jackson. To support the spirit and intent of LDR's, the King Street elevation - on level 1.5 / at ground floor at King - is setback 28' from the street curb giving ample room for a tree lined sidewalk in grates and an elevated and covered porch. This façade has over 75% ground level storefront glazing aligning with the more community focuses program behind the façade. The raised and covered porch takes precedent from Historic Downtown Jackson building forms. The main public entry is at the corner of King and Simpson, at the terminus of this pedestrian porch, inviting the public into the public gallery and directly up an interconnected stair to the 3rd level Courts Gallery. The building is experienced as

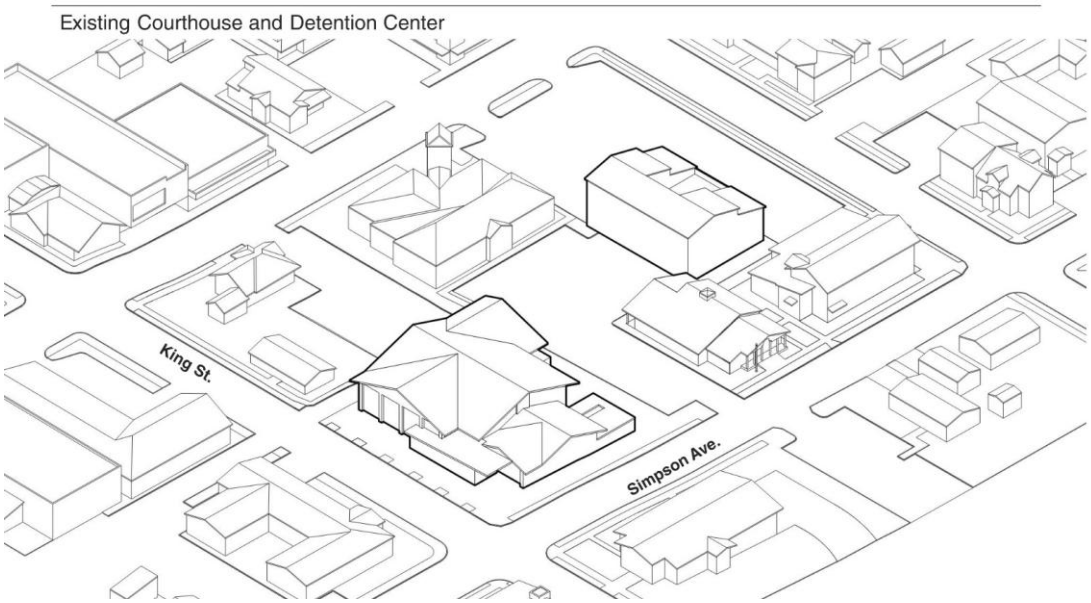
2 stories from King Street as the grade climbs almost a full story from ground level mid-block on the east up to level 1.5 on the west. Street Parking and loading areas will remain as exists today.

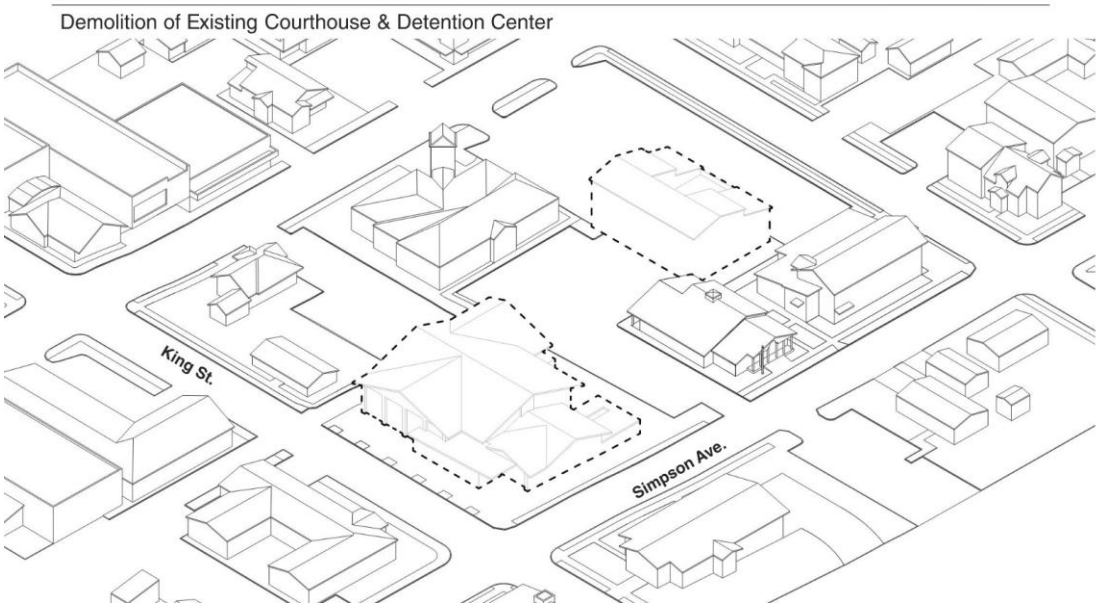
Simpson Avenue is the secondary street but still an important public facing façade. As mentioned prior, the street slope drops from west to east nearly 8'-0" from King Street down to the mid-block, sheriff's office entry. The ground floor's primary massing is setback from 19'-8" from the curb, with the Southwest (primary entry) corner setback 13'-8" from the street curb. This provide a generous buffer with a tree lawn between the sidewalk and curb – on-street parking will remain as exists today. The ground floor along Simpson ave. has generous amounts of glass, 40% to 50%, but due to the secure / private nature of the Sheriff's Offices along this façade, a planting bed of Aspen with planted ground cover sits in front of the building. The planting beds terrace down the slope of the street. Level 3 along Simpson Ave. is setback from the street edge allowing the building to be read as a 2-story building along this edge as well. A timber framed canopy projects over the level 3 – protecting the courts gallery from solar gain while also breaking down the massing and providing shadow and warmth to the building experience.

Context Diagrams (showing other 3 story buildings in the immediate vicinity)

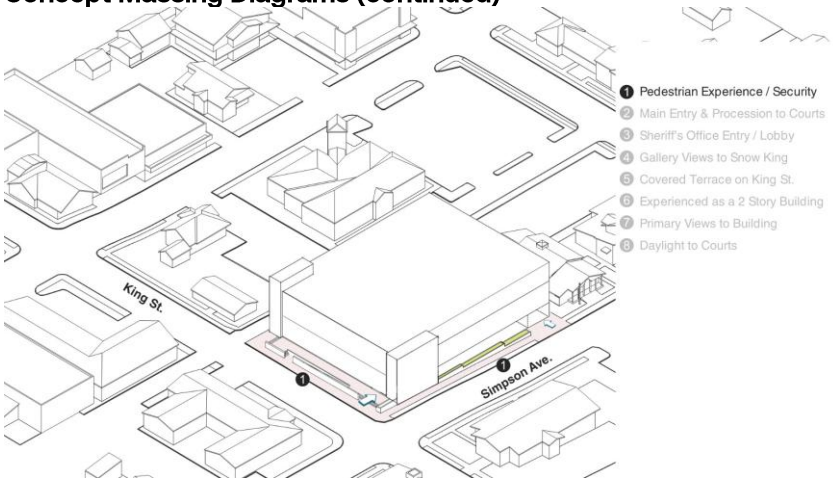


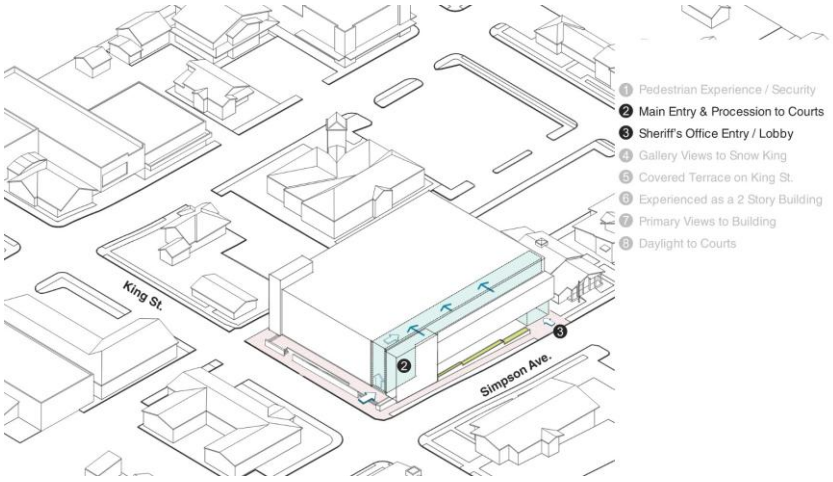
Concept Massing Diagrams

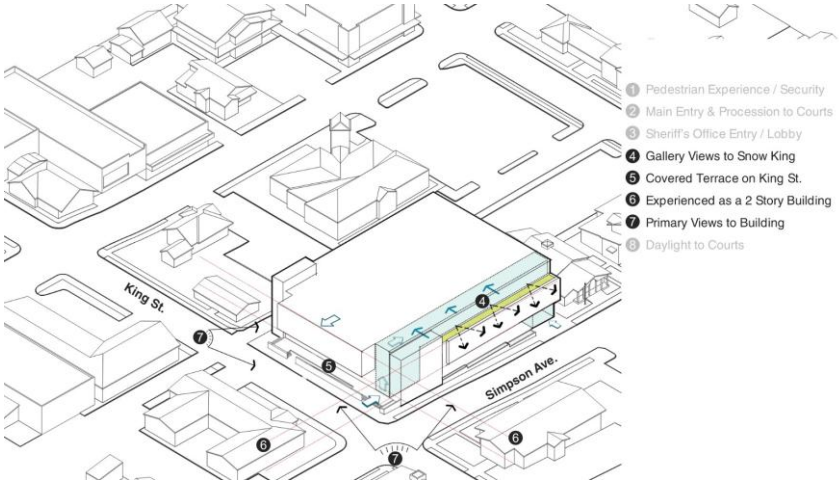




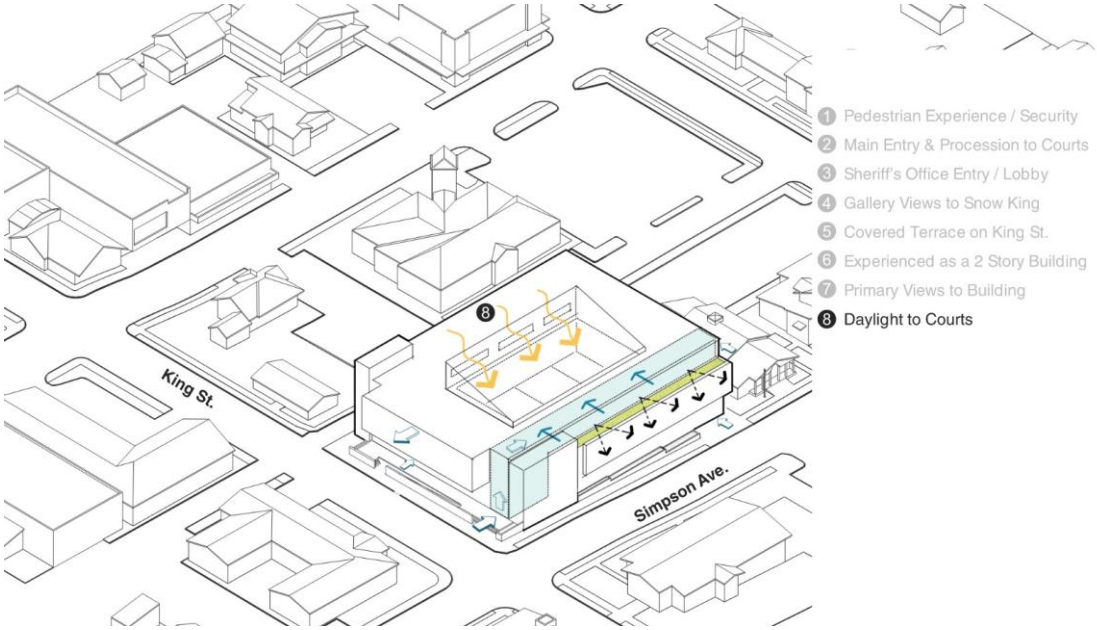
Concept Massing Diagrams (continued)



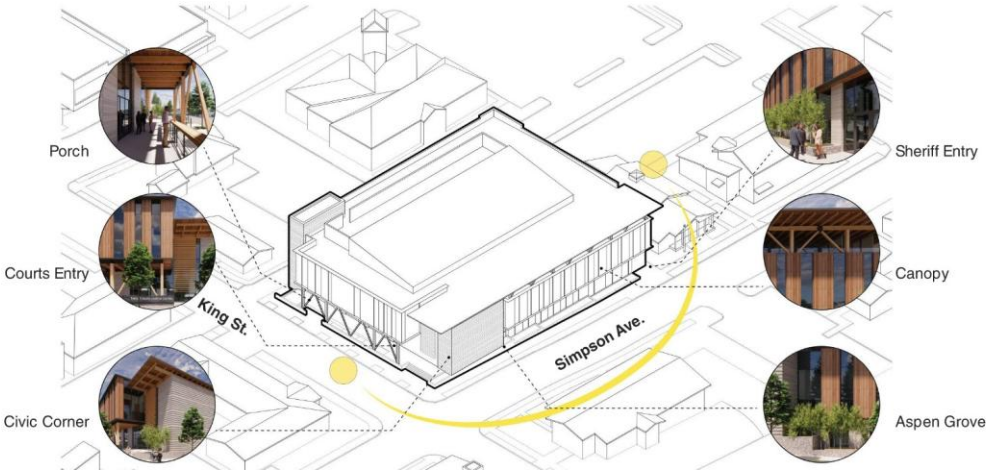




Concept Massing Diagrams (continued)



Massing & Design Concept



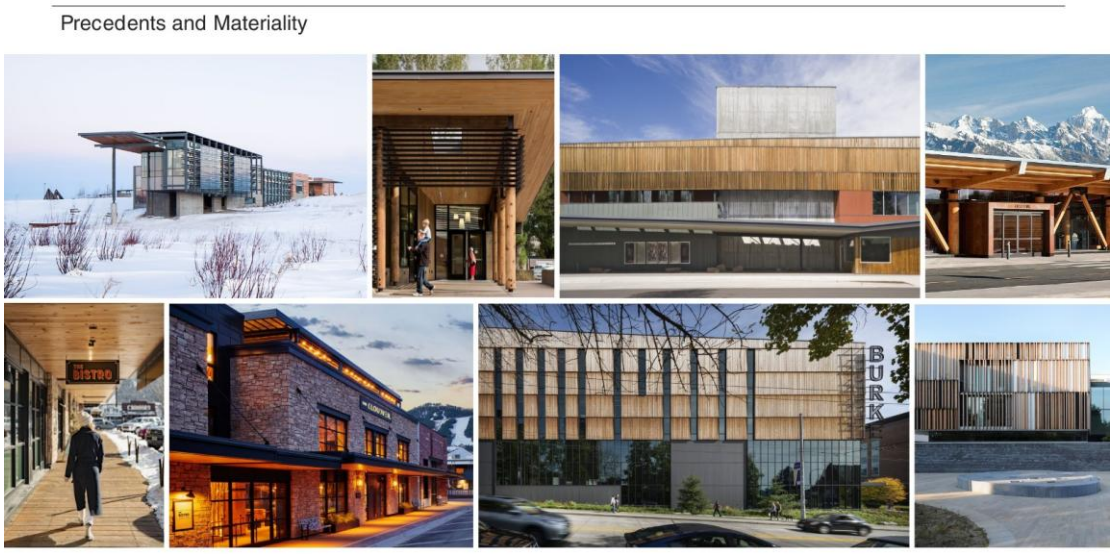
Proposed Exterior Materials (RE: A-201 through A-215 in Sketch Plan Drawings)

- The primary exterior Materials (on the King St. and Simpson Ave. Façade)
  - Wood (or Wood Look) Panels (dependent on fire resistance code requirements)
  - Terracotta or Stone or Manufactured Stone (depending on budget)
- The Secondary Exterior Materials (At Alley and Interior Lot Adj. Hanson Courthouse)
  - Masonry Veneer

- Metal Panel (Dark Color)

Architecture Inspiration

Inspiration is Derived from Jackson Identity and Local Character. Particularly the use of wood, natural materials and building forms that create covered boardwalks using canopies and elevated sidewalks. The following projects provided inspiration for their warmth and use of natural materials, especially wood – the perceived depth of building façades, with the use of deep recesses and canopies that accentuate light and shadow play. Exhibit Below includes: The SE Wyoming Welcome Center, Jackson Home Ranch Visitors Center, JH Airport, Cloud Veil JH.



C Building Data and Occupancy Data

Total Site Area:
1.9 Acres (84,400 SF)

Justice Center Building
79,000 Total GSF

Breakdown of Totals by Level
Ground Level – 26,200
Level 1.5 – 5,000
Level 2 – 23,250
Level 3 – 25,500

Building Occupants Employee (FTE) Count & Hours of Operation

New Justice Center
Current Teton County Courthouse:
Attorney's Office - 12
Clerk of Court - 6
Sheriff (Communications) - 14
Sheriff (Detention) - 17
Sheriff (Sheriff's Office) - 47
District Court – 4
Circuit Court – 4
Total Employees: 104

New Justice Center (Includes 25 yr Future Growth):
Attorney's Office - 19
Clerk of Court - 7
Sheriff (Communications) – 14*
Sheriff (Detention) – 20*
Sheriff (Sheriff's Office) – 50*
District Court – 8
Circuit Court – 8
Total Projected Employees: 126

*Note: approximately 1/3rd of Sheriff Office Employees in building at peak hours

21% Growth projected over the next 30 years

Justice Center Hours of Operation
The New Justice Center hours of operation will match the existing Teton County Courthouse Hours of Operation
Courts and Associated Office Spaces: 9am-5pm Business Hours
Sheriff Office: 24/7 (limited Staff / Personnel after hours)
911 Call Center: 24/7 (2 to 4 staff after hours)

Existing General Service Building:

Total Employees: 20 employees
Hours of Operation 9am-5pm

Existing Town Hall Building

Total Employees: 65 (plus 6 part time / occasional employees)
Mayor and Council – 5 occasionally
Admin – 2
Building and Planning – 8
IT – 7
Finance – 5
Muni Court – 1 plus 1 occasionally
Attorney – 2
External Affairs – 2
Police – 38 (see specific breakdown of PD Employes Below)

Jackson Police (expanded occupancy information)
7 days a week (4) patrol officers working in the city (+1 at the airport). Our dayshift starts at 0700 and our night shift starts at 1900. Each shift has 5 officers, with 1 dedicated to the airport from 0500-2130. Any given day the maximum number of patrol officers is 10, if no one is on vacation or training (spread out over 24 hours). **Four parking spaces during business hours for patrol alone** (We have three marked spaces on the south side for emergency vehicles now). We rarely have all of the officers in the office at the same time.

2 admin officers (Chief and Lieutenant) that park 0800-1700 M-F.

1.5 Information Coordinators that park 0730-1730 M-F with one not working on Wednesdays.

5 Detectives that work mostly day shift (10 hour shifts four days/week) with at least one working on Saturday (they rotate).

1 Police Social Worker (M-F)

1 Code Enforcement Officer (T-F) (I'm not sure if Roxanne counted this person in building/planning or not)

1 CSO Sergeant (M-Th)
1 CSO Corporal (T-F)
1 CSO (M-Th)
1 CSO (Sat-Tue)

2 IT (M-Th) (Roxanne's IT numbers may include these two)

Building to be Demolished

Existing Teton County Courthouse 32,000 GSF
Existing Teton County Jail – 16,000 GSF

Existing Buildings to Remain

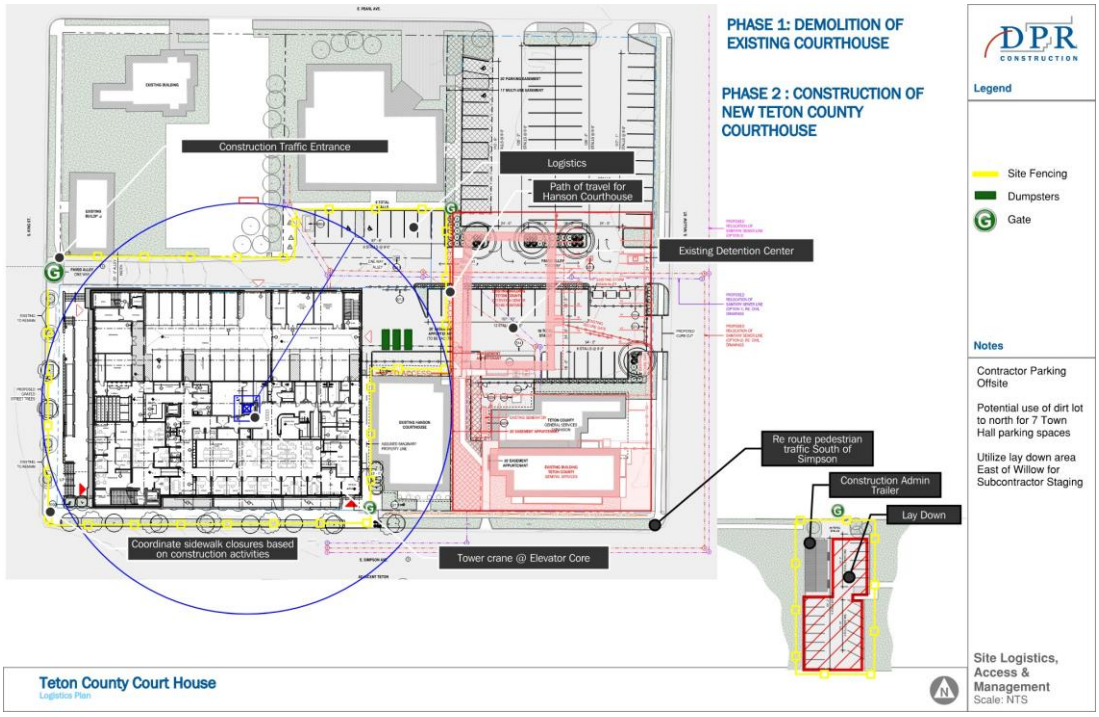
Jackson Town Hall
Hanson Courthouse (owned and operated by Teton County) – 3,800 GSF
Teton County General Services Building – 11,312 GSF

D Construction Staging & Temporary Justice Center Operations

See exhibit below for conceptual construction phases (a higher resolution pdf of this exhibit is submitted as a part of sketch plan).

Temporary Facilities

- The Hanson Courthouse will remain, serving court functions for the County temporarily
- The General Services Building will remain operational during construction
- The Town Hall will remain fully accessible and operational during with full access to the NE parking lot adjacent to Town Hall from Pearl street as currently exists.
- Is it anticipated that the existing alley running east / west will be blocked off and behind construction fencing. This includes the 6 parking spaces that are directly south of Town Hall
- The existing jail will remain until New Justice Center is complete and prisoners can be moved directly from the existing jail to the new detention center. After the move the existing jail will be demolished.



Temporary Facilities for County Functions

- The County functions that currently take place in the existing Teton County Courthouse - Courts, Sheriff's office, County attorney's office, District and Circuit Clerks - will be moved to temporary facilities, that is yet to be determined by the County. Potential Scenarios include
    - Use of the existing Hanson Courthouse
    - Renting office space in the County
    - Using modular buildings on county owned land
- All three temporary facility scenarios described above may be required to maintain County operations efficiently and economically.
- As more information comes to light the County will keep the town updated.
- The County is currently in negotiations to rent the building at 207 E. Simpson, directly adjacent to the county building and property. This rental will include the parking lot and detached garage building. It is anticipated that this building will be used by the Sheriff Department and County Attorney's office.
- The exhibit below identifies a county owned property at 207 E. Simpson Ave. This site may be used for temporary modular space for county functions displaced during construction activity.
- If this scenario is exercised, the County will work with the Town to provide a temporary use agreement for modulars - very similar to the process to approve construction trailers - as these modulars are a function of construction activity and are by their nature as temporary as a construction trailer. Expediting any anticipated modulars is critical to keep the project schedule moving and on budget.
- If modulars are to be used on the Simpson site, they will be installed meeting LDR requirements for temporary construction facilities. These modulars will be connected to the Town water and sewer system.

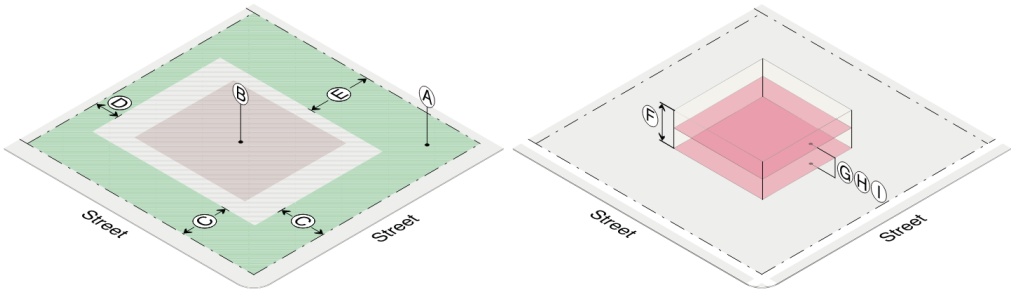


E LDR Standards / Compliance-4.2.1 Public / Semi-Public – Town (P/SP-ToJ)

A. Intent

The purpose of the Public/Semi Public - Town (P/SP-ToJ) zone is to provide locations for new and existing uses and facilities of a public or semi-public nature. In particular, the P/SP-ToJ zone is intended to allow flexibility for public and semi-public uses and facilities that often have unique functional needs, such as for height, floor area, setbacks, and impervious surface, that cannot be accommodated in other zoning districts. Land in the P/SP-ToJ zone and/or facilities operated therein may be under the control of federal, state, or local governments, or other governmental entities such as a school district or hospital district. It is not the intent of these LDRs that property in the P/SP-ToJ zone retain that designation after the property is divested by the public entity. At the time P/SP-ToJ designated land is transferred, or is proposed to be transferred, into private ownership, the property shall be reclassified to an appropriate zoning district to allow private use pursuant to the Jackson/Teton County Comprehensive Plan.

Although many requirement in the P/SP-ToJ zoning are not applicable. The Justice Center aspires to comply or come close to complying with adjacent property LDR standards form Downtown Design Area 2. The intent is for the proposed building to fit the quality and character of the surrounding neighborhood as much as possible.



1. Structure Location and Massing

A. LSR (MIN): N/A	LSR Proposed: 0.06 (5,000/84,400)
B. Lot Coverage (MAX): N/A	Lot Coverage Proposed: 0.42 (35,400/84,400)
C. Street Setback (MIN): N/A	King Street: 20’ Setback (Building Face at Grade) King Street: 14’ Setback (To Building Overhang) Simpson Ave: 8’ Setback (To Main Building Mass) Simpson Ave: 1’ Setback (Limited to Building Corner @ King & Simpson)
D. Side Setback (MIN): N/A	Distance from Hanson Courthouse: 6’-2”
E. Rear Setback (MIN): N/A	Distance from Alley Property Line: 1’
F. Height (MAX): N/A	Level 3 Low Roof (Public ROW facing): 51’-6” High Roof (Courtroom Pop-Up)” 65’-6”

G. Stories (MAX): N/A	3 Stories
H. Stories (LO): N/A	N/A
G. FAR (MAX): N/A	1.52 (includes all building on Teton County Property)

2. **Maximum Scale of Development: N/A**

3. **Building Design**
   Non-residential building design guidelines (Div. 5.8 LDR)
   -Note North Half of Lot 2 in "Downtown Design Area 2"

4. **Site Development: N/A**
5. **Landscaping (Div. 5.5): N/A**
6. **Fencing: N/A**
7. **Environmental Standards**
   - Natural Resources Buffers
     - Cache Creek 20': N/A
     - Flat Creek North of Hansen Ave. 25': N/A
     - Flat Creek South of Hansen Ave. 50': N/A
     - Wetland 30': N/A
   - Irrigation Ditch Setback (MIN) (7.7.4.D): N/A
   - Natural Resource Overlay (NRO) (SEC 5.2.1) N/A
8. **Scenic Standards**
   - Exterior Lighting
     - Light Trespass Prohibited - Complies
     - Lights of 600 Initial Lumens Fully Shielded - Complies
     - Lumens per SF of Dev. (Max): 3 Lumens - Complies
     - Lumens Per Site (Max)
       - All Fixtures: 100,000 Lumens - Complies
       - Unshielded Fixtures: 5,500 Lumens – Complies
     - Light Color: ≤3000 KELVIN
9. **Natural Hazards to Avoid (Project is NOT located within):**
   - Steep Slopes (Lot Average Cross-Slope ≥ 10%)
   - Areas of Unstable Soils
   - Fault Areas
   - Floodplain
   - Wildland Urban Interface

10. **Signs (Div. 5.6): N/A** Signs Proposed: Building Identity / Address, RE: Exterior Elevations on King Street and Simpson Ave.
11. **Grading, Erosion Control, Stormwater**
    - Grading (SEC. 5.7.2) - Compliant
    - Erosion Control (SEC. 5.7.3.) – Compliant
      - Erosion Shall be Controlled at all times - Compliant
    - Storm Water Management (SEC. 5.7.4)
      - No Increase in Peak Flow Rate or Velocity Across Property Lines – Compliant
12. **Required Physical Development Permits**

- **Sketch Plan (SEC. 8.3.2)**
- **Development Plan (SEC 8.3.3)**
- **Building Permit (SEC 8.3.4)**
- **DRC Review (SEC 8.2.6)**

Parking Requirements (SEC. 6.2.2-A)

- Institutional & Assembly Uses
  (Courts, Institutional Offices, Detention Center)
- Ratio: Independent Calculation Based on Existing Use & Percent Growth of Justice Center.
- Existing On-Site Parking Count (on County Owned Lots) 109 Total Stalls
- Proposed On-Site Parking Count (on County Owned Lots) 120 Total Stalls
- Total Property Parking Increased By 11 Stalls (10%) increase
- 5 Accessible Parking Spaces are required per LDR 6.2.2-C and 5 Accessible parking spaces are to provided
- **Refer to Master Parking Analysis Section of this Narrative for more Information and Justification (pg. 16 of this narrative)**

Parking Space Dimensions (SEC. 6.2.5_D)

- Requirement 90 deg. parking spaces are required to be 9 feet wide by 20 feet Long
- Spaces can be reduced to 18 feet depth, including wheel stop, if an additional space of 2 feet in length is provided in front of the overhang of the car, provided that an overhang shall not reduce the width of an adjacent walkway to less than 4 feet in width.
- Spacing backing into the Alley must be 22 feet depth
- All spaces provided meet the requirements above
  - All Spaces are 9 feet wide x 20 feet depth with exception to two locations as described below
  - The south bank of parking in the sheriff's secure lot is 18 feet depth with 2 feet overhang space in front of the vehicle and wheel stops
  - The bank of parking just south of Town Hall access directly from the alley is 22 feet depth

EVSE Parking Requirements (SEC. 6.2.2 for Other Nonresidential use)

- 5% of total parking spaces will be EVSE installed and 30% will be EVSE capable. Refer to Sheet A-001 for EVSE parking stall information.

Bike Parking Requirements (SEC. 6.2.2-D)

- Required: One bicycle parking space shall be provided for every 10 vehicle space
- Proposed bicycle parking count complies see below for details.
- Total Provided18 short term spaces and 7 long term spaces.
- Long Term spaces are provided inside the building on Level 1.5 near the employee entrance on King Street (RE: Drawings Sheet A-101.5)
- Short Term Spaces are provided in the ROW along King Street between Tree Grates between the sidewalk / walking path and the curb and along Simpson Street (RE: Drawings Sheet A-001 and L-301)

- LDR Compliant Calculations:
  Assembly: 6,813 SF
  - Bike Parking Ratio: 1 PER 2,200 SF
  - 6,813 / 2,200 = 3 Bike Spaces (1.5 Short Term + 1.5 Long Term)

  Business / Office 35,015 SF
  - Bike Parking Ratio: 1 PER 1,650 SF
  - 35,015 / 1,650 = 21 Bike Spaces (15.75 Long Term + 6.75 Short Term)

Exterior Lighting (LDR 5.3.1)
Per LDR Section 5.3.1:

- All exterior fixtures that exceed 600 lumens shall be shielded at 90 degrees.
- The maximum lumens for shielded fixtures is 3 lumen per 1 square foot of site development not to exceed 50,000 lumens per acre of site development.
- Fixtures less than 600 lumens may be unshielded, but the total lumens allowed cannot exceed 2,000 lumens per acre of site development.

Housing Requirements (LDR 6.3.2 C)
The project is exempt from providing housing per LDR Section 6.3.2(C)-13
"Any use in the P/SP zone is exempt from standards of this division"

F Site Access | Site Circulation | Trash | Delivery | Snow Storage

Site Access & Vehicle Circulation

Vehicular Access to and through the campus will be similar as it exists today

- Alley
  - The Alley will not connect to Willow Street
  - The Alley will be Two-way from the Secure Sheriff's yard northern gate to the east, accessing the N/E parking lot adjacent to Town Hall and continuing with access to Pearl St.
  - One-way Alley (outbound) east from the Secure Sheriff's yard out onto King Street, along the north side of the Justice Center.
  - Consistent with today's condition there will be no entry into the Alley from King St.
- Two driveways will remain as exists today along Pearl Avenue, which currently serve the N/E parking lot adjacent to Town Hall
- The N/E Parking Lot adjacent to Town Hall will function similar as it does today, except the drive aisles and re-stripping of parking stalls at 90-degrees will accommodate two-way traffic. The Eastern Pearl Ave. access is to be signed to prohibit left-in movements.
- One access point is proposed onto Willow Street – a secure / gated driveway providing access from Secure Sheriff Yard onto Willow St.
  - To ensure pedestrian and bike safety on Willow St. This drive will have limited use by Sheriff's personnel only. There will be no public access on this driveway Willow St.

    - The public will not have vehicle access onto Willow St.
    - The fence, gate and paving will have pedestrian bike crossing indicators and marked signs, making those operating vehicles aware and diligent looking for potential pedestrians and bikes
    - The fence and gate will be located to maintain clear site lines for drivers allowing visibility up and down Willow St. for oncoming pedestrians and bikes
- The existing driveway from Simpson Avenue will no longer exist. However, in future if the Hanson Courthouse were ever to be demolished the primary access point to and from the secure yard could be provided to Simpson Ave.
- Refer to Traffic Study for additional data and information

Site Trash Pick Up & Deliveries

Trash and recycling dumpster are planned to be located on north east side of the secure sheriff yard, surrounded by fencing and a gate accessed from the Alley. Trash trucks will access the dumpster from Pearl St. traveling through the NE parking lot. RE: A-001 drawing sheet for dumpster locations.

Scheduled, large deliveries (infrequent occurrence), and food truck deliveries (serving the detention center kitchen) will occur in secure yard and sally port. Delivery truck will access the secure yard from the Willow Street entry point avoiding maneuvering through the NE parking lot.

Daily business deliveries (USPS, Fed X, UPS, etc.) will occur at the front door along King Street and at the front door to the Sheriff's office along Simpson Ave.

Snow Storage (LDR Section 6.2.5.C)

Required: A minimum site area representing 2.5% of the total required off-street parking and loading area, inclusive of drive aisle and access drives, shall be provided as the snow storage area.
Sheriff's Secure Parking Lot and associated driveway:

- Paved Area: 11,200 SF
- 2.5% Snow Storage; 280 SF (equivalent to 1.5 Parking Spaces)
- Snow Storage will occur inside the secure yard on the north end of the site taking up two parking spaces in the winter months.

NE Parking Lot and associated driveways

- Paved Area: 20,200 SF
- 2.5% Snow Storage; 505 SF (equivalent to 2.75 Parking Space)
- Snow Storage will occur in NE parking lot taking up to three adjacent parking spaces in winter months.

The sidewalks and roadways will be clear and snow storage removed from site by Town and County Operations.

G Master Plan Parking Analysis

This narrative includes a summary of data demonstrating parking demand using independent parking calculations derived from current and projected growth building employee and visitor count. The following summarizes the justification of the parking counts provided, showing that the proposed parking meets the needs of the New Justice Center and Teton County General Services Building. See notes and separate calculations below regarding Town Hall.

For additional data and information please refer to the Traffic Impact Study submitted with Sketch Plan Collateral. The traffic impact study includes, but is not limited to, the following data:

- Turning movement data and vehicle trips (collected in December 2024)
- Existing parking lot utilization data (collected January 2025),
- Future Trip Generation Projections based on estimated future conditions

Parking Demand Summary

Justice Center Parking Demand
(employee counts + infrequent jury/court visitors. Data includes Future Growth)

- General Services, 20 people, assume 15% use non-auto modes**.....17 spaces of demand**
- Attorney, Office Clerk, and Courts, 42 people, assume 15% use non-auto modes....**36 spaces of demand**
- Sherriff, 84 total people, assumes approximately 33% present during work day. The rest majority of sheriff patrol will be in the field during the work day Sheriff patrol staff takes cars home, thus personal vehicles are not left on site all day, thus not further burdening the parking demand.....**28 spaces of demand**
- Sherriff patrol vehicles, assume 6 would be parked on-site at peak times.....**6 spaces of demand**
- Visitors, consider providing 4 spaces for visitors/deliveries.....**4 spaces of demand**
- Jury pools called for voir dire, totals 62 people, since these are not a regular occurrence, and currently no dedicated parking is provided – those called for Jury Duty can and do currently park on-street or are encourage in the Town Parking garage 2 blocks West.....**0 spaces of demand**

Total for County Operations (Justice Center + General Service), 91 spaces.

Town Hall Parking Demand
(Employee Counts provided by Tyler Valentine February 25, 2025)

Employees - 22 staff people plus 5 (Mayor and Council (occasional count as 1/5th of the time parked vehicle), assume 15% use non-auto modes.....**20 spaces of demand**
Police, 38 total people. Assume 13 people, approximately 33%, are present during the work day while others are on patrol**.....13 spaces of demand**
Police Patrol vehicles assumed 4 would be parked on site at peak times (per Town's input).....**4 spaces of demand**
Visitors, Consider 4 spaces for visitors/deliveries.....**4 spaces of demand**

Total Demand for Town Hall Operations, 41 spaces.*

Town and County Total Parking Demand 132 Spaces

On-Site Parking Provided – 121 Spaces (Existing Spaces 109)

- See "Parking Utilization Data Table" and "Parking Analysis Conclusions" below justifying this provided parking count
- **51 Spaces** N/E Parking Lot (Including 9 Spaces Dedicated to TOJ Easement)*
- **9 Spaces** Town of Jackon Immediately South of Town Hall**
- **61 Spaces** – all other Teton County owned Lots on Campus

**The Town Hall Parking Demand Data is provided for reference as requested by the Town to be part of the Sketch Plan narrative. The Town Hall is not within the boundary or property line of the county owned property in question. The County has provided a parking easement to the Town, in the existing northeast parking lot allowing the Town to utilize the parking spaces up against the East side of the Town Hall (20 feet). Otherwise, all parking in both parking lots is solely parking for county vehicles and guests. At present this parking lot does not have signage nor is regularly monitored. The New Justice Center proposed conditions will not impact the parking spaces held by the Town up against the Town Hall on the East side, per the existing easement agreement.*

***Parking Spaces on the Town owned property immediately south of Town Hall are not on the county owned property in question. However, to maximize parking for the block the sketch plan submittal is proposing re-paving / restriping to increase the parking count at this particular location from 6 existing to 9 proposed.*

Parking Utilization Data Table

The parking demand calculations are estimated based on real world employee and visitor numbers. The actual building occupants will vary, depending on TOJ police operations and County Sheriffs operations and Court / Jury Trail Activity on any given day and so the other piece of data (see full Traffic Impact Study for more info) that is critical in demonstrating that current parking demand is met and exceeded by current supply is the parking utilization study and data collection table below. Parking lots around the site were 68% full on this representative data collection. This number can vary throughout the year, but the point remains that real world conditions recorded below must also be taken into account.

Table 3. Campus Parking Data (January 14th, 2025)

Parking Area	Counted Parked Vehicles	Approx. Space Capacity	Percentage Utilized
Town Hall	29	36	81%
Detention Facility	7	14	50%
Central Area	18	33	55%
South of Simpson Ave.	17	26	65%
Along Pearl Ave[1].	23	24	96%
Along Willow St.[1,2]	16	24	67%
Along Simpson Ave.[1]	20	25	80%
Along King St.[1]	9	20	45%
Totals	138	202	68%

1.Includes both sides of the roadway.
2.Parallel parking allowed in winter. Parking lanes are used as bicycle lanes during summer.

The parking on and around the site was 68 percent utilized on January 14th, 1:45 PM (plus or minus 15 minutes). The on-street parking along Pearl Avenue was the most highly utilized with essentially all of its parking being used. The businesses along the north side also generate parking along this roadway. The second highest utilizing was the Town Hall lot and the parallel parking along Simpson Avenue which were each 80 percent utilized.

While on-street parking along the adjacent roads serves the uses, it is not all being generated by campus uses. For purposes of this study, 50 percent was assumed to be associated with either the courthouse or Town Hall. Given that assumption and the parking counts in the lots, the courthouse and Town Hall collectively generated an estimated 104 parked vehicles.

Master Parking Analysis Conclusion

The estimated Parking Damand (131 Spaces) is not met by the off-street parking spaces provided at 121 Spaces. The two numbers are very close and it is important to keep in mind there is a margin of error in the parking demand estimations. However, when paired with the real-world data collection of parking utilization rates, the overall conclusion is that parking demand is met, on most average days, by parking to be provided by the project.

AndersonMasonDale

Tyler Valentine
PO Box 1687
Jackson, WY 83001

March 4, 2025

Dear Tyler Valentine,

In response to the Determination of Insufficiency for Sketch Plan at 180 S King Street, please see the written response to all items identified in the Pre-Application Conference below. Responses noted in red.

1. PARKING REQUIREMENT: As part of the CUP approval for the Teton County General Service building (P24-065), the following condition was approved requiring the General Services building to be included in the parking calculation as part of the Courthouse project:

   "Determination of, and provision for, any newly generated off-street parking for the General Services Building shall be deferred until master planning of the municipal complex and construction of the proposed Teton County Courthouse project is complete."

   Parking in the P/SP zone requires an independent calculation which puts the burden on the application to propose the appropriate amount of parking to accommodate all uses, including Town Hall, the Hansen Courthouse, and the General Services Building. There appears to be a total of 117 proposed on-site parking spaces. A detailed parking analysis will be required which provides an inventory of the parking demand/needs for all existing/proposed uses. At the pre-application meeting, there should be a discussion over whether street parking spaces should be credited toward the development similar to other downtown properties on the DC, CR and TS zones.
   Please refer to the Teton County Justice Center Narrative Description for the independent parking calculation and detailed parking analysis. Since the pre-application submission the total proposed on-site parking spaces has been updated to 120 spaces.

2. FLOOR PLANS / MAIN ENTRANCE – it appears the main entrance is moving from King St to Simpson Ave. The floor plans do not seem to address the King Street frontage well, in fact the first floor shows storage/Mechanical spaces up against King Street which is not ideal. These types of conditioned spaces are better served off the alley and would create a better street frontage along King Street.

Since the pre-application submission, the main entrance has been moved from Simpson Ave to King Street. The Design Team agreed that the entrance on Simpson Ave did not address the King Street frontage. Rearranging the main entrance to King Street will provide generous public frontage as well as an enhanced civic arrival experience. Additionally, this new layout keeps the public entrance approximately where the current courthouse entrance is located to maintain the public familiarity with building access. Please refer to Sheets A101 – A103.

3. PEDESTRIAN FRONTAGE TYPE - The pedestrian frontage type on South King and East Simpson will likely be Trees in Grates. There is a potential for Trees in Lawn along East Simpson.
   The design team has proposed Trees in Grates along King Street to match the current frontage type. We have proposed Trees in Lawn along Simpson Ave as this Frontage type is more adaptive to the grade change along Simpson Ave. Please refer to Sheets L-301 and A-001.

4. BUILDING HEIGHT/BULK/SCALE – The P/SP zone is a flexible zone when it comes to setbacks, FAR, building height, etc. because it serves a wide variety of public-serving and institutional uses. Although flexibility is provided, the design, architecture, building height, and massing should be done in consideration of the surrounding built environment, and in consideration of the Town Council/community's recent sensitivity to large buildings. Staff is aware that the project is very conceptual in nature, however, staff has concerns over a proposed 60' building with another 18' mechanical screen wall for a total height of 78'. If the applicant plans to propose a building this tall, significant design efforts will need to be made to break up the massing through additive/subtractive architectural moves, third-floor step-backs, appropriate materials changes that align with changes in plane, etc. The applicant should also explain why the first and second floors are each over 18' tall and why the third floor is over 23' tall.
   Since the pre-application, the Design Team has developed the exterior massing. Additive and subtractive architectural moves have been introduced. Along King Along Simpson Ave, Level 3 has been pushed back to reduce the mass. We have placed the courtrooms at the center of the building, to keep the high-volume spaces stepped back from the primary façade. The material palette will be carefully selected to align with the stepbacks. We will focus on materials that create texture and visual separation as the building transitions between floors.

   The first to second floor is over 18' tall to provide 14'-0" minimum clear ceiling height at the Level 1 Sally Port to accommodate an ambulance. The second to third floor, and the third floor to low roof heights have been reduced to 16'-0". To reduce the mass of the buildings on Simpson Ave and King Street, we have limited the extents of the high roof to above the courtrooms only. The high roof will also serve to screen mechanical units from Simpson Ave.

Please refer to Sheets A-201 through A-215. Please refer to the Teton County Justice Center Narrative Description for additional information on the massing and contextual response.

5. CONSTRUCTION STAGING / TEMPORARY OFFICES – What is the plan for construction staging and displacement of office space?
   Please see the Conceptual Construction Staging plan. A temporary site gate to be installed at the North Alley entrance at King Street. Dumpsters to be placed to the north of Hansen Courthouse. Construction trailer and lay down space to be located in the parking lot to the south of Simpson Ave. Pedestrian access will be re-routed to the south side of Simpson Ave.

6. PARKING EASEMENT – The applicant will need to provide a response on whether they are proposing any changes that would impact or require re-negotiating the parking easement between the Town and County.
   The applicant is not proposing any changes that would require re-negotiating the parking easement between the Town and County. We are proposing that the NE parking lot be re-striped. However, the parking stall count within the existing parking easement will remain unchanged.

7. ALLEY EXTENSION – At this time staff is not prepared to provide a recommendation of support or opposition to the proposal to extend the alley east to Willow. As part of the Sketch Plan, this topic will be a key issue, and one of the main considerations to support or not support this extension will be the South Willow bike lane which is part of the Safe Routes to School system. Please keep in mind that the Town Council recently denied a proposed access off Willow as part of the General Services Building CUP because they were concerned the new access would conflict with the bike route. Since the proposed alley extension would significantly increase the amount of traffic entering/exiting the property from Willow, concerns over the bike path will continue to be a leading key issue. If the Town Council allows the alley to be extended east to Willow, the alley should be aligned to match the existing alley. As shown on the proposed site plan, the alley drive aisle shifts slightly north due to a landscape island just north of the secured sheriff parking. This island should be shifted south so that the alley is continuously straight.
   The County and Justice Center leadership fully supports efforts to protect pedestrians, especially children and families using the Willow Street Safe Routes to School bike and pedestrian pathways.

   Since the pre-application submission, the proposed site plan has been revised to remove the alley extension to Willow Street. The Alley will be Two-way from the Secure Sheriff's yard northern gate to the east, accessing the N/E parking lot adjacent to Town Hall and continuing with access to Pearl St. One-way Alley (outbound) east from the Secure Sheriff's yard out onto King Street, along the

north side of the Justice Center. Consistent with today's condition there will be no entry into the Alley from King St.

8. EXISTING WILLOW ACCESS – Similar to the comments above, staff is not prepared to provide a recommendation of support or opposition to keeping this access. Removal of this access would result in 3-4 additional parking spaces and would still allow the secured parking lot to be accessed from the alley. The applicant will be tasked with justifying why this curb cut is essential to the function of the Secured Sheriff's parking lot. Ultimately the Town Council will decide on his access.
   Vehicle access on Willow Street remains essential for the Sheriff's Office to perform its public safety duties. A secure yard for the Sheriff's Office requires two access points onto 2 different rights-of-way, and site constraints prevent access from Simpson Street. Therefore, access must be provided from King Street and Willow Street. If an event were to occur in the alley, and vehicle access was blocked then Sheriff vehicles could still exit the secure lot via Willow.

   To ensure pedestrian and bike safety on Willow St. This drive will have limited use by Sheriff's personnel only. There will be no public access on this driveway to Willow St. The fence, gate and paving will have pedestrian bike crossing indicators and marked signs, making those operating vehicles aware and diligent looking for potential pedestrians and bikes. The fence and gate will be located to maintain clear site lines for drivers allowing visibility up and down Willow St. for oncoming pedestrians and bikes.

9. BIKE PARKING STANDARDS – LDR Section 6.2.2.D addresses the Town's new bike parking standards that will apply to this development. The new standards require a percentage of required bike parking to be short-term and long-term. Office and Assembly uses have different standards and thus the applicant should work early on with Town staff to determine the correct requirement.
   Please refer to Sheet L-301 for the bike parking calculation table in accordance with LDR Section 6.2.2.D. 18 short-term bike parking spaces and 7 long-term bike parking spaces are to be provided. Long-term bike parking spaces are provided at Level 1.5, refer to Sheet A101.5. Within the bike parking total, the Design Team has accommodated 25% for the larger and alternative bicycles.

10. PARKING DIMENSIONS – All uncovered surface parking and drive aisle dimensions shall comply with LDR Section 5.2.5.D. For covered parking spaces, such as those underneath the new building, reduced parking and drive aisle dimensions are allowed per the attached Resolution 09-25.
    Parking and drive aisle dimensions have been indicated on Sheet A-001 to comply with LDR Section 6.2.5.D. The standard parking space width is 9 feet. The standard surface parking space length is 20 feet. Parking spaces accessed

perpendicular to the alley are 22 feet in length. The parking spaces at the south side of the secure lot are 18 feet in length, as an additional 2 feet in length is provided for the front overhang. The standard drive aisle is 24 feet.

11. TRASH – A Trash enclosure will be required for the new Justice Center that complies with LDR Section 6.4.2. In addition, the Town's trash enclosure south of the building is not shown on the site plan. Is this an omission or on purpose?
A trash enclosure is proposed in the northeast corner of the Secure Parking lot, with truck access from the North Alley. Up to (4) Trash and recycling dumpsters may be housed within the enclosure. Smaller recycling bins may be housed in the Level 1 Secure Parking area. Proposed trash and recycling dumpster sizes, and enclosure based on current waste volume of Courthouse, Detention Center and Hansen Courthouse. The existing Town trash enclosure to the south of Town Hall to remain, the fence line has been indicated on the Sheet A-001 and C3.0. The county would propose that the trash enclosure in the northeast corner of the Secure Parking lot be a shared enclosure for Town Hall and County.

12. EVSE STANDARDS – LDR Section 6.2.2.F addresses the Town's new Electric Vehicle standards that will apply to this development. Essentially, whatever parking amount is required for the Justice Center, 30% of spaces shall be EVSE capable (i.e., conduit running to/from the spaces to the power source) and 5% shall be EVSE installed. These spaces shall be identified on the site plans for the Development Plan.
Per LDR Section 6.2.2 for Other Nonresidential use, 5% of total parking spaces will be EVSE installed and 30% will be EVSE capable. 6 stalls to be EVSE installed and 36 stalls to be EVSE capable. Refer to Sheet A-001 for EVSE parking stall information.

13. SNOW STORAGE – LDR Section 6.2.5.C addresses snow storage. The applicant shall demonstrate the locations of snow storage that comply with the 2.5% rule. Essentially, 2.5% of all uncovered paved surface areas (i.e., pedestrian walkways, drive aisles, parking, etc.) shall be dedicated to snow storage.
A minimum site area representing 2.5% of the total required off-street parking and loading area, inclusive of drive aisles and access drives, shall be provided as the snow storage area.
Sheriff's Secure Parking Lot and associated driveway:
    - Paved Area: 11,200 SF
    - 2.5% Snow Storage; 280 SF (equivalent to 1.5 Parking Spaces)
    - Snow Storage will occur inside the secure yard on the north end of the site taking up two parking spaces in the winter months.

NE Parking Lot and associated driveways
    - Paved Area: 20,200 SF
    - 2.5% Snow Storage; 505 SF (equivalent to 2.75 Parking Space)
    - Snow Storage will occur in NE parking lot taking up three adjacent parking spaces in winter months.

14. EXTERIOR LIGHTING – This zone is not exempt from exterior lighting standards. All exterior light fixtures shall comply with LDR Section 5.3.1. Per the LDRs, all exterior fixtures that exceed 600 lumens shall be shielded at 90 degrees. The maximum lumens for shielded fixtures is 3 lumen per 1 square foot of site development not to exceed 50,000 lumens per acre of site development. Fixtures less than 600 lumens may be unshielded, but the total lumens allowed cannot exceed 2,000 lumens per acre of site development.
    Street lighting to be coordinated with Electrical Engineer and TOJ Public works for spacing and location. Standard TOJ street lighting specifications and details will be followed. Site photometrics will be provided to review the exterior lighting.

15. PARKING LOT SOUTH OF SIMPSON: What is the intended use for the parking lot south of East Simpson? Is that mostly for staff parking or will it be for public use?
    The parking lot south of Simpson Ave will be intended for the Justice Center visitor parking. Elected officials and Sheriff fleet vehicles will be parked in the east secure parking lot and the Level 1 building parking lot.

16. SIGNAGE - All signage is approved separately through a sign permit. However, a preliminary signage plan shall be provided with the Development Plan. The plan shall identify locations and types of directional and wayfinding signage. The general public views this site as one and often public members come into Town Hall looking for the existing courthouse. The applicant should consider how pedestrian access through the site can be maintained or provided.
    Acknowledged, a preliminary signage plan will be provided with the Development Plan. Exterior elevation drawings in the sketch plan show conceptual location of building identification & wayfinding signage at the primary entry of the building along King St.

Teton County Justice Center

180 S King Street

02.05.2025

Permit Number	Begin Date	Step Type	Town of Jackson Comment	Created By	Design Team Response By	Design Team Response
P24-125			**BUILDING DEPARTMENT COMMENTS**			
			Structure must meet the most current adopted Building Codes of the Town of Jackson.		**KLA**	Acknowledged. Structure will meet current Town of Jackson adoption of IBC 2021 and associated design criteria.
P24-125			**ENGINEERING DEPARTMENT COMMENTS**			
			Pre-Ap Comments - INSUFFICIENT P24-125 ADDRESS: 180 S King St. OWNER: Teton County General Services APPLICANT: Berning Project Management 9/18/2024 Jeff Silliman, 733-3079 DATE OF SUBMITTAL: 9/18/2024 DATE OF MATERIALS: June 26, 2024 The engineering division has reviewed your application for a [PERMIT TYPE] submitted on and with application materials as dated above. *The following comments are being provided for use in preparation of future applications and are required for sufficiency. PROJECT SPECIFIC COMMENTS:		-	-
			1. Replace LVE street light on Simpson/King.		**Jorgensen**	Street lighting to be coordinated with Electrical Engineer and TOJ Public works for spacing and location. Standard TOJ street lighting specifications and details will be followed.
			2. Provide EV car charging spaces.		**AMD**	Per Town of Jackson Land Development Requirements, Division 6.2.2 for *Other Nonresidential* use, 5% of total parking spaces will be EVSE installed and 30% will be EVSE capable. Refer to Sheet A-001 for EVSE parking stall information.
			3. Show snow storage and stormwater management. May consider removing the security gate on Willow and gain more parking spaces and snow storage.		**Jorgensen**	Snow storage and stormwater management will follow TOJ regulations. Schematic Design has not progressed enough to include these two items. The difference between the pre and post development runoff will be stored on site (likely with stormtech chambers).
			4. The sheriffs parking access off Willow may not be necessary and may get flagged the way GSB access did.		**Jorgensen**	A Traffic Impact letter is included in the Sketch Plan submission to help facilitate the analysis of the Willow St access. More information and conversations with the TOJ to come. The County and Justice Center leadership fully supports efforts to protect pedestrians, especially children and families using the Willow Street Safe Routes to School bike and pedestrian pathways. However, vehicle access on Willow Street remains essential for the Sheriff's Office to perform its public safety duties. A secure yard for the Sheriff's Office requires two access points, and site constraints prevent access from Simpson Street. Therefore, access must be provided from King Street and Willow Street.

			5. Water to this development is off Simpson Ave.		**Jorgensen**	Correct. Civil currently shows a new service connecting to the water main in Simpson Street. It is expected the existing service will not have the demand for the proposed building and fire suppressions system
			6. Show pedestrian improvements. a.Remove steps on Simpson and match sloped sidewalk across the street.		**Jorgensen**	Civil design is matching the slope of Simpson street similar to the sidewalk across the street. Existing steps will be removed
			7. Town has easement on the sewer running north/south. Town cannot give up the easement as shown until there is a plan to reroute the sewer.		**Jorgensen**	Three sewer options (plan view only) are provided in this submission, refer to Civil drawings and Sheet A-001. Further analysis and coordination to happen with TOJ Public Works for reroute of the sewer and vacate of the easement. Additionally the proposed options for relocating the sewer lines will be reviewed with the selected Construction Manager/General Contractor (CMGC) to establish costs associated with the new sewer line to finalize the design of this work.
			8. Show water entry on Simpson, adjacent to the tap on the main, not on King. TOJ CODE A construction-staging narrative shall be submitted for review and approval with the Development Plan application.		**Jorgensen**	Water entry for the proposed Courthouse will come from the Simpson Ave main.
			A construction-staging narrative shall be submitted for review and approval with the Development Plan application.		**Wember/BPM/County**	A CMGC has been brought on board and will provide a construction staging narrative for TOJ review.
			Plans provided shall show all work to be completed within the Towns right-of-way.		**Jorgensen**	Civil plans will show the limits of disturbance which will include all work within the public ROW
			Show all encroachments into the Towns right-of-way or easements. Encroachment agreements are required for encroachments of buildings, retaining walls, foundations, canopies, balconies, roofs, shoring, etc.		**AMD/KLA**	No buildings, foundations, canopies, balconies, roofs or shoring will encroach upon the Town's right-of-way or easements. There are proposed site walls along Simpson Ave, adjacent to the Sherrif Entry, that are within the Town right-of-way. The proposed site walls serve as vehicle protection. Please refer to Sheet A-001 for the proposed site walls.
			A demolition permit is required for each existing structure to be removed from the site. Water and sewer services to be abandoned for the project shall be abandoned at the main during the demolition phase of the project.		**AMD/Jorgensen**	Civil will provide a demo plan and information for the abandonment of water and sewer services at the main per TOJ regulations. Architecture will provide a demo plan for existing structures to be removed.
			LAND DEVELOPMENT REGULATIONS Development shall comply with the physical development standards for its zoning.		**-**	**-**
			5.7 GRADING, EROSION CONTROL, AND STORMWATER 5.7.1 Grading Permit Required: Provide information on how the application will comply with this section, including the Geotechnical Report.		**Jorgensen**	TOJ Grading Plan and application will be provided.
			5.7.2 Grading Standards: Provide a grading plan that shows compliance with this section. Plan shall include existing and proposed site contours with elevation labels, spot elevations, high and low points, grade breaks. Provide easements for grading proposed on adjacent properties.		**Jorgensen**	Civil plan to include the necessary grading elements to meet TOJ standards.
			5.7.3 Erosion Control Standards: Provide an erosion control plan that shows compliance with this section.		**Jorgensen**	Civil plan to include the necessary erosion control elements to meet TOJ standards.
			5.7.4 Stormwater Management Standards: Provide an erosion control plan that shows compliance with this section.		**Jorgensen**	Civil plan to include the necessary stormwater management elements to meet TOJ standards.
			6.2 PARKING AND LOADING STANDARDS 6.2.2 Required Parking and Loading: Provide a plan that shows the proposed parking in compliance with this section. Include location and dimension of parking spaces, accessible spaces, including van accessible spaces, and bicycle parking. For uses that require delivers, show the proposed loading facilities.		**AMD**	Please refer to Sheet A-001 for parking and loading plan and calculations, including dimensions, accessible spaces, and bicycle parking.
			6.2.5 Off-Street Parking and Loading Design Standards: Provide a parking plan in compliance with this section. Include surface materials and drainage plans, access and circulation, and snow storage.		**AMD/Jorgensen**	Civil to provide surface material, cross section details, and snow storage for parking.
			6.4 OPERATIONAL STANDARDS Provide a Construction Management Plan: https://www.jacksonwy.gov/DocumentCenter/View/7098/Checklist-CONST-MGMT-PLANv4		**Wember/BPM/County**	A CMGC has been brought on board and will provide a construction management plan for TOJ review.
			7.2 SUBDIVISION STANDARDS 7.2.2 Standards Applicable to all Subdivisions 7.2.2.A Subdivision Improvements:		**-**	**-**

			1. Provide plans and specifications for roads, streets, alleys, sidewalks, and pathways including street light, signage, and markings.		**Jorgensen**	Civil specifications will include these elements.
			2. Provide a sanitary sewer wastewater plan.		**Jorgensen**	Sewer plan and sewer TOJ details will be provided.
			3. Provide a water supply plan.		**Jorgensen**	Water supply plan and standard TOJ details will be provided.
			4. Provide a storm drainage plan, basins, calculations, treatment method. Stormwater discharged to a public storm sewer or right of way requires treatment. Wyoming DEQ 5D2 permits are required for subsurface discharges.		**Jorgensen**	Stormwater management plan, calculations, etc. will be provided.
			5. Provide an irrigation plan or statement.		**Limegreen**	All plantings will be irrigated with an automatic irrigation system.
			6. Provide a plan for all other utilities, such as telephone, cable TV, electric, fiber, gas.		**Jorgensen**	Utility plan will be provided.
			7. Provide a plan for permanent reference monuments, property corners, etc.		**Jorgensen**	Property corners, etc. will not change. If a monument is disturbed during construction, it will be reinstalled or replaced by survey department.
			8. Permits are required prior to construction of development improvements.		**AMD/Jorgensen**	Acknowledged. All required permits will be acquired prior to construction of development improvements.
			9. All improvement shall be designed by a professional engineer licensed to do such work in the State of Wyoming.		**Jorgensen**	Acknowledged, all improvements shall be designed by a professional engineer licenses to work in the State of Wyoming.
			10. The Town Council may require installation and construction of utilities, pavement and other land improvements in excess of subdivision design needs, to assure adequate service to future development areas.		**Wember/BPM/County**	Acknowledged.
			7.7 REQUIRED UTILITIES 7.7.2 Potable Water Supply:		-	-
			1. Provide a water supply plan and estimated average day, maximum day, and maximum hour, required fire flows, and per capita maximum daily demands. Demands shall be determined by one of the following: Wyoming DEQ Chapter 12 Section 8 (equivalent per capita water use shall be at least 125 gpd and 340 gpd for average and maximum day respectively); Wyoming DEQ Chapter 25 Tables 1 and 2 with consumption and irrigation factored in, metered water supply data from another development where similar water demands have been demonstrated, AWWA M22 method, or other Town Engineer approved source.		**Jorgensen**	Further information to be provided with the water supply plan after schematic design.
			2. Provide right-of-way or easements as required, 30 feet minimum width with 10 feet minimum to either side.		**Jorgensen**	Acknowledged. Potential easements to be determined
			3. Provide a water system analysis indicating the required domestic and fire flow demands. Identify impacts to or upgrade requirements for the existing distribution, supply, or treatment system.		**Jorgensen**	Further information to be provided with the water supply plan after schematic design.
			4. Show compliance with state regulations, construction standards, connections for lots of record, provisions for system expansion, and fire protection. Provide information on planned metering and backflow prevention locations.		**Jorgensen**	TOJ construction standards will be adhered to. Design Team will provide information on planned metering and backflow prevention locations.
			5. State whether the water system will be privately or publicly owned. Water services over 2-inch in diameter require engineering design. Water mains larger than 8-inch and or longer than 250 feet require a Wyoming DEQ permit.		**Jorgensen**	Only a private service from the public Simpson Ave main will be installed.
			7.7.3 Sanitary Sewer System:		-	-
			1. Provide a sanitary sewer wastewater plan and estimated average day, maximum day, and peak hour for the design of the project, per capita design flows, extraneous flows, and industrial and/or commercial waste volumes. Volumes shall be determined by one of the following: Wyoming DEQ Chapter 25 Tables 1 and 2; metered water supply data from another development where similar water demands have been demonstrated; or other Town Engineer approved source.		**Jorgensen**	Further information to be provided with the sewer plan after schematic design.
			2. Provide right-of-way or easements as required, 30 feet minimum width with 10 feet minimum to either side.		**Jorgensen**	Acknowledged. Potential easements to be determined.
			3. Provide a sanitary sewer analysis. Identify downstream impacts on existing sewers, lift stations, and treatment facilities.		**Jorgensen**	Further information to be provided with the sewer plan after schematic design.

			4. Show compliance with state regulations, construction standards, maximum allowable infiltration, connections for lots of record, provisions for system expansion.		**Jorgensen**	Further information to be provided with the sewer plan after schematic design.
			5. State whether the sewer system will be privately or publicly owned.		**Jorgensen**	Sewer will be a private service tying into the public TOJ system.
			7.7.4 Irrigation System:		-	-
			1. Provide an irrigation plan when the system is for the entire development or the system will be owned by the Town. For all systems provide the irrigation water demand, type of backflow preventer, location, and whether irrigation will be metered separately from domestic.		**Limegreen**	An irrigation system will be designed starting in Design Development. The design will include calculations for water demand, plans showing backflow location, controller location, and water meter.
			2. Show compliance with surface water rights (if applicable), irrigation surface water runoff, setbacks to ditches, and access to ditches.		**Jorgensen**	Not applicable at this location.
			3. Show compliance to standards for any alteration of an irrigation ditch.		**Limegreen**	Not applicable to the project. The project scope will not alter any existing irrigation ditches.
			4. A Wyoming Department of Transportation license is required for irrigation systems and landscaping located within the WYDOT right-of-way.		**Limegreen**	Not applicable to the project. The project irrigation system and landscaping is not located within the WYDOT right-of-way.
			7.7.5 Other Utilities:		-	-
			Provide a plan for all other utilities, such as telephone, cable TV, electric, fiber, gas. All utilities shall be installed underground. Provide right-of-way or easements as required. Show that private utilities can be located on private properties, e.g. transformers.		**Jorgensen**	Utility plan will be provided.
	11/11/2024		POST MEETING ADDITIONAL COMMENTS	Brian Lenz	-	-
			1. Build the building to the public way, don't adjust the public way to the building. Use the existing street and curb grades and design back into the building, maintaining a consistent plain complying with ADA standards. Do not use the buffer area as a grade break, except that along Simpson Ave. along the hillside grades may be adjusted WITH Town Engineering coordination.		**Jorgensen**	Finish floors and entry to the building is being designed to accommodate the existing ROW grades and ADA standards. The buffer will not be used as a grade break unless there is TOJ coordination.
			2. Provide the street sections of King Street and Simpson Avenue showing the existing street components relative to the right-of-way boundary and the Community Streets plan. Adjusting the curb lines may be warranted to bring the street up to a current section.		**Jorgensen**	Street section of King Street and Simpson Avenue will be provided.
			3. Review the corner of King and Simpson with Town Engineering, Pathways, and Planning, for a possible bulb out.		**Jorgensen**	Although this sidewalk and right-of-way is outside the boundary of the project, if funds allow the County will consider removal and replacement as part of the project. This portion of of work will be considered at additive alternate. A Traffic Impact letter is included in the Sketch Plan submission to help facilitate the analysis of King and Simpson. More information and conversations with the TOJ to come.
			4. Depending on exterior lighting of the building, a street light at the corner may be warranted at the corner and the alley.		**Jorgensen/CRA**	Site photometrics will be provided to review the exterior lighting.
			5. The sidewalk east of the existing entrance needs to be removed and replaced with a compliant sidewalk as part of the project.		**Jorgensen**	Although this sidewalk and right-of-way is outside the boundary of the project, if funds allow the County will consider removal and replacement as part of the project. This portion of of work will be considered at additive alternate.
			6. Verify the location of water and sewer services for the Clifford Hansen courthouse and plan for relocation and abandonment if conflicting with the new structure.		**Jorgensen**	Location of water and sewer services for Hansen courthouse indicated on the property survey. Relocation and/or abandonment to be determined based on new service line locations.
			7. Review whether vehicular access can be provided to the new GSB maintenance shop from the parking lot.		**Jorgensen, Wember/BPM/County**	There is no current plan to provide vehicular access to the new GSB addition via the Secure parking lot.
			8. How will trash and recycling be handled for the new facility.		**Wember/BPM/County**	A trash enclosure is proposed in the northeast corner of the Secure Parking lot, with truck access from the North Alley. Up to (4)Trash and recycling dumpsters may be housed within the enclosure. Smaller recycling bins may be housed in the Level 1 Secure Parking area. Proposed trash and recycling dumpster sizes, and enclosure based of current waste volume of Courthouse, Detention Center and Hansen Courthouse.
			9. Provide for a trash and recycling enclosure for town hall. Coordinate with Town Planning and Facilities.		**Wember/BPM/County**	The county would propose that the trash enclosure in the northeast corner of the Secure Parking lot, be a shared enclosure for Town Hall and County.

			10. Provide elevated sidewalk crossings at all driveways and alleys.		**Jorgensen**	Jorgensen will provide elevated sidewalk crossings at driveways and alleys.
			11. Provide information and clarification on how the parking lot east of Town Hall is and will be administered and maintained.		**Wember/BPM/County**	The parking lot east of the Town Hall will continue to be administered as a shared County & Town lot. The 9 parking stalls in the the 20'-0" parking easement along the west side of the lot will remain.
			12. Remove all vehicular access to Pearl preferred, or minimize to one access. **(CORRECTION: 12. Remove all vehicular access to Willow preferred, or minimize to one access.)**		**Jorgensen**	A Traffic Impact letter is included in the Sketch Plan submission to help facilitate the analysis of the Willow St access. More information and conversations with the TOJ to come. The County and Justice Center leadership fully supports efforts to protect pedestrians, especially children and families using the Willow Street Safe Routes to School bike and pedestrian pathways. However, vehicle access on Willow Street remains essential for the Sheriff's Office to perform its public safety duties. A secure yard for the Sheriff's Office requires two access points, and site constraints prevent access from Simpson Street. Therefore, access must be provided from King Street and Willow Street.
			13. Review the overhead utilities in the alley. Verify that adequate clearance is provided. If not, plan to bury the utilities, rather than raising them. Burying utilities may provide more room for two way traffic in the alley.		**Jorgensen**	Overhead utilities in the Alley will be reviewed to ensure adequate clearance is provided. Burying utilities is an option that will be explored in the next phase of design.
P24-125	**FIRE DEPARTMENT COMMENTS**					
			Project shall meet the requirements of the current International Fire Code (IFC) including but not limited to the following:		-	-
			1. The owner or owner's authorized agent shall be responsible for the development, implementation and maintenance of an approved written site safety plan establishing a fire prevention program at the project site applicable throughout all phases of construction. The plan shall be submitted and approved before a building permit is issued.		**Wember/BPM/County**	The owner's authorized agent will work with the selected CMGC to develop a site safety plan during the construction phases of the work.
			2. A stamped set of automatic sprinkler plans shall be submitted for review and approval prior to any work being done. A permit shall be required for sprinkler work. Inspections and testing shall be scheduled with this department.		**AMD/CLA**	Acknowledged. A stamped set of automatic sprinkler plans shall be submitted for review and approval prior to work being done. Inspections and testing shall be scheduled with the Fire Department.
			3. A stamped set of fire alarm plans shall be submitted for review and approval prior to any work being done. A permit shall be required for fire alarm work. Inspections and testing shall be scheduled with this department.		**AMD/CLA**	Acknowledged. A stamped set of fire alarm plans shall be submitted for review and approval prior to work being done. Inspections and testing shall be scheduled with the Fire Department.
			4. Applicable occupancies shall have an approved fire safety and evacuation plan per the IFC, Section 403, Emergency Preparedness and Section 404, Fire Safety, Evacuation and Lockdown Plans.		**Wember/BPM/County**	The design team to establish evacuation plans and that will be part of the signage package for the project. The owner's authorized agent will work with the County, and specifically the Sheriffs office, to establish evacuation and lockdown plans.
			5. Exterior doors and openings required by the IFC and the International Building Code (IBC) shall be maintained readily accessible for emergency access by the fire department. Building shall be provided with approved address identification and shall be legible and placed in a position that is visible from the street or road fronting the property. When access to a structure is restricted, a knox box shall be provided in an approved location.		**AMD**	Exterior doors and hardware will meet current Town of Jackson adoption of IFC and IBC 2021. Please refer to Sheet G-101 for proposed address identification, knox box, FACP and FDC locations.
			6. An approved water supply capable of supplying the required fire flow for fire protection shall be provided. Fire flow requirements shall be determined by an approved method.		**CLA**	A water supply capable of supplying the required fire protection flow rate will be provided. Fire flow requirements will be determined in design development.
			7. Elevator operation, maintenance and fire service keys shall be in accordance with the IFC, IBC and ASME A17.1 - Safety Code for Elevators/Escalators. Inspections and testing shall be scheduled with this department.		**AMD**	Acknowledged. Elevators will meet current Town of Jackson adoption of IFC and IBC 2021 and ASME A17.1. Inspections and testing shall be scheduled with the Fire Department.
			8. Commercial cooking equipment and systems in accordance with the IFC, Section 606. Inspections and testing shall be scheduled with this department.		**AMD**	Acknowledged. Commercial cooking equipment will meet current Town of Jackson adoption of IFC 2021. Inspections and testing shall be scheduled with the Fire Department.
			9. Interior finish, decorative materials and furnishings shall be in accordance with the IFC, Chapter 8 for occupancy type.		**AMD**	Acknowledged. Interior finishes, decorative materials and furnishings shall be in accordance with the IFC Chapter 8.
			10. Fire extinguishers installed for occupancy type in accordance with the IFC, Section 906.		**AMD**	Acknowledged. Fire extinguishers shall be installed per occupancy type in accordance with the IFC, Section 906.

			11. Means of egress in accordance with the IFC, Chapter 10 including minimum number of exits, maximum common path of egress travel distance specific to occupancy type, emergency lighting, emergency power, exit signs. Inspections and testing shall be scheduled with this department.		**AMD**	Please refer to Sheet G-102 for proposed means of egress, including number of exits, common path of travel, and occupancy type. Emergency lighting, power and exit sign locations shall be submitted for review and approval prior to work being done. Inspections and testing shall be scheduled with the Fire Department.
			12. Occupancy load posted in assembly occupancies.		**AMD**	Occupancy load signs shall be posted in assembly occupancies in accordance with IBC 2021, Section 1004.9. Please refer to notes on Sheet G-102.
			13. Meet requirements of NFPA 101 - Life Safety Code, Chapter 22 - New Detention and Correction Occupancies.		**AMD**	Acknowledged. The Detention and correction occupancies will meet the requirements of NFPA 101, Chapter 22.
P24-125	**JOINT HOUSING DEPARTMENT COMMENTS**					
			No comments - P/SP zone exempt from housing mitigation and no housing incentive tools proposed to be used		-	-
P24-125	**PATHWAYS DEPARTMENT COMMENTS**					
			Driveways/access points shall be constructed with continuous sidewalks (sidewalks shall remain at the top of curb elevation across the driveway).		**Jorgensen**	Agreed. Jorgensen to design sidewalks per TOJ standard details.
			Explore eliminating the curb cut on Willow and using the alley for access to and from the site interior.		**Jorgensen**	A Traffic Impact letter is included in the Sketch Plan submission to help facilitate the analysis of the Willow St access. More information and conversations with the TOJ to come. The County and Justice Center leadership fully supports efforts to protect pedestrians, especially children and families using the Willow Street Safe Routes to School bike and pedestrian pathways. However, vehicle access on Willow Street remains essential for the Sheriff's Office to perform its public safety duties. A secure yard for the Sheriff's Office requires two access points, and site constraints prevent access from Simpson Street. Therefore, access must be provided from King Street and Willow Street.
			Bike Parking shall comply with TOJ LDRs.		**Limegreen**	The design team proposes 18 short term spaces and 7 long term spaces. See Bike Parking Calculation Table on Sheet L-301.
			Look at angling the building face at the Simpson/King corner to provide better sight distance at the intersection.		**AMD**	Since the pre-app submission the primary building entry has been revised. The primary public entry is now at the corner of Simpson and King. The west setback has been increased to provide space for public circulation and improve the sight distance at the intersection.
			Staff recommends exploring a realignment of the sidewalk on Willow in conjunction with a protected bike lane and on-street parking.		**Jorgensen, Wember/BPM/County**	Although this sidewalk and right-of-way is outside the boundary of the project, if funds allow the County will consider realignment of the sidewalk on Willow as part of the project. This portion of of work will be considered at additive alternate.
P24-125	**PLANNING DEPARTMENT COMMENTS**					
			Please see the pre-application checklist.		**AMD**	Acknowledged. The Project Team has been provided the pre-application checklist.
P24-125	**PARKS AND RECREATION DEPARTMEN**					
	08/15/2024			KSLUDER@JACKSONWY.GOV	-	-

P24-125	**POLICE DEPARTMENT COMMENTS**					
	08/27/2024			LPOTZ@JACKSONWY.GOV	-	-
P24-125	**COMPLETENESS REVIEW**					
	09/13/2024			BSCHILLING@JACKSONWY.GOV	-	-
P24-125	**LEGAL DEPARTMENT COMMENTS**					
	09/18/2024			KMALONE@JACKSONWY.GOV	-	-
P24-125	**START DEPARTMENT COMMENTS**					
	09/18/2024			JSILLIMAN@JACKSONWY.GOV	-	-
P24-125	**PRE-APPLICATION MEETING**					
	10/23/2024			TVALENTINE@JACKSONWY.GOV	-	-

Fasching Consulting

March 5th, 2025

Mr. Brian Simon, PE
Senior Principal Engineer
Jorgensen
1315 Highway 89 S., Suite 201
PO Box 9550
Jackson, WY 83002

RE: Traffic Impact Study
Teton County Courthouse Redevelopment (Fasching Consulting Job 24-15)

Dear Mr. Simon:

This traffic impact study provides transportation information associated with the Teton County Courthouse campus located in Jackson, WY between Simpson Avenue, Pearl Avenue, Willow Street, and King Street. The site location is shown in **Figure 1**.

The County is planning to redevelop the Courthouse and detention facility such that these two buildings are razed and a combined building will be constructed where the Courthouse currently stands. The facility will provide a greater number of hearing rooms as well as expanded detention holding facilities. A site plan is shown in **Figure 2**, and the redevelopment would afford a combined parking area that will serve the Courthouse and Town Hall (they are separate today). Vehicular access to the campus will be mostly similar as it exists today including:

- One-way alley (outbound) onto King Street, along the north side of the Courthouse
- Two driveways onto Pearl Avenue that will be converted to two-way flows and serve the entire campus.
- One secured driveway onto Willow Street (although the secured area it serves will be reconfigured)

The existing driveway onto Simpson Avenue is proposed to be closed. The parking area on the south side of Simpson Avenue also serves the existing Courthouse campus is planned to remain.

This memo provides information relative to existing traffic demands around the campus, parking demands of the same, and gives a sense of functionality with respect to the future access scheme. It is recognized that additional assessment may be needed pending staff review and findings of this initial assessment.

EXISTING CONDITIONS

Adjacent Street Traffic

AM and PM peak hour turning movement data were collected at the site's access point intersections. Since the parking area east of Town Hall would become integrated into the redevelopment, its access intersections were also counted, as was the intersection of Willow Street/Pearl Avenue since it is in close proximity to the eastern Town Hall parking access point (which would also end up serving Courthouse functions as well). Currently, the western access is signed for inbound traffic only and the eastern access is signed for outbound-only traffic. The parking spaces within the lot is angled along both sides to emphasize a one-way counter-clockwise circulation.

Figure 3 shows turning movement count data that were collected on December 19th, 2025. The busiest intersection in the mix was Pearl Avenue/Willow Street which served a total of 536 vehicles per hour (vph) during the AM peak hour and 618 vph during the PM peak hour. Bicycles were not observed during either peak hour at this intersection, but pedestrian activity was noted; 20 pedestrian-crossings were observed during the AM peak hour and 43 during the PM peak hour. Most of the pedestrian traffic was traveling north and south crossing Pearl Avenue.

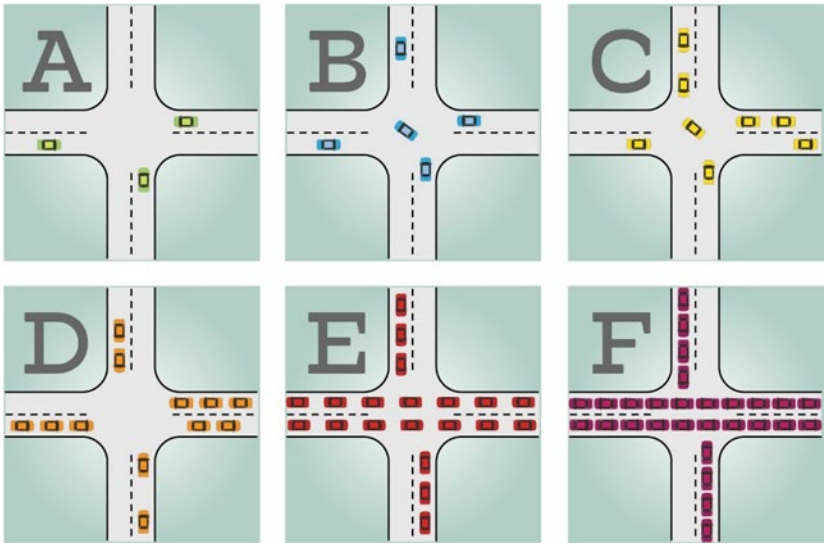
Intersection Levels of Service were calculated for this intersection given the counts shown in **Figure 3**. Detailed calculations were conducted using Synchro software to assess operations given current traffic demands (reflective of December 19th, 2024). This software employs techniques documented in the Highway Capacity Manual (Transportation Research Board, 7th Edition). The worksheets are attached.

LOS is a qualitative measure of traffic operational conditions, based on roadway capacity and vehicle delay, described by a letter designation ranging from A to F. A LOS A represents nearly free-flow travel indicative of very little delay, while LOS F represents congested conditions and excessive delay. The LOS is defined by the amount of delay drivers endure, on average, during a peak hour, and the Highway Capacity Manual procedures are geared toward calculating the average delay for each movement or lane group (as compared to free-flow conditions if the intersection did not exist).

Table 1 shows the LOS scale for signalized and unsignalized intersections. These scales differ since delay at a stop-signed intersection is more tense for the driver in that they are making a decision on whether to proceed based on traffic gaps, versus simply waiting for a green light. A graphical depiction of intersection LOS is provided immediately after **Table 1.**

Table 1. Level of Service (LOS)/Delay Scales

LOS	Signalized Intersections	Unsignalized Intersections
A	<10 Sec/Veh	<10 Sec/Veh
B	10-20 Sec/Veh	10-15 Sec/Veh
C	20-35 Sec/Veh	15-25 Sec/Veh
D	35-55 Sec/Veh	25-35 Sec/Veh
E	55-80 Sec/Veh	35-50 Sec/Veh
F	>80 Sec/Veh	>50 Sec/Veh



The current Teton County TIS Guidelines objective with respect to LOS is to achieve no worse than a LOS D during the peak hours of the day. This is indicative of a delay of no more than 55 seconds per vehicle through a signalized intersection and no more than 35 seconds per vehicle through a stop-sign controlled intersection. Collected data pertaining to heavy vehicle presence, peak hour factor (which measures the concentration of traffic within the peak hour), pedestrian presence, and bicycle presence have all been entered into the calculations.

The results of the LOS analyses show that the Willow/Pearl intersection approaches are currently operating at a LOS B or better during both peak hours given its current all-way stop traffic control. The HCM All-way stop methodology does not properly account for pedestrian activity, so the actual delays and LOS's might be slightly worse given the moderate level of pedestrian activity tallied in the counts.

Site Accesses

Figure 3 shows that the peak hour turning movements at the access intersections were much less than those at Pearl Avenue and Willow Street. The Town Hall lot was the busiest in which 25 vph hour entered during the AM peak hour and 22 exited during the PM peak hour. (the reflections were 6 vph out during the AM peak hour and 9 vph during the PM peak hour). The

lost immediately east of Town Hall lot is currently served by an in-only access and an out-only access onto Pearl Avenue that are internally connected via a counter-clockwise circulation scheme.

The access onto Willow Street serves a secure area, and very little traffic was recorded using this access during each peak hour. The alley access onto King Street is signed for one-way use (westbound), and only one vehicle used it during the AM peak hour and 2 movements occurred during the PM peak hour. This alley access serves the parking area at the center of the campus which is used by the Courthouse, jail staff, and Town staff. This lot is currently not connected to the lot east of Town Hall.

The Simpson Avenue access also serves the central parking area, and movements into and out of the campus at this location totaled 16 vph during the AM peak hour and 13 vph during the PM peak hour. The parking area access south of Simpson Avenue saw 5 vph during the AM peak hour and 2 vph during the PM peak hour. **Table 2** was created to illustrate the peak hour trips associated with each use within the campus including Town Hall, detention facilities, and Courthouse operations.

Table 2 Campus User Trip Generation

Campus Use	AM Peak Hour Trips[1]	PM Peak Hour Trips[1]
Town Hall (lot to its east)	31	31
Detention Facility (secured access onto Willow Stret)	2	1
Courthouse (Access onto Simpson and parking lot access on south side of Simpson	20	15
Totals	53	47

1.Includes inbound and outbound movements.

Parking

A parking survey of the campus was also conducted. The data were collected on January 14th, 2025 which was considered to be a busy day. **Figure 4** shows the parking lot count data collected between 1:30 and 2:00 PM on January 14th. The on-street parking was also collected along all four sides of the campus as it is realized that some of the patrons choose to park along the street. Willow Street was open for parking at this time and parked vehicles were recorded making use of Willow. This roadway restricts parking during other times of the year to accommodate the bike lanes along each side.

The results shown in **Figure 4** were assessed with respect to the capacity of each parking area, which is shown in **Table 3**

Table 3. Campus Parking Data (January 14th, 2025)

Parking Area	Counted Parked Vehicles	Approx. Space Capacity	Percentage Utilized
East of Town Hall	29	36	81%
Secured Detention Facility	7	14	50%
Central Area	18	33	55%
South of Simpson Ave.	17	26	65%
Along Pearl Ave[1].	23	24	96%
Along Willow St.[1,2]	16	24	67%
Along Simpson Ave.[1]	20	25	80%
Along King St.[1]	9	20	45%
Totals	138	202	68%

1.Includes both sides of the roadway.
2.Parallel parking allowed in winter. Parking lanes are used as bicycle lanes during summer.

The parking on and around the site was 68 percent utilized on January 14th, 1:45 PM (plus or minus 15 minutes). The on-street parking along Pearl Avenue was the most highly utilized with essentially all of its parking being used. The businesses along the north side also generate parking along this roadway. The second highest utilization was the Town Hall lot and the parallel parking along Simpson Avenue which were each 80 percent utilized.

While on-street parking along the adjacent roads serves the uses, it is not all being generated by campus uses. For purposes of this study, 50 percent was assumed to be associated with either the Courthouse or Town Hall. Given that assumption and the parking counts in the lots, the Courthouse and Town Hall collectively generated an estimated 104 parked vehicles on January 14th.

FUTURE CONDITIONS

The proposed site plan shows that the Simpson Avenue access would be removed with the parking being reconfigured on the east side of the campus such that it is directly connected to the alley out to King Street. The primary accesses to the entire campus will be provided via Pearl Avenue. This section provides a sense of future conditions given this site plan and access scheme.

Trip Generation

A courthouse or justice center is not a land use category included in the Institute of Transportation Engineers' (ITE) Trip Generation manual. For purposes of this effort, future trip-making was estimated by applying growth factors to the existing driveway counts. The day of the traffic counts (December 19th, 2024) was subsequently found to possibly not be as busy a day as originally thought for Courthouse activity. As such, the Courthouse-specific traffic counts were increased 50 percent in an attempt to represent a typical day peak hour traffic. No such adjustments were made to the turning movements at the Pearl Avenue accesses which primarily serve Town functions.

Subsequent to applying the 50 percent growth to the Courthouse traffic, all counts (Courthouse and Town Hall driveways) were increased another 25 percent to reflect county-wide growth over the next 20 years. This was based on data prepared by the Wyoming Department of Administration & Information, Economic Analysis Division growth out to 2040 which could occur at a rate of approximately 0.6 percent per year. A 25 percent flat increase reflects an approximate 1.1 percent annual increase over 20 years and could therefore be considered as a conservatively high growth factor.

Resulting trip generation estimates for the 20-year planning horizon is shown in **Table 4**. The 20-year trip generation estimates for the entire campus are estimated to reach 81 trips during the AM peak hour and 70 trips during the PM peak hour.

It should be noted that the trip estimates of **Table 4** reflect movements into and out of the site. There are also trips taking place associated with the Courthouse and Town Hall that park along the adjacent streets. While not quantified here, this component's impact is captured in the collected turning movement data and the factors being applied to those counts in developing 20-year traffic forecasts.

Table 4. Future Trip Generation Estimates

Use/Planning Horizon	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Courthouse and Detention Facility				
Existing Counts	20	2	4	12
Typical Day[1]	30	3	6	18
20-Year Projection	38	4	8	23
Town Hall				
Existing counts	25	6	9	22
Typical Day	25	6	9	22
20-Year Projection	31	8	11	28
Totals[2]				
Existing Counts	45	8	13	34
Typical Day	55	9	15	40
20-Year Projection	69	12	19	51

1.Existing Dec 19th counts increased 50 percent to estimate a typical day.
2.Sum of above values.

Traffic Assignment

The Courthouse parking and Town Hall parking will be in a combined lot given the proposed site plan. The accesses onto Pearl Avenue will serve the vast majority of the combined generation. The one-way alley onto King Street, the secure area adjacent to Willow Street, and the remote lot south of Simpson Avenue will each serve much less site traffic than the Pearl Avenue accesses.

From the counts and based on surrounding area, the largest component of campus traffic is projected to be oriented to/from the northwest of the site since to/from the state highway that passes through town. A distant second highest distribution orientation is projected to be southerly oriented, in part due to Snow King Road serving as a parallel east-west route to the state highway relative to serving western Jackson. Realizing this in combination with most of the parking being located in the northeast quadrant of the site, the site driveway peak hour

turning movement estimates were developed and are shown in **Figure 5**. The Pearl Avenue accesses are projected to see a western orientation of site trips entering and exiting. the two Pearl Avenue accesses are projected to serve the vast majority of the campus trips.

For this analysis, the Pearl Avenue access points have been analyzed under a scheme in which they would both provide two-way traffic, which is a shift from the current one-way counter-clockwise scheme. The redevelopment will reorient the parking on the east side of Town Hall from being angled for one-way use to being 90-degree head-in parking with two-way traffic aisles. This would then allow both Pearl Avenue driveways to serve in- and out-bound movements.

Total Long-Term Traffic

The traffic projections shown in **Figure 5** were combined with projected background traffic which was estimated by increasing existing traffic by 25 percent, again conservatively based on the previously referenced state agency forecasts. **Figure 6** shows the total 20-year traffic projections at the access intersections as well as at the Pearl Avenue/Willow Street intersection. In addition, intersection LOS's are shows for the Pearl Avenue/Willow Street intersection.

The results show that LOS's would meet the LOS D or better criteria at the Pearl Avenue/Willow Street intersection. Functionally, these intersections are all projected to operate without issue with respect to the LOS calculations. However, there are other considerations associated with the access intersections:

- Spacing along Pearl Avenue between the eastern access and the Willow Street stop bar is only 12 feet (plus or minus). Any eastbound traffic queuing along Pearl Avenue would block, fully or in part, this access. Outbound movements are being served today, but the bigger concern is the left-in movement at the eastern access which would be blocked from entering by the queue; the left-in driver would end up being "stuck" in the westbound lane until the queue clears. This eastern access should ideally be signed so as to prohibit inbound left turn movements to alleviate this situation. So, all westbound to southbound inbound left-turn movements from Pearl Avenue should ideally be served by the western access.

- The Pearl Avenue access widths are approximately 20 to 21 feet wide, which will be tight for two-way traffic where turning vehicles will occur. Ideally, these should be widened if they are to serve two-way traffic flows.

PARKING

A total of 104 parked vehicles were estimated to be parked in association with the Town Hall and the Courthouse today, as previously mentioned. Two methodologies were applied in estimating future demand. A simple approach entails applying the 25 percent growth to the estimated 104 vehicles that yields a 20-year projected total of 130 parked vehicles in association with the campus uses.

A second approach pertains to applying a series of assumptions/parameters to anticipated operations. This second approach was initially applied to existing operation conditions to assess whether the result is comparable to the 104 parked vehicles previously determined

The following information was obtained concerning current Courthouse activity:

- 26 full time staff associated with clerk's office, attorney's office, and courts. Assume 15 percent utilize non-single-occupant vehicles (SOV) to commute, resulting in **23 parked vehicles of demand at peak.**

- 78 Sheriff staff, assume 33 percent are parked on site during the day, resulting in **26 parked vehicles of demand at peak.**

- Sheriff patrol vehicles, plan for **6 parked vehicles of demand at peak.**

- Visitors and deliveries, plan for **4 parked vehicles of demand at peak.**

From the above, the total parking demand associated with current County Courthouse operations totals 59 vehicles.

The following information was obtained concerning current Town activity:

- 22 full time staff, assume 15 percent utilize non-single-occupant vehicles (SOV) to commute, **resulting in 19 parked vehicles of demand at peak.**

- 5 occasional visits associated with council, assume 20 percent are on site, resulting in **1 parked vehicle of demand at peak**

- Police patrol vehicles, information from Town staff yields up to **4 parked vehicles of demand at peak**

- 38 police staff, assume 33 percent are on-site, resulting in **13 parked vehicles of demand at peak.**

- Visitors and deliveries, plan for **4 parked vehicles of demand at peak.**

From the above, the total parking demand associated with current Town operations totals 41 parked vehicles.

Courthouse operations yielded an estimate of 59 parked vehicles and Town operations yielded an additional 41, resulting in a total of 100 parked vehicles using the second estimation approach. This compares well with the 104 vehicles cited earlier based on parking lot counts and assuming one-half of the on-street parking along these uses' frontage. This suggests that

the same assumptions / parameters would be a reasonable approach in predicting future demand for the campus as an alternative to simply applying a growth factor.

With respect to the future conditions at the Courthouse, increases are anticipated which include 42 staff associated with the clerk's office/attorney's office/courts (26 exist today) and 84 Sheriff staff (78 exist today). Deliveries/visitor parking needs to continue to reserve 4 spaces, and 6 reserved spots for Sheriff patrol vehicles also needs to continue. In addition, the General Services Building that is nearing completion, will house approximately 20 staff which will generate parking needs above and beyond the Courthouse functions. As such, the future Courthouse and General Services Building parking demand is comprised of:

- 42 full time staff associated with clerk's office, attorney's office, and courts. Assume 15 percent utilize non-single-occupant vehicles (SOV) to commute, results in **36 parked vehicles of demand at peak.**

- 84 Sheriff staff, assume 33 percent are parked on site during the day, results in **28 parked vehicles of demand at peak.**

- Sheriff patrol vehicles, plan for **6 parked vehicles of demand at peak.**

- Visitors and deliveries, plan for **4 parked vehicles of demand at peak.**

- 20 staff in the General Services Building. Assume 15 percent utilize non-SOV to commute, resulting in **17 parked vehicles of demand at peak.**

From the above assumptions regarding each component, the total future parking demand associated with County Courthouse operations totals 91 vehicles.

The number of spaces that are being proposed on site (including the parking lot south of Simpson Avenue and excluding 9 spaces that are currently leased by the Town) is 112 spaces. As such, the Courthouse technically meets its parking requirements based on this analysis (112 spaces of off-street supply versus 91 spaces of demand).

Many of the parking spaces will not necessarily be reserved / signed exclusively for Courthouse use, and the reality is that the Town functions will continue to use the parking located on the site as occurs today. When incorporating the Town's functions, a total of 132 parked vehicles of demand is estimated for the entire campus (91 plus 41) which exceeds the on-site supply by 18 spaces. But when also considering 50 percent of the on-street parking capacity along the campus block (excluding Willow Street since it will likely be configured to accommodate bike lanes during the summer), and additional 34 spaces would be available. With this, the supply increases to 146 spaces which would exceed the demand of 132 vehicles when combining the Courthouse and Town function uses.

Jury pools, when needed, will also generate parking demand. However, summonsing jury pools is not an activity that occurs on a regular continuous basis, so jury pool demands were not

included in this analysis. On large jury pool days, on-street parking will play a key role adjacent to the campus as well as within a block, possibly two. The parking structure on Milward Street can also be utilized to meet some of this demand on an extreme day. Ideally, juror summons notices will contain information regarding alternative modes of travel to encourage non-auto use as well as including information concerning parking options including the parking structure.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

The traffic projections shown in this study do not incorporate any additional TDM measures that are not already implemented today, but the County and Town could explore implementing additional measures to encourage users to travel by other than automobile. Possible considerations include:

- Bike lockers
- Bike Share programs
- Showers/locker rooms
- Information on alternatives including bus schedules
- Paid parking
- Employee Transit passes (if not already provided)
- Telecommuting allowance

Additional TDM measures can be explored for this campus as a means of limiting its trips

SUMMARY AND RECOMMENDATIONS

The following provides a summary of the findings and recommendations as a result of this traffic assessment.

- The eastern Pearl Avenue Access should be signed so as to prohibit left-in movements.

- Both Pearl Avenue access drives should be widened at Pearl Avenue to better accommodate two-way traffic flows.

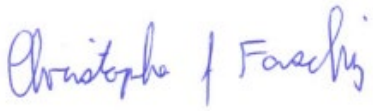
- Additional TDM measures should be identified and researched to help limit vehicular trips associated with the campus.

- On-street parking along the campus will continue to serve the combined Town and Courthouse uses. With respect to the Courthouse function (and the General Service Building), adequate parking will be provided on-site to meet projected demands.

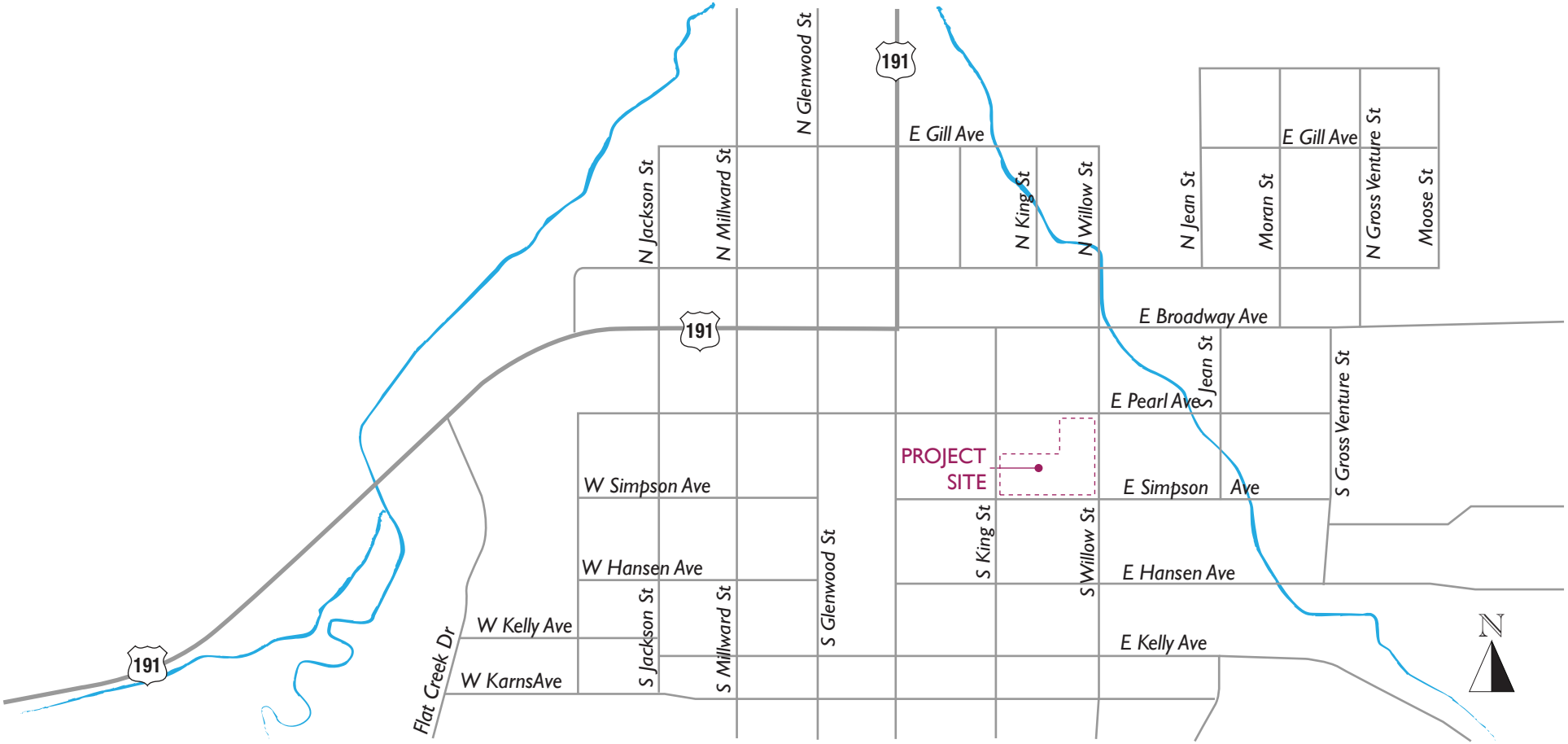
Adjacent on-street parking is also needed to meet combined Courthouse and Town demands. Parking beyond the campus area, including the parking structure at Milward Street, will be needed to serve when large jury pools are summoned.

If you have any questions, please feel free to call.

Sincerely,
Fasching Consulting, LLC



Christopher J. Fasching, PE
President/Owner



Fasching Consulting

Figure 1

Vicinity Map

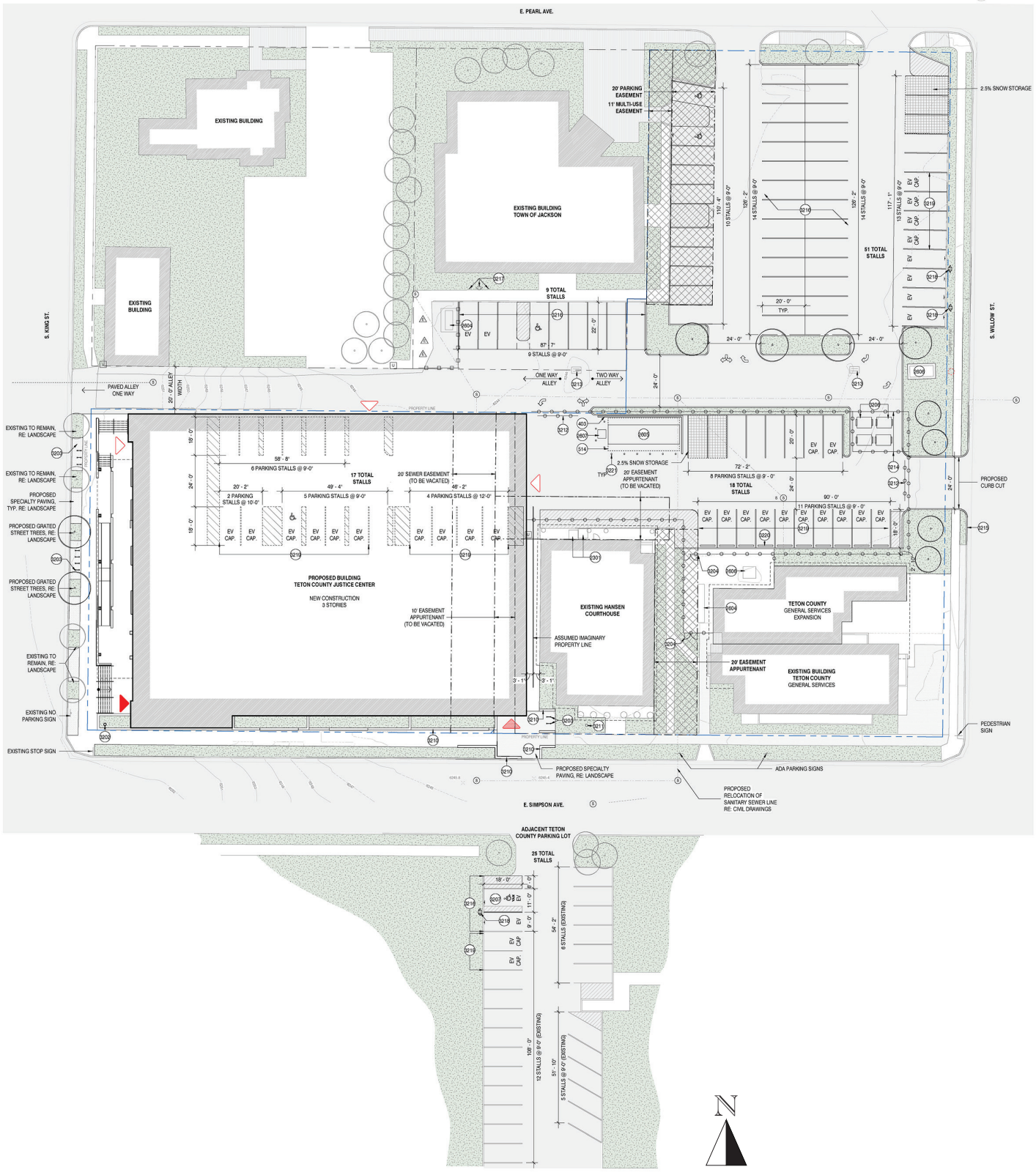
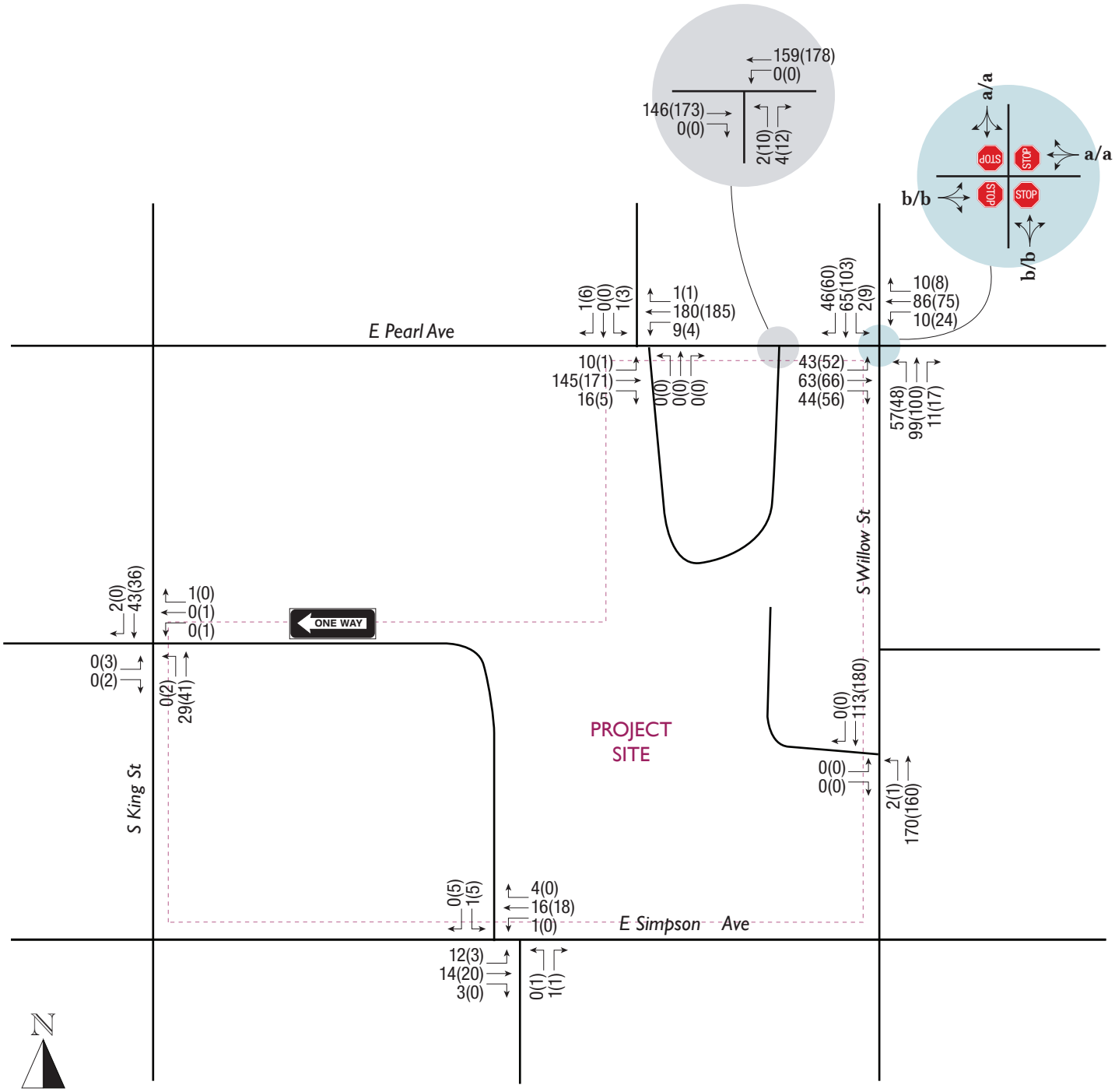


Figure 2

Site Plan



LEGEND

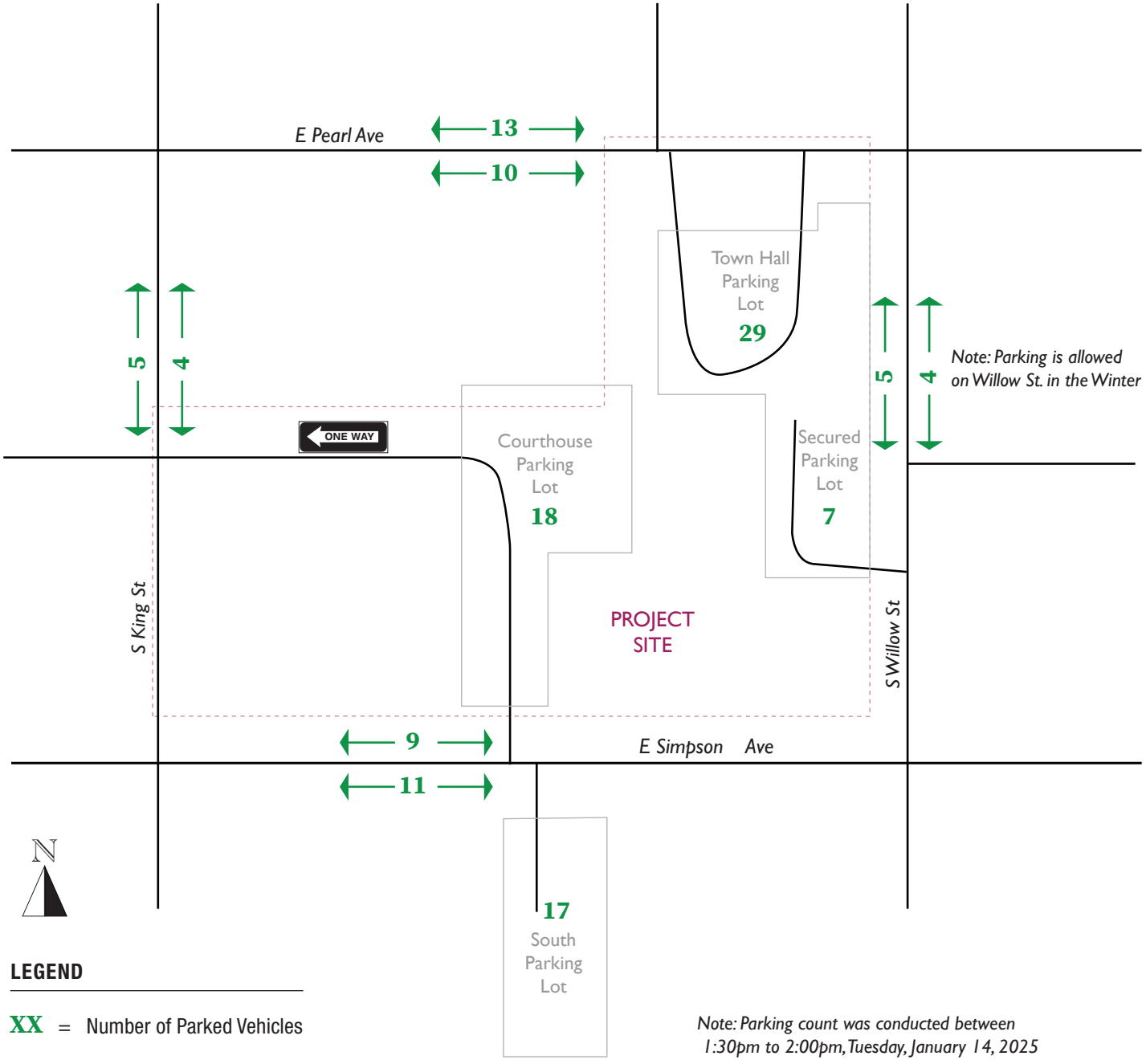
XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

x/x = Am/PM Level of Service (LOS)

Fasching Consulting

Figure 3

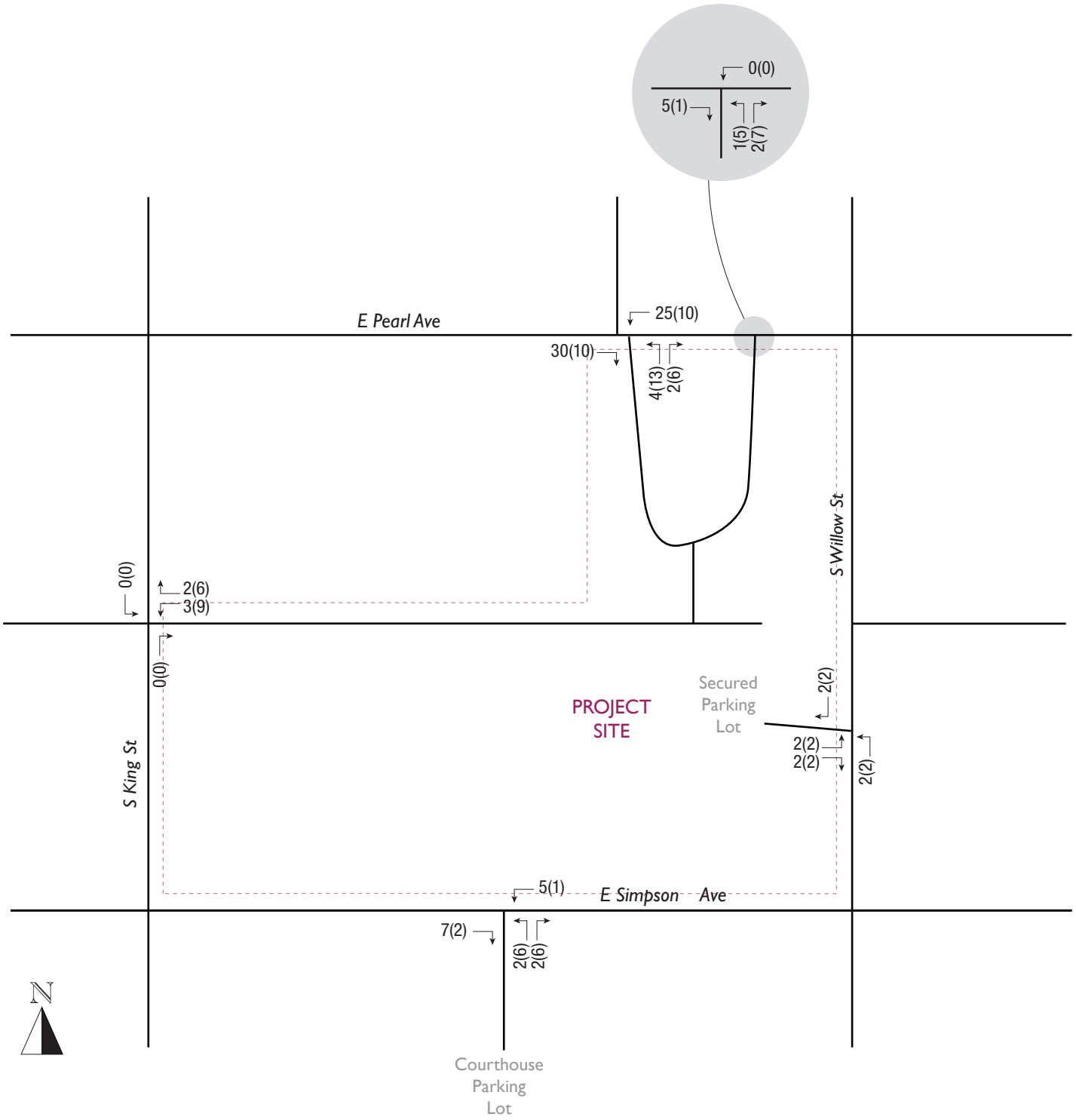
Existing Traffic



Fasching Consulting

Figure 4

Campus Parking Survey



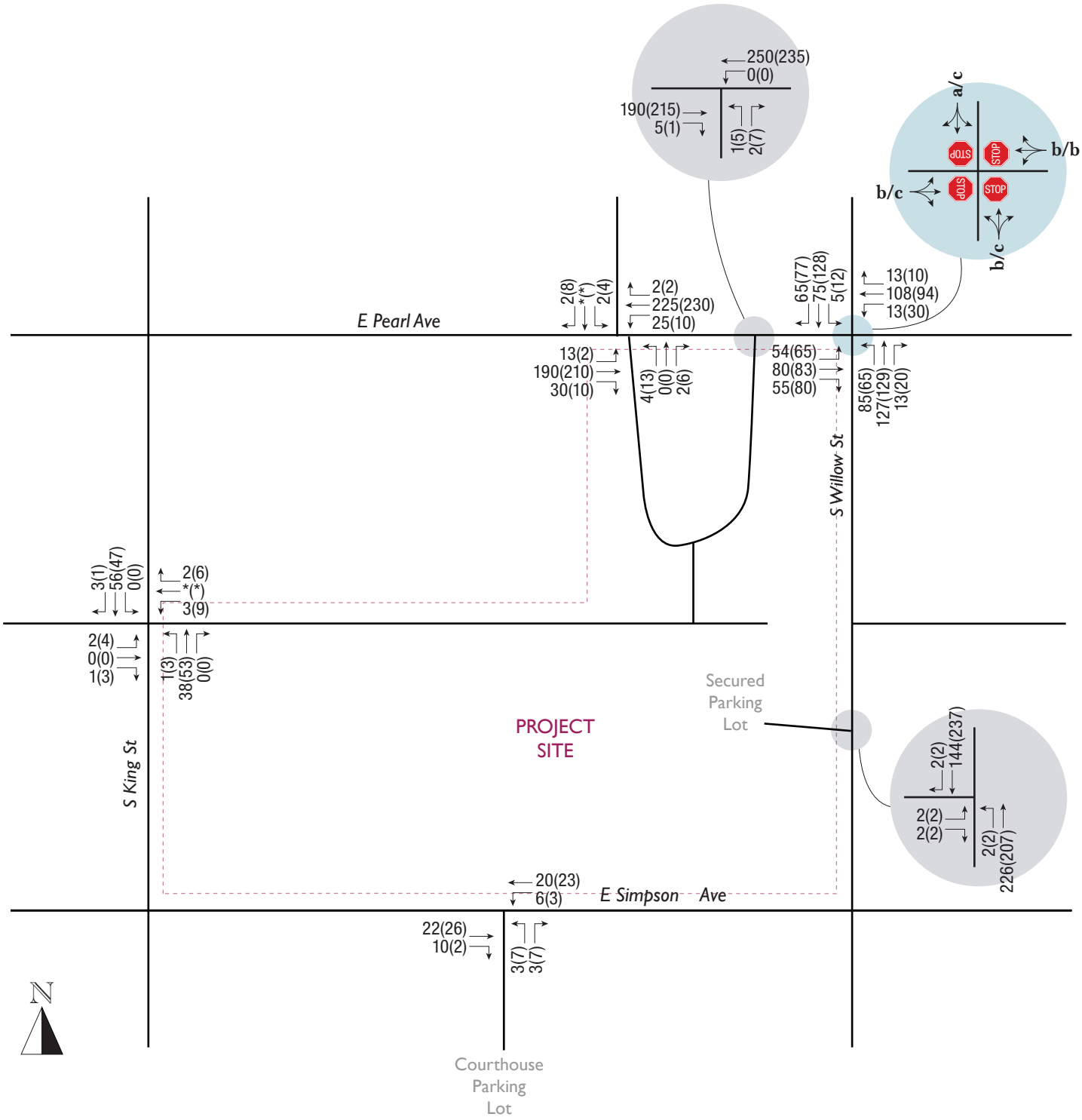
LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

Fasching Consulting

Figure 5

Long-Term Campus Only Traffic



LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

x/x = AM/PM Level of Service (LOS)

* = Minimal

Fasching Consulting

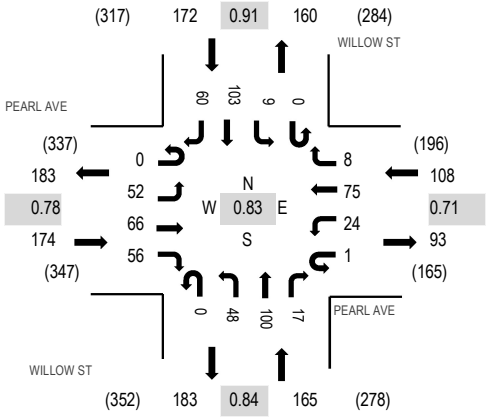
Figure 6

Long-Term Total Traffic

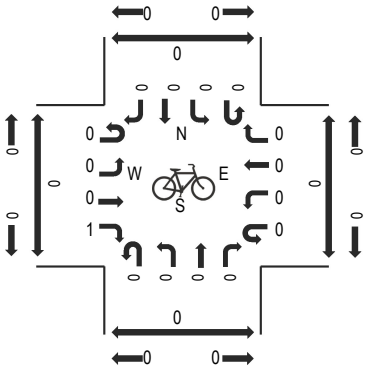
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WILLOW ST & PEARL AVE PM
Date: Thursday, December 19, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

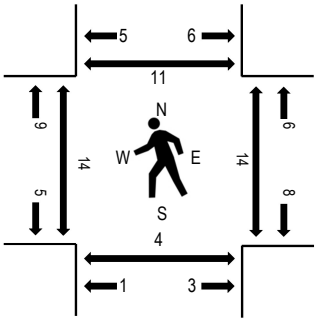
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

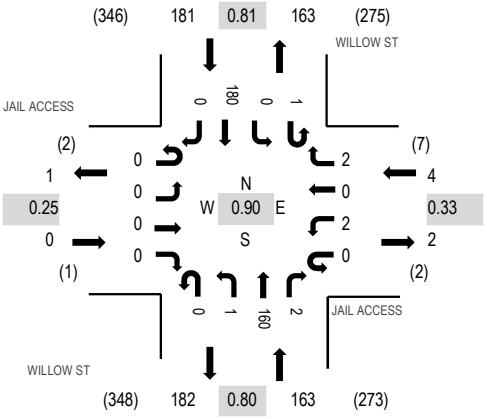
Traffic Counts - Motorized Vehicles

Interval Start Time	PEARL AVE Eastbound				PEARL AVE Westbound				WILLOW ST Northbound				WILLOW ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	11	16	17	0	1	20	2	0	12	15	2	0	1	25	16	138	568	1	2	0	3
4:15 PM	0	9	14	24	0	2	18	3	0	6	21	2	0	1	19	16	135	617	4	7	0	2
4:30 PM	0	12	13	16	0	7	19	2	0	8	21	8	0	3	25	12	146	619	2	0	0	0
4:45 PM	0	13	14	9	0	5	12	3	0	8	37	4	0	3	25	16	149	614	6	3	1	2
5:00 PM	0	15	24	20	0	7	29	3	0	19	19	4	0	2	31	14	187	570	4	8	3	4
5:15 PM	0	12	15	11	1	5	15	0	0	13	23	1	0	1	22	18	137		2	3	0	5
5:30 PM	0	15	17	18	0	1	18	3	0	8	24	1	0	1	23	12	141		3	0	1	2
5:45 PM	0	4	14	14	0	2	16	2	0	5	15	2	0	1	23	7	105		3	3	0	0
Count Total	0	91	127	129	1	30	147	18	0	79	175	24	0	13	193	111	1,138		25	26	5	18
Peak Hour	0	52	66	56	1	24	75	8	0	48	100	17	0	9	103	60	619		14	14	4	11

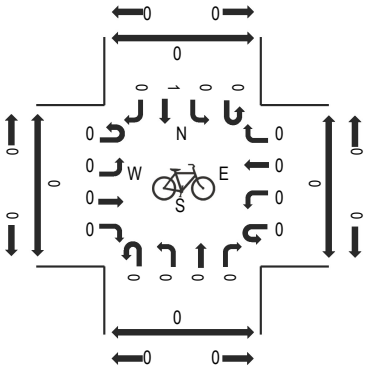
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 WILLOW ST & JAIL ACCESS PM
Date: Thursday, December 19, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

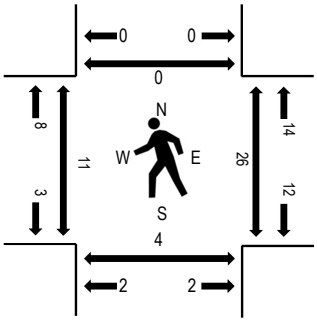
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

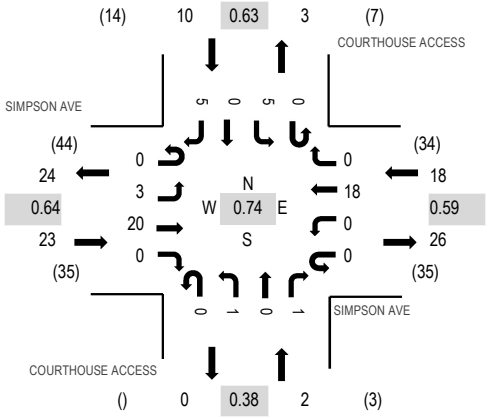
Traffic Counts - Motorized Vehicles

Interval Start Time	JAIL ACCESS Eastbound				JAIL ACCESS Westbound				WILLOW ST Northbound				WILLOW ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	1	0	0	0	3	0	0	26	0	0	0	44	0	74	319	5	2	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	28	0	0	0	43	0	71	342	3	8	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	37	0	1	0	45	0	83	348	2	0	4	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	49	2	0	0	39	0	91	339	5	11	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	39	0	0	0	57	0	97	308	2	8	0	0
5:15 PM	0	0	0	0	0	1	0	1	0	1	35	0	0	0	39	0	77		2	7	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	33	0	0	0	41	0	74		2	1	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	22	0	0	0	37	0	60		1	0	0	0
Count Total	0	0	0	1	0	2	0	5	0	2	269	2	1	0	345	0	627		22	37	7	0
Peak Hour	0	0	0	0	0	2	0	2	0	1	160	2	1	0	180	0	348		11	26	4	0

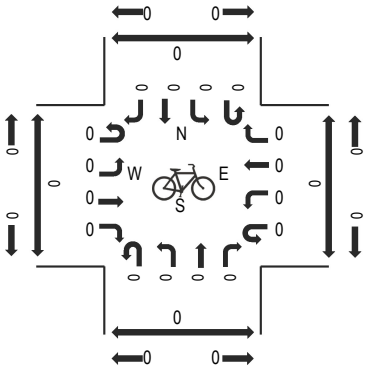
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 COURTHOUSE ACCESS & SIMPSON AVE PM
Date: Thursday, December 19, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

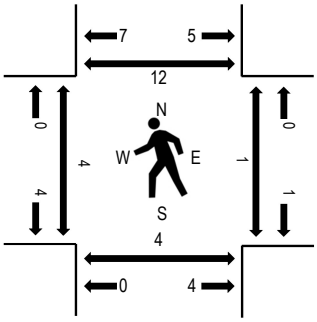
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

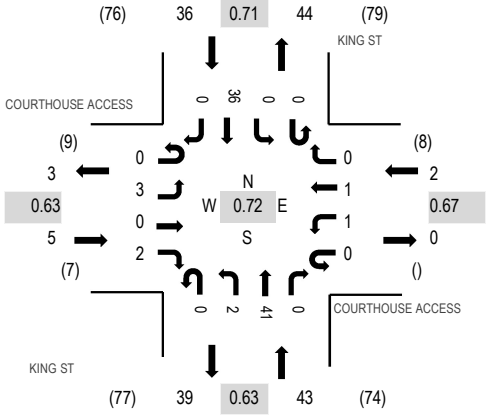
Traffic Counts - Motorized Vehicles

Interval Start Time	SIMPSON AVE Eastbound				SIMPSON AVE Westbound				COURTHOUSE ACCESS Northbound				COURTHOUSE ACCESS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	9	0	0	0	2	0	0	0	0	0	0	1	0	1	13	53	0	1	1	4
4:15 PM	0	1	3	0	0	0	5	0	0	0	0	0	0	1	0	1	11	49	1	0	1	4
4:30 PM	0	0	6	0	0	0	8	0	0	0	0	0	0	3	0	1	18	48	3	0	2	3
4:45 PM	0	2	2	0	0	0	3	0	0	1	0	1	0	0	0	2	11	40	0	0	0	1
5:00 PM	0	2	3	0	0	0	2	0	0	1	0	0	0	0	0	1	9	33	1	1	1	2
5:15 PM	0	0	2	0	0	0	6	0	0	0	0	0	0	1	0	1	10		0	1	1	2
5:30 PM	0	1	2	0	0	0	6	0	0	0	0	0	0	0	0	1	10		0	0	0	0
5:45 PM	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	4		0	0	0	0
Count Total	0	7	28	0	0	0	34	0	0	2	0	1	0	6	0	8	86		5	3	6	16
Peak Hour	0	3	20	0	0	0	18	0	0	1	0	1	0	5	0	5	53		4	1	4	12

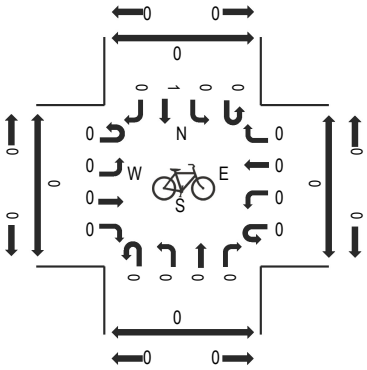
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 KING ST & COURTHOUSE ACCESS PM
Date: Thursday, December 19, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

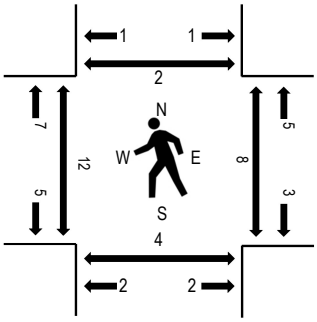
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

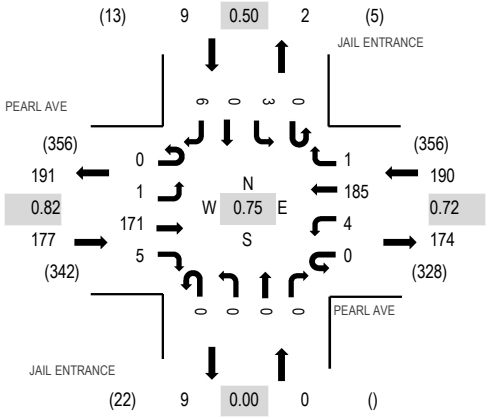
Traffic Counts - Motorized Vehicles

Interval Start Time	COURTHOUSE ACCESS Eastbound				COURTHOUSE ACCESS Westbound				KING ST Northbound				KING ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	2	0	0	0	0	0	0	17	0	0	0	11	0	30	86	4	4	3	2
4:15 PM	0	2	0	0	0	0	0	0	0	1	7	0	0	0	11	0	21	81	0	2	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0	13	75	4	0	0	0
4:45 PM	0	1	0	0	0	1	1	0	0	1	10	0	0	0	8	0	22	78	4	2	1	0
5:00 PM	0	1	0	0	0	0	1	1	0	1	8	0	0	0	13	0	25	79	4	3	0	1
5:15 PM	0	0	0	0	0	0	0	1	0	0	10	0	0	0	4	0	15		2	5	0	0
5:30 PM	0	0	0	0	0	0	0	3	0	0	4	0	0	0	9	0	16		0	3	0	0
5:45 PM	0	0	0	1	0	0	0	0	0	1	7	0	0	0	11	3	23		2	1	1	0
Count Total	0	4	0	3	0	1	2	5	0	4	70	0	0	0	73	3	165		20	20	5	3
Peak Hour	0	3	0	2	0	1	1	0	0	2	41	0	0	0	36	0	86		12	8	4	2

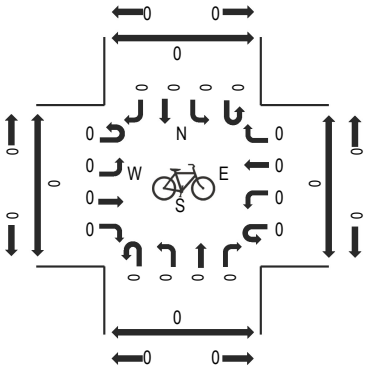
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 JAIL ENTRANCE & PEARL AVE PM
Date: Thursday, December 19, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

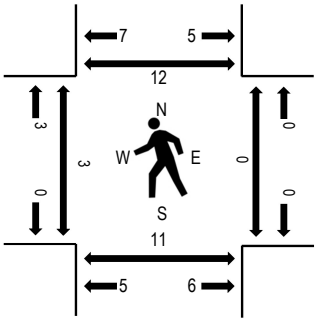
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

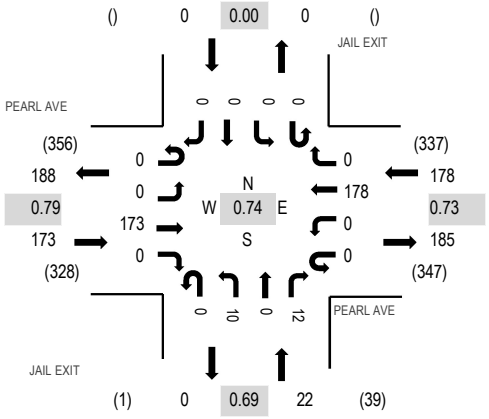
Traffic Counts - Motorized Vehicles

Interval Start Time	PEARL AVE Eastbound				PEARL AVE Westbound				JAIL ENTRANCE Northbound				JAIL ENTRANCE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	44	4	0	1	49	0	0	0	0	0	0	0	0	0	99	345	2	0	3	3
4:15 PM	0	1	42	1	0	0	43	0	0	0	0	0	0	0	0	0	87	371	2	0	1	0
4:30 PM	0	0	38	2	0	0	41	1	0	0	0	0	0	1	0	3	86	369	1	0	1	1
4:45 PM	0	0	35	0	0	1	36	0	0	0	0	0	0	0	0	1	73	376	3	0	2	5
5:00 PM	0	1	52	1	0	3	63	0	0	0	0	0	0	3	0	2	125	366	0	0	4	2
5:15 PM	0	0	36	3	0	0	45	1	0	0	0	0	0	0	0	0	85		0	0	0	4
5:30 PM	0	0	48	1	0	0	41	0	0	0	0	0	0	0	0	3	93		0	0	5	1
5:45 PM	0	0	29	3	0	2	29	0	0	0	0	0	0	0	0	0	63		0	0	3	0
Count Total	0	3	324	15	0	7	347	2	0	0	0	0	0	4	0	9	711		8	0	19	16
Peak Hour	0	1	171	5	0	4	185	1	0	0	0	0	0	3	0	6	376		3	0	11	12

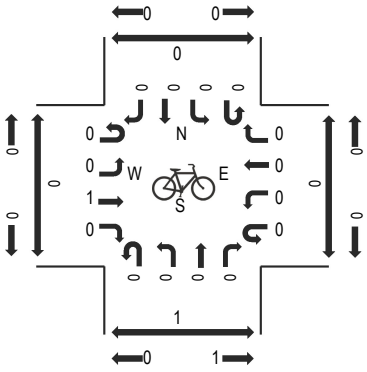
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 JAIL EXIT & PEARL AVE PM
Date: Thursday, December 19, 2024
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

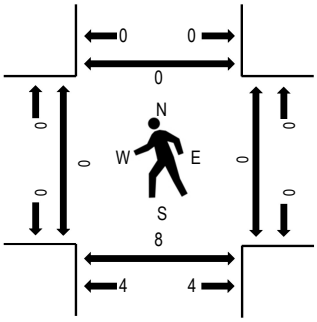
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

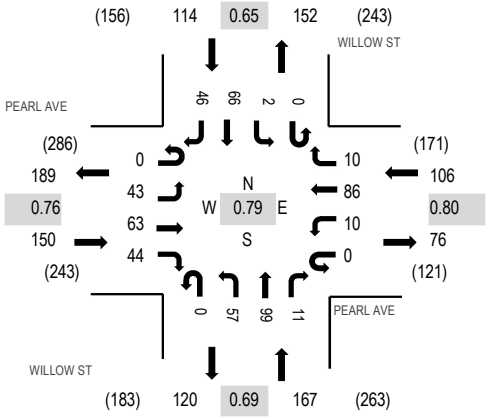
Traffic Counts - Motorized Vehicles

Interval Start Time	PEARL AVE Eastbound				PEARL AVE Westbound				JAIL EXIT Northbound				JAIL EXIT Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	42	0	0	0	48	0	0	2	0	3	0	0	0	0	95	342	0	0	3	0
4:15 PM	0	0	44	0	0	0	40	0	0	3	0	4	0	0	0	0	91	373	0	0	1	0
4:30 PM	0	0	39	0	0	0	39	0	0	3	0	2	0	0	0	0	83	365	0	0	1	0
4:45 PM	0	0	35	0	0	0	36	0	0	1	0	1	0	0	0	0	73	373	0	0	2	0
5:00 PM	0	0	55	0	0	0	63	0	0	3	0	5	0	0	0	0	126	362	0	0	4	0
5:15 PM	0	0	36	0	0	0	45	0	0	1	0	1	0	0	0	0	83		0	0	0	0
5:30 PM	0	0	47	1	0	0	38	0	0	3	0	2	0	0	0	0	91		0	0	1	0
5:45 PM	0	0	29	0	0	0	28	0	0	3	0	2	0	0	0	0	62		0	0	0	0
Count Total	0	0	327	1	0	0	337	0	0	19	0	20	0	0	0	0	704		0	0	12	0
Peak Hour	0	0	173	0	0	0	178	0	0	10	0	12	0	0	0	0	373		0	0	8	0

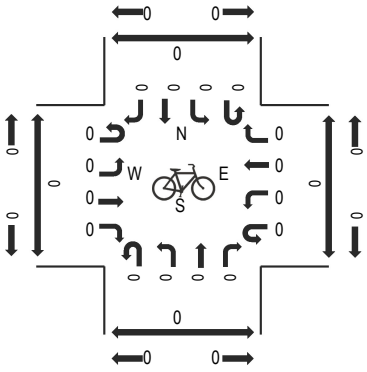
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WILLOW ST & PEARL AVE AM
Date: Thursday, December 19, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

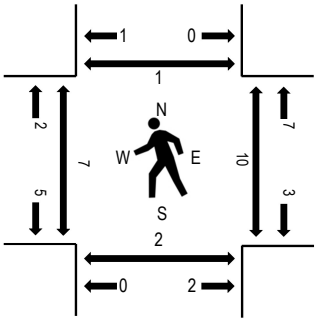
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

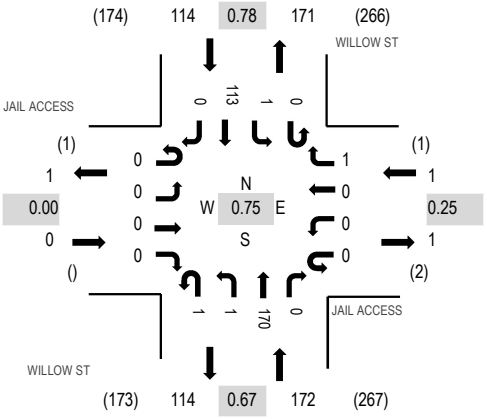
Traffic Counts - Motorized Vehicles

Interval Start Time	PEARL AVE Eastbound				PEARL AVE Westbound				WILLOW ST Northbound				WILLOW ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	8	7	0	2	8	2	0	3	15	0	0	1	2	1	50	296	0	0	0	0
7:15 AM	0	3	4	4	0	5	8	0	0	6	11	1	0	2	5	2	51	415	3	1	1	2
7:30 AM	0	9	17	5	0	2	17	1	0	8	12	0	0	1	10	5	87	502	1	3	1	0
7:45 AM	0	13	8	14	0	2	16	2	0	15	22	3	0	0	5	8	108	530	1	10	3	3
8:00 AM	0	20	13	18	0	2	25	6	0	14	45	3	0	1	14	8	169	537	0	6	0	0
8:15 AM	0	7	16	8	0	2	24	3	0	12	21	1	0	1	27	16	138		1	2	0	0
8:30 AM	0	10	17	11	0	2	14	1	0	15	16	4	0	0	13	12	115		2	0	1	0
8:45 AM	0	6	17	7	0	4	23	0	0	16	17	3	0	0	12	10	115		4	2	1	1
Count Total	0	69	100	74	0	21	135	15	0	89	159	15	0	6	88	62	833		12	24	7	6
Peak Hour	0	43	63	44	0	10	86	10	0	57	99	11	0	2	66	46	537		7	10	2	1

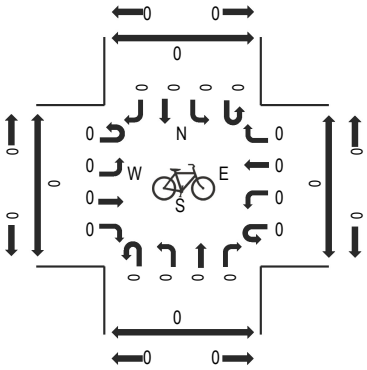
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 WILLOW ST & JAIL ACCESS AM
Date: Thursday, December 19, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

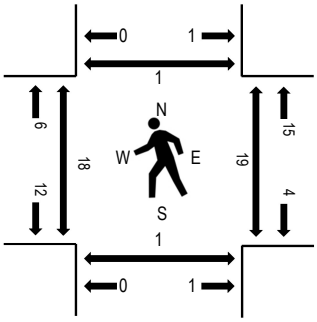
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

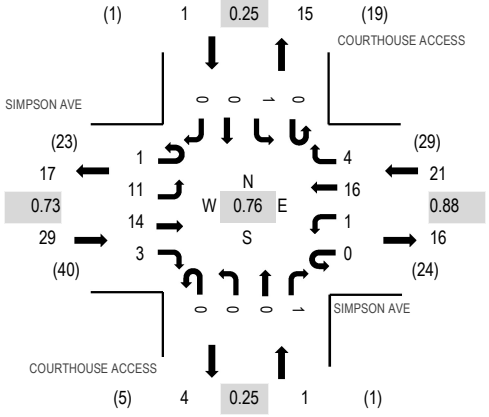
Traffic Counts - Motorized Vehicles

Interval Start Time	JAIL ACCESS Eastbound				JAIL ACCESS Westbound				WILLOW ST Northbound				WILLOW ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	10	0	28	156	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	17	0	3	0	10	0	30	224	4	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	2	0	22	0	0	0	15	0	39	263	2	1	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	1	37	0	0	0	20	0	59	287	7	11	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	64	0	0	0	32	0	96	286	5	6	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	32	0	0	0	37	0	69		4	2	1	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	37	0	0	1	24	0	63		2	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	35	1	0	0	22	0	58		1	9	0	0
Count Total	0	0	0	0	0	0	0	1	3	1	262	1	3	1	170	0	442		25	29	1	3
Peak Hour	0	0	0	0	0	0	0	1	1	1	170	0	0	1	113	0	287		18	19	1	1

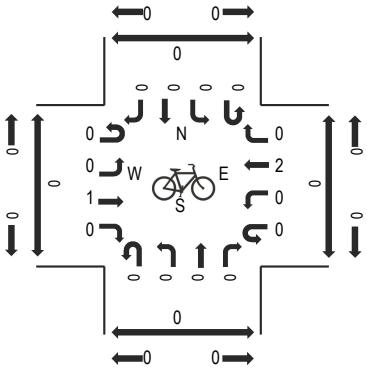
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 COURTHOUSE ACCESS & SIMPSON AVE AM
Date: Thursday, December 19, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

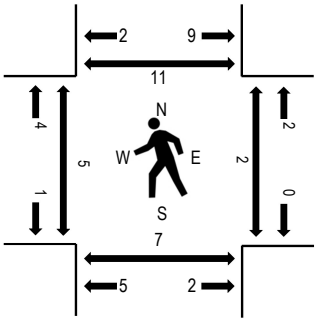
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

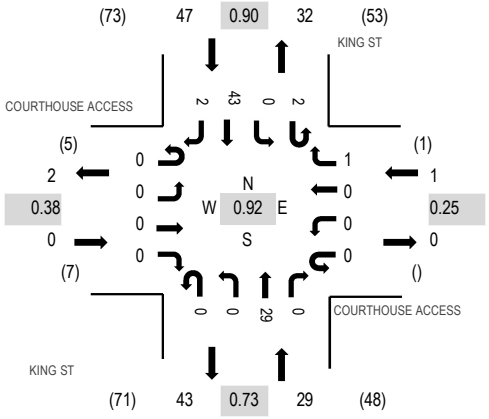
Traffic Counts - Motorized Vehicles

Interval Start Time	SIMPSON AVE Eastbound				SIMPSON AVE Westbound				COURTHOUSE ACCESS Northbound				COURTHOUSE ACCESS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	1	0	0	0	4	0	0	0	0	0	0	0	0	0	6	35	0	0	0	0
7:15 AM	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	43	1	0	1	0
7:30 AM	0	1	2	0	0	1	3	0	0	0	0	0	0	0	0	0	7	52	0	0	1	1
7:45 AM	0	3	6	1	0	0	6	0	0	0	0	0	0	1	0	0	17	51	3	1	1	8
8:00 AM	0	3	3	2	0	0	4	1	0	0	0	1	0	0	0	0	14	36	2	1	5	0
8:15 AM	1	4	3	0	0	0	3	3	0	0	0	0	0	0	0	0	14		0	0	0	2
8:30 AM	0	1	2	0	0	0	2	1	0	0	0	0	0	0	0	0	6		0	0	1	2
8:45 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2		0	0	0	0
Count Total	1	13	22	4	0	1	22	6	0	0	0	1	0	1	0	0	71		6	2	9	13
Peak Hour	1	11	14	3	0	1	16	4	0	0	0	1	0	1	0	0	52		5	2	7	11

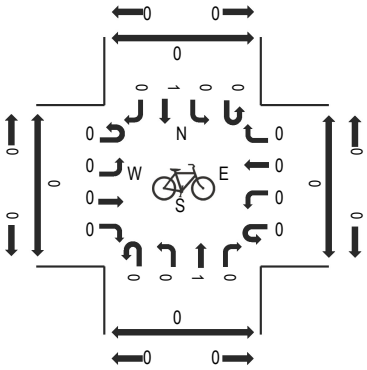
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 KING ST & COURTHOUSE ACCESS AM
Date: Thursday, December 19, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

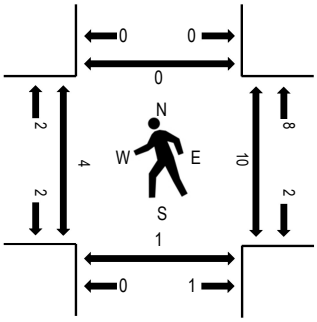
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

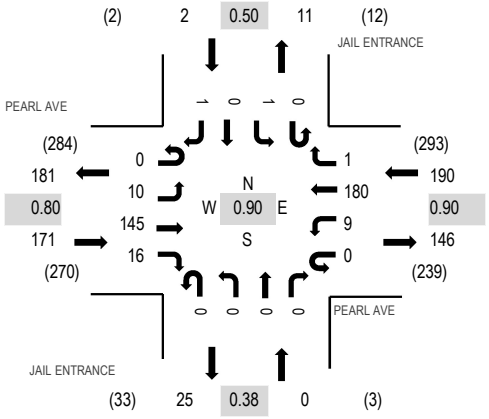
Traffic Counts - Motorized Vehicles

Interval Start Time	COURTHOUSE ACCESS Eastbound				COURTHOUSE ACCESS Westbound				KING ST Northbound				KING ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	1	0	0	0	0	1	1	5	0	0	0	5	0	13	58	1	0	0	0
7:15 AM	0	3	0	1	0	0	0	0	0	0	3	0	0	0	6	1	14	64	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	8	0	11	71	1	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	12	0	20	77	1	2	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	12	1	19	71	1	3	1	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	10	0	1	0	9	0	21		1	3	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	1	0	10	1	17		1	2	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	1	6	0	1	0	5	0	14		1	2	0	0
Count Total	0	4	0	3	0	0	0	1	1	2	45	0	3	0	67	3	129		7	12	1	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	29	0	2	0	43	2	77		4	10	1	0

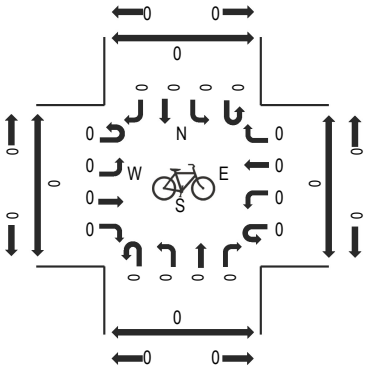
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 JAIL ENTRANCE & PEARL AVE AM
Date: Thursday, December 19, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

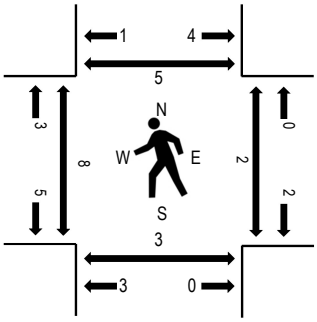
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

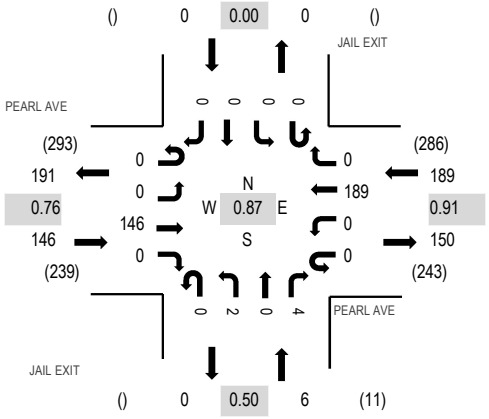
Traffic Counts - Motorized Vehicles

Interval Start Time	PEARL AVE Eastbound				PEARL AVE Westbound				JAIL ENTRANCE Northbound				JAIL ENTRANCE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	17	0	0	0	14	0	0	1	0	1	0	0	0	0	33	205	0	0	0	0
7:15 AM	0	0	9	2	0	0	16	0	0	0	0	0	0	0	0	0	27	273	0	0	0	0
7:30 AM	0	0	31	1	0	1	30	0	0	0	0	0	0	0	0	0	63	336	0	0	1	1
7:45 AM	0	1	35	3	0	1	41	0	0	1	0	0	0	0	0	0	82	356	0	0	2	5
8:00 AM	0	3	48	3	0	0	45	1	0	0	0	0	0	1	0	0	101	363	3	0	0	1
8:15 AM	0	1	31	5	0	2	51	0	0	0	0	0	0	0	0	0	90		0	0	0	0
8:30 AM	0	2	36	4	0	1	39	0	0	0	0	0	0	0	0	1	83		2	1	1	0
8:45 AM	0	4	30	4	0	6	45	0	0	0	0	0	0	0	0	0	89		3	1	2	4
Count Total	0	11	237	22	0	11	281	1	0	2	0	1	0	1	0	1	568		8	2	6	11
Peak Hour	0	10	145	16	0	9	180	1	0	0	0	0	0	1	0	1	363		8	2	3	5

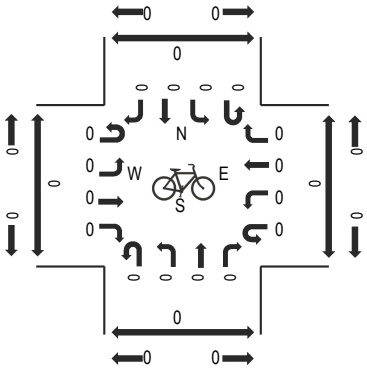
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 JAIL EXIT & PEARL AVE AM
Date: Thursday, December 19, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

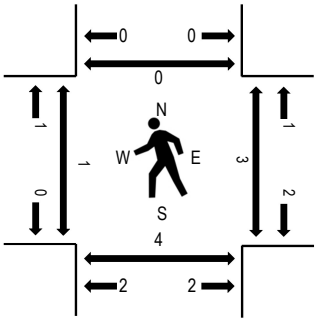
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PEARL AVE Eastbound				PEARL AVE Westbound				JAIL EXIT Northbound				JAIL EXIT Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	17	0	0	0	12	0	0	2	0	0	0	0	0	0	31	195	0	0	0	0
7:15 AM	0	0	10	0	0	0	17	0	0	0	0	0	0	0	0	0	27	262	0	0	0	0
7:30 AM	0	0	31	0	0	0	29	0	0	0	0	0	0	0	0	0	60	318	0	0	1	0
7:45 AM	0	0	35	0	0	0	39	0	0	3	0	0	0	0	0	0	77	337	0	0	2	0
8:00 AM	0	0	50	0	0	0	47	0	0	0	0	1	0	0	0	0	98	341	0	0	0	0
8:15 AM	0	0	31	0	0	0	52	0	0	0	0	0	0	0	0	0	83		0	0	1	0
8:30 AM	0	0	36	0	0	0	41	0	0	0	0	2	0	0	0	0	79		0	0	1	0
8:45 AM	0	0	29	0	0	0	49	0	0	2	0	1	0	0	0	0	81		1	3	2	0
Count Total	0	0	239	0	0	0	286	0	0	7	0	4	0	0	0	0	536		1	3	7	0
Peak Hour	0	0	146	0	0	0	189	0	0	2	0	4	0	0	0	0	341		1	3	4	0

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	63	44	10	86	10	57	99	11	2	65	46
Future Vol, veh/h	43	63	44	10	86	10	57	99	11	2	65	46
Peak Hour Factor	0.76	0.76	0.76	0.80	0.80	0.80	0.69	0.69	0.69	0.65	0.65	0.65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	83	58	13	108	13	83	143	16	3	100	71
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10	9.6	10.7	9.5
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	34%	29%	9%	2%
Vol Thru, %	59%	42%	81%	58%
Vol Right, %	7%	29%	9%	41%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	167	150	106	113
LT Vol	57	43	10	2
Through Vol	99	63	86	65
RT Vol	11	44	10	46
Lane Flow Rate	242	197	133	174
Geometry Grp	1	1	1	1
Degree of Util (X)	0.336	0.274	0.194	0.238
Departure Headway (Hd)	5.005	5.109	5.276	4.937
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	709	709	684	732
Service Time	3.103	3.109	3.284	2.937
HCM Lane V/C Ratio	0.341	0.278	0.194	0.238
HCM Control Delay, s/veh	10.7	10	9.6	9.5
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.5	1.1	0.7	0.9

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	66	56	24	75	8	48	100	17	9	103	60
Future Vol, veh/h	52	66	56	24	75	8	48	100	17	9	103	60
Peak Hour Factor	0.78	0.78	0.78	0.71	0.71	0.71	0.84	0.84	0.84	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	85	72	34	106	11	57	119	20	10	113	66
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.4	9.8	10.3	9.9
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	30%	22%	5%
Vol Thru, %	61%	38%	70%	60%
Vol Right, %	10%	32%	7%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	165	174	107	172
LT Vol	48	52	24	9
Through Vol	100	66	75	103
RT Vol	17	56	8	60
Lane Flow Rate	196	223	151	189
Geometry Grp	1	1	1	1
Degree of Util (X)	0.284	0.314	0.221	0.264
Departure Headway (Hd)	5.203	5.075	5.286	5.027
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	691	712	680	714
Service Time	3.23	3.075	3.316	3.055
HCM Lane V/C Ratio	0.284	0.313	0.222	0.265
HCM Control Delay, s/veh	10.3	10.4	9.8	9.9
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	1.2	1.3	0.8	1.1

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	80	55	13	108	13	85	127	13	5	75	65
Future Vol, veh/h	54	80	55	13	108	13	85	127	13	5	75	65
Peak Hour Factor	0.78	0.78	0.78	0.71	0.71	0.71	0.84	0.84	0.84	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	69	103	71	18	152	18	101	151	15	5	82	71
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.3	10.7	12.1	10
HCM LOS	B	B	B	A

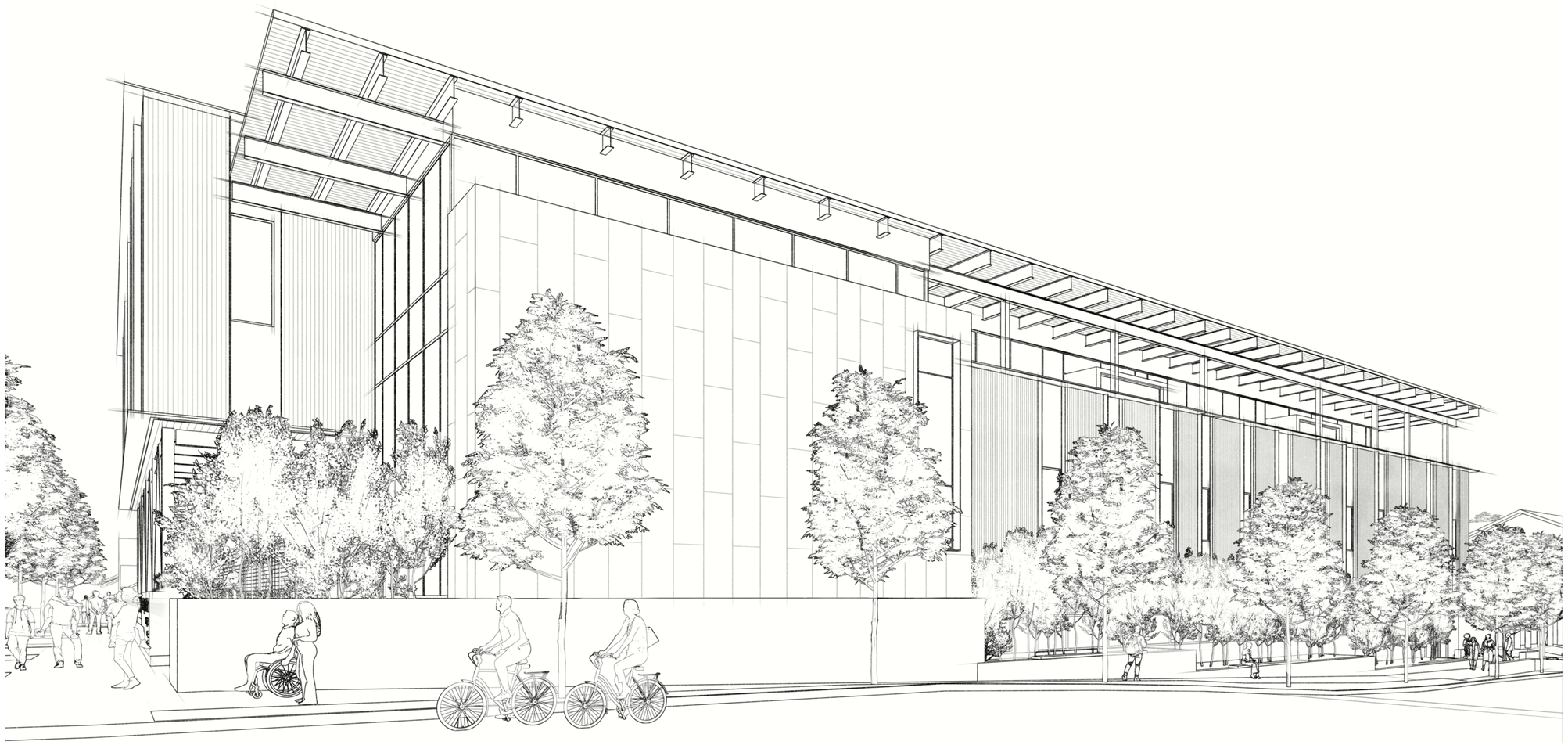
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	29%	10%	3%
Vol Thru, %	56%	42%	81%	52%
Vol Right, %	6%	29%	10%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	225	189	134	145
LT Vol	85	54	13	5
Through Vol	127	80	108	75
RT Vol	13	55	13	65
Lane Flow Rate	268	242	189	159
Geometry Grp	1	1	1	1
Degree of Util (X)	0.403	0.357	0.286	0.235
Departure Headway (Hd)	5.411	5.303	5.464	5.302
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	664	678	657	676
Service Time	3.45	3.344	3.509	3.346
HCM Lane V/C Ratio	0.404	0.357	0.288	0.235
HCM Control Delay, s/veh	12.1	11.3	10.7	10
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.9	1.6	1.2	0.9

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	83	80	30	94	10	65	129	20	12	128	77
Future Vol, veh/h	65	83	80	30	94	10	65	129	20	12	128	77
Peak Hour Factor	0.76	0.76	0.76	0.80	0.80	0.80	0.69	0.69	0.69	0.65	0.65	0.65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	109	105	38	118	13	94	187	29	18	197	118
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	15.4	12.5	15.8	15.8
HCM LOS	C	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	29%	22%	6%
Vol Thru, %	60%	36%	70%	59%
Vol Right, %	9%	35%	7%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	214	228	134	217
LT Vol	65	65	30	12
Through Vol	129	83	94	128
RT Vol	20	80	10	77
Lane Flow Rate	310	300	168	334
Geometry Grp	1	1	1	1
Degree of Util (X)	0.527	0.509	0.306	0.545
Departure Headway (Hd)	6.112	6.112	6.58	5.877
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	589	588	544	614
Service Time	4.158	4.163	4.64	3.924
HCM Lane V/C Ratio	0.526	0.51	0.309	0.544
HCM Control Delay, s/veh	15.8	15.4	12.5	15.8
HCM Lane LOS	C	C	B	C
HCM 95th-tile Q	3.1	2.9	1.3	3.3



TETON COUNTY

TETON COUNTY JUSTICE CENTER

TOWN of JACKSON SKETCH PLAN

JUNE 12, 2025

AndersonMasonDale

ABBREVIATIONS

NOTE: NOT ALL ABBREVIATIONS AND SYMBOLS ARE USED ON DRAWINGS CONTAINED IN THE SET. SYMBOLS AND ABBREVIATIONS ON THIS SHEET APPLY ONLY TO ARCHITECTURAL DRAWINGS

A/C	AIR CONDITIONING	FBO	FURNISHED BY OWNER	QTY	QUANTITY
ACF	ACCESS FLOORING	FD	FLOOR DRAIN		
ACR	ACRYLIC	FEC	FIRE EXTINGUISHER CABINET	R	RESISTANCE, THERMAL, RISER
ACST	ACOUSTIC	FEX	FIRE EXTINGUISHER	RAD	RADIUS
AD	AREA DRAIN	FIN	FINISH (ED)	RB	RESILIENT BASE
ADD	ADDENDUM	FLR(G)	FLOOR (ING)	RCP	REFLECTED CEILING PLAN
ADH	ADHESIVE	FND	FOUNDATION	RD	ROOF DRAIN
ADJ	ADJACENT	FOS	FACE OF STUD	RE	REFERENCE, REFER TO
ADJST	ADJUSTABLE	FR	FIRE RESISTIVE	REINF	REINFORCING
AFF	ABOVE FINISHED FLOOR	FT	FOOT, FEET	REM	REMOVE
AHU	AIR HANDLING UNIT	FTG	FOOTING	REQ	REQUIRED (D)
AL. ALUM	ALUMINUM	FUT	FUTURE	RM	ROOM
ALT	ALTERNATE			RO	ROUGH OPENING
ANOD	ANODIZED	GA	GAUGE, GAGE	ROW	RIGHT OF WAY
APC	ACOUSTICAL PANEL CEILING	GALV	GALVANIZED	RR	RESTROOM
APPROX	APPROXIMATE (LY)	GB	GYPSUM BOARD		
ARCH	ARCHITECT(URAL)	GBAR	GRAB BAR	SBLK	SPLASH BLOCK
ARGB	ABUSE RESISTANT GYPSUM BOARD	GC	GENERAL CONTRACT (OR)	SC	SOLID CORE
ASPH	ASPHALT	GL	GLASS, GLAZING	SCH	SCHEDULE
AUTO	AUTOMATIC	GR	GRILLE	SD	STORM DRAIN
AW	ALUMINUM WINDOW			SEC	SECTION
		HB	HOSE BIB	SF	STOREFRONT
BD	BOARD	HC	HOLLOW CORE	SHT	SHEET
BLDG	BUILDING	HDW	HARDWARE	SHTH	SHEATHING
BLK(G)	BLOCK (ING)	HM	HOLLOW METAL	SIM	SIMILAR
BM	BEAM	HOR	HORIZONTAL	SOG	SLAB ON GRADE
BO	BY OTHERS	HPT	HIGH POINT	SPEC	SPECIFICATION (S)
BOT	BOTTOM	HR	HOUR	SPL	SPECIAL
BR	BACKER ROD	HT	HEIGHT	SQ	SQUARE
BRG	BEARING	HTR	HEATER	SST	STAINLESS STEEL
BRK	BRICK	HVAC	HEATING/VENTILATION/AC	STC	SOUND TRANSMISSION CLASS
BS	BOTH SIDES	HW	HOT WATER	STD	STANDARD
BSMT	BASEMENT	HWH	HOT WATER HEATER	STL	STEEL
BTWN	BETWEEN			STO	STORAGE
BUR	BUILT UP ROOFING	ID	INSIDE DIAMETER	STRUC	STRUCTURAL
BZD	BRONZE DOOR	IN	INCH (ES)	SUS	SUSPENDED
BZF	BRONZE FRAME	INCAN	INCANDESCENT	SYM	SYMMETRICAL
		INCL	INCLUDE (D, ING)		
CAB	CABINET	INFO	INFORMATION	T	TREAD
CFM	CUBIC FEET/MINUTE	INS	INSULATE (D, ION)	T&B	TOP AND BOTTOM
CG	CORNER GUARD	INT	INTERIOR	T&G	TONGUE AND GROOVE
CIPC	CAST-IN-PLACE CONCRETE	INV	INVERT	TEL	TELEPHONE
CJ	CONTROL JOINT			TEMP	TEMPERATURE
CL	CENTERLINE	JT	JOINT	THK	THICK (NESS)
CLG	CEILING			THR	THRESHOLD
CLO	CLOSET	LAB	LABORATORY	THRU	THROUGH
CLR	CLEAR (ANCE)	LAM	LAMINATE (D)	TO	TOP OF
CMU	CONCRETE MASONRY UNIT	LAV	LAVATORY	TOB	TOP OF BEAM
CNC	CONCRETE COUNTERTOP	LB	POUND (S)	TOC	TOP OF CURB
CO	CLEANOUT	LIB	LIBRARY	TOI	TOP OF INSULATION
COL	COLUMN	LIN	LINEAL	TOM	TOP OF MASONRY
COMP	COMPRESSED (ED, ION, IBLE, OR)	LKR	LOCKER	TOP	TOP OF PARAPET
CONC	CONCRETE	LT	LIGHT	TOS	TOP OF SLAB
CONST	CONSTRUCTION			TOSTL	TOP OF STEEL
CONT	CONTINUOUS OR CONTINUE	MAINT	MAINTAIN (ENANCE)	TOW	TOP OF WALL
CONTR	CONTRACT (OR)	MAS	MASONRY	TPART	TOILET PARTITION
COORD	COORDINATE	MAX	MAXIMUM	TPD	TOILET PAPER DISPENSER
CORR	CORRIDOR	MC	MECHANICAL CONTRACTOR	TR	TRANSOM
CORRUG	CORRUGATED	MECH	MECHANIC (AL)	TS	TUBE STEEL
CP	CEMENT PLASTER (STUCCO)	MET	METAL	TV	TELEVISION
CPT	CARPET (ED)	MFR	MANUFACTURE (ER)	TYP	TYPICAL
CS	CAST STONE	MH	MANHOLE	TZ	TERRAZZO
CSNK	COUNTERSINK/COUNTERSUNK	MIN	MINIMUM		
CT	CERAMIC TILE	MIR	MIRROR	UL	UNDERWRITERS LABORATORY
CTR	CENTERLINE	MISC	MISCELLANEOUS	UNFIN	UNFINISHED
CW	CURTAIN WALL	MO	MASONRY OPENING	UON	UNLESS OTHERWISE NOTED
		MR	MOISTURE RESISTANT	UR	URINAL
DBL	DOUBLE	MT	MOUNT (ED, ING)		
DEMO	DEMOLISH, DEMOLITION	MTL	MATERIAL (S)	VAR	VARIABLE (VARIES)
DF	DRINKING FOUNTAIN			VB	VAPOR BARRIER
DG	DECORATIVE GLAZING	NA	NOT APPLICABLE	VCT	VINYL COMPOSITION TILE
DIAM	DIAMETER	NIC	NOT IN CONTRACT	VERT	VERTICAL
DIM	DIMENSION	NO	NUMBER	VEST	VESTIBULE
DISP	DISPOSAL	NOM	NOMINAL	VIF	VERIFY IN FIELD
DM	DECORATIVE METAL	NR	NONE REQUIRED		
DN	DOWN	NRC	NOISE REDUCTION COEFFICIENT	W	WIDE OR WIDTH
DP	DEMOUNTABLE PARTITION	NTS	NOT TO SCALE	W/	WITH
DPF	DAMP PROOFING			W/O	WITHOUT
DR	DOOR	OA	OVERALL	WC	WATER CLOSET
DRY	DRYER	OB	OBSCURE	WD	WOOD
DS	DOWNSPOUT	OC	ON CENTER (S)	WP (G)	WATERPROOF (ING)
DTL	DETAIL	OD	OUTSIDE DIAMETER	WR	WATER RESISTANT
DWG	DRAWING	OFCI	OWNER FURNISHED CONTRACTOR INSTALLED	WWF	WELDED WIRE FABRIC
		OFOI	OWNER FURNISHED OWNER INSTALLED		
EA	EACH	OH	OVERHEAD		
EC	EXPANSION CONTROL	OPG	OPENING		
EF	ENTRANCE FLOORING (GRILLES OR MATTS)	OPH	OPPOSITE HAND		
EFC	ENTRANCE FLOOR CARPETING	OPP	OPPOSITE		
EJ	EXPANSION JOINT	ORD	OVERFLOW ROOF DRAIN		
EL	ELEVATOR	OZ	OUNCE		
ELEC	ELECTRIC (AL)				
ELEV	ELEVATION	PAR	PARALLEL		
ENC	ENCLOSE (URE)	PC	PRECAST CONCRETE		
ENT	ENTRANCE	PERP	PERPENDICULAR		
EPNT	EPOXY PAINT	PL	PLATE		
EQ	EQUAL	PLAM	PLASTIC LAMINATE		
EQP	EQUIPMENT	PLBG	PLUMBING		
EWC	ELECTRIC WATER COOLER	PNT	PAINT (ED)		
EXH	EXHAUST	PRN	PORCELAIN		
EXIST, EX, (E)	EXISTING	PSF	POUNDS PER SQUARE FOOT		
EXP	EXPOSED	PSI	POUNDS PER SQUARE INCH		
EXPN	EXPANSION	PTN	PARTITION		
EXT	EXTERIOR	PVC	POLYVINYL CHLORIDE		
		PVMT	PAVEMENT		
		PWD	PLYWOOD		

SYMBOLS LEGEND

GRAPHIC SYMBOLS

BUILDING SECTION SYMBOL:
UPPER=THE SECTION NUMBER
LOWER=THE SHEET WHERE DRAWN

WALL SECTION SYMBOL:
UPPER=THE SECTION NUMBER
LOWER=THE SHEET WHERE DRAWN

DETAIL SYMBOL:
UPPER=THE SECTION NUMBER
LOWER=THE SHEET WHERE DRAWN

EXTERIOR ELEVATION SYMBOL:
UPPER=THE ELEVATION NUMBER
LOWER=THE SHEET WHERE DRAWN

INTERIOR ELEVATION SYMBOL: THE DARKENED CORNERS INDICATE DRAWN WALLS. ELEVATION DRAWINGS ARE ARRANGED NUMERICALLY BY ROOM NUMBER ON THE INTERIOR ELEVATION SHEETS.

CABINET TYPE SYMBOL:
UPPER=CABINET STYLE
LOWER=CABINET SIZE IN INCHES

EQUIPMENT TYPE INDICATOR:
LETTER= GROUP FUNCTION
NUMBER= ITEM NUMBER

TOILET ACCESSORY INDICATOR:
TA= TOILET ACCESSORY
NUMBER= ITEM NUMBER

FINISH TYPE INDICATOR:
REFER TO FINISH SCHEDULE FOR LEGEND

STRUCTURAL GRIDLINE IDENTIFIER

HEIGHT INDICATOR

MATCHLINE FLAG

PLAN AND TRUE NORTH INDICATOR: THE HEAVY LINE REPRESENTS PLAN NORTH (USUALLY TOWARD THE TOP OF THE SHEET) THE SMALL ARROW INDICATES TRUE NORTH (IF DIFFERENT FROM PLAN NORTH).

PARTITION TYPE INDICATOR

EXTERIOR ASSEMBLY TYPE INDICATOR

WINDOW OR LOUVER TYPE INDICATOR:

WORK NOTE INDICATOR

DETAIL IDENTIFICATION: DASHED LINE INDICATES EXTENT OF ENLARGED PLAN OR DETAIL

ROOM IDENTIFICATION:

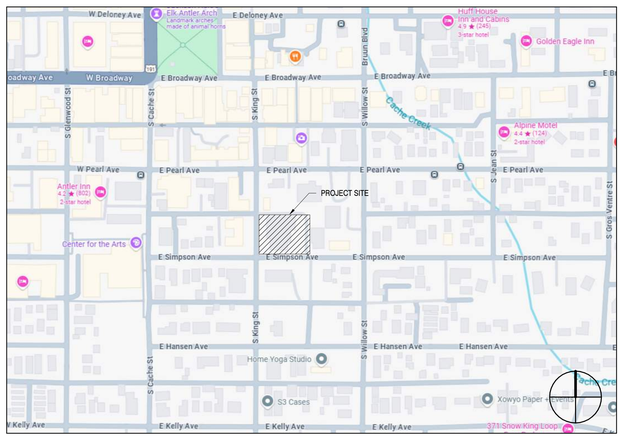
DOOR IDENTIFICATION:
DOOR NUMBER=NUMBER OF ROOM ACCESSED

REVISION MARKER: CLOUD INDICATES AREA OF REVISION

TEXT SYMBOLS

&	AND
@	AT
X OR x	BY
#	POUND OR NUMBER
/ OR :	PER
X'	(X) FEET
X"	(X) INCHES

VICINITY MAP



DISCIPLINE INDEX

G	GENERAL INFORMATION
C	CIVIL DRAWINGS
L	LANDSCAPE DRAWINGS
IR	IRRIGATION DRAWINGS
S	STRUCTURAL DRAWINGS
A	ARCHITECTURAL DRAWINGS
M	MECHANICAL DRAWINGS
P	PLUMBING DRAWINGS
FA	FIRE ALARM DRAWINGS
FP	FIRE PROTECTION DRAWINGS
E	ELECTRICAL DRAWINGS
T	TECHNOLOGY DRAWINGS

CONTENT INDEX

0	GENERAL INFORMATION AND STANDARDS
1	PLANS INCLUDING SITE, FLOOR, CEILING, FINISH AND ROOF DRAWINGS
2	EXTERIOR ELEVATIONS AND BUILDING SECTIONS
4	ENLARGED FLOOR PLANS AND INTERIOR ELEVATIONS
5	SCHEDULES AND ASSOCIATED DETAILS
6	WALL SECTIONS AND EXTERIOR DETAILS
7	INTERIOR DETAIL DRAWINGS
8	POWER AND SIGNAL DRAWINGS

SHEET NUMBERING

DISCIPLINE ABBREVIATION
DRAWING CONTENT CATEGORY
SHEET NUMBER

A-401

KEYNOTES

08 71 11 A01
INTERNAL IDENTIFIER, NOT RELATED TO SPEC
SPEC SECTION FOR IDENTIFIED ELEMENT

MATERIAL PATTERNS

BRICK MASONRY
CEMENT PLASTER
CONCRETE - CAST-IN-PLACE
CONCRETE MASONRY
EARTH OR BACKFILL
GRAVEL OR ROAD BASE
GYPSUM BOARD
INSULATION - BATT
INSULATION - BATT - MINERAL WOOL
INSULATION - RIGID
INSULATION - RIGID - MINERAL WOOL
INSULATION - SPRAY FOAM
LIMESTONE
METAL - ALUMINUM
METAL - STEEL
MORTAR
PLYWOOD
WOOD
DAMPPROOFING (BROWN)
WATERPROOFING (BLUE)
AIR BARRIER (GREEN)
FLEXIBLE FLASHING - AIR BARRIER (GREEN)
WEATHER BARRIER (GREEN)
UNDERLAYMENT (BLUE)
VAPOR RETARDER (BROWN)
FLEXIBLE FLASHING - MASONRY (BLUE)
FLASHING, ROOF MEMBRANE (BLUE)

DRAWING INDEX

G-000	COVER SHEET
G-001	INDEX & ABBREVIATIONS
G-101	CODE STUDY & CODE SITE PLAN
G-102	CODE PLANS
C1.0	GENERAL NOTES
C2.0	EXISTING CONDITIONS
C3.0	SITE OVERVIEW
C3.1	GRADING OVERVIEW
C3.2	SAN SEWER REALIGNMENT OPTION 2
C3.3	SAN SEWER REALIGNMENT OPTION 3
C4.0	GRADING DETAILS
C4.1	EROSION CONTROL & SITE PREPARATION DETAILS
C4.2	STORM WATER DETAILS
C4.3	WATER DETAILS
C4.4	SEWER DETAILS
L-101	MATERIALS PLAN
L-201	LANDSCAPE PLAN
L-202	LANDSCAPE PLAN
L-301	LANDSCAPE DETAILS
L-302	SITE DETAILS
A-000	EXISTING/CONCEPT DEMO SITE PLAN
A-001	ARCHITECTURAL SITE PLAN
A-101	FLOOR PLAN -LEVEL 1
A-102	FLOOR PLAN -LEVEL 2
A-103	FLOOR PLAN -LEVEL 3
A-104	ROOF LEVEL PLAN
A-201	EXTERIOR ELEVATION - SOUTH
A-202	EXTERIOR ELEVATION - WEST
A-203	EXTERIOR ELEVATION - NORTH
A-204	EXTERIOR ELEVATION - EAST

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24-031

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www.catorruma.com

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www.hmnarchitects.com

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Suite 120A
Denver, CO 80210
303 733 7558
www.lgdinc.com

Owner's Representatives
Berning Project Management
PO Box 485
Victor, ID 83455
307 699 3733

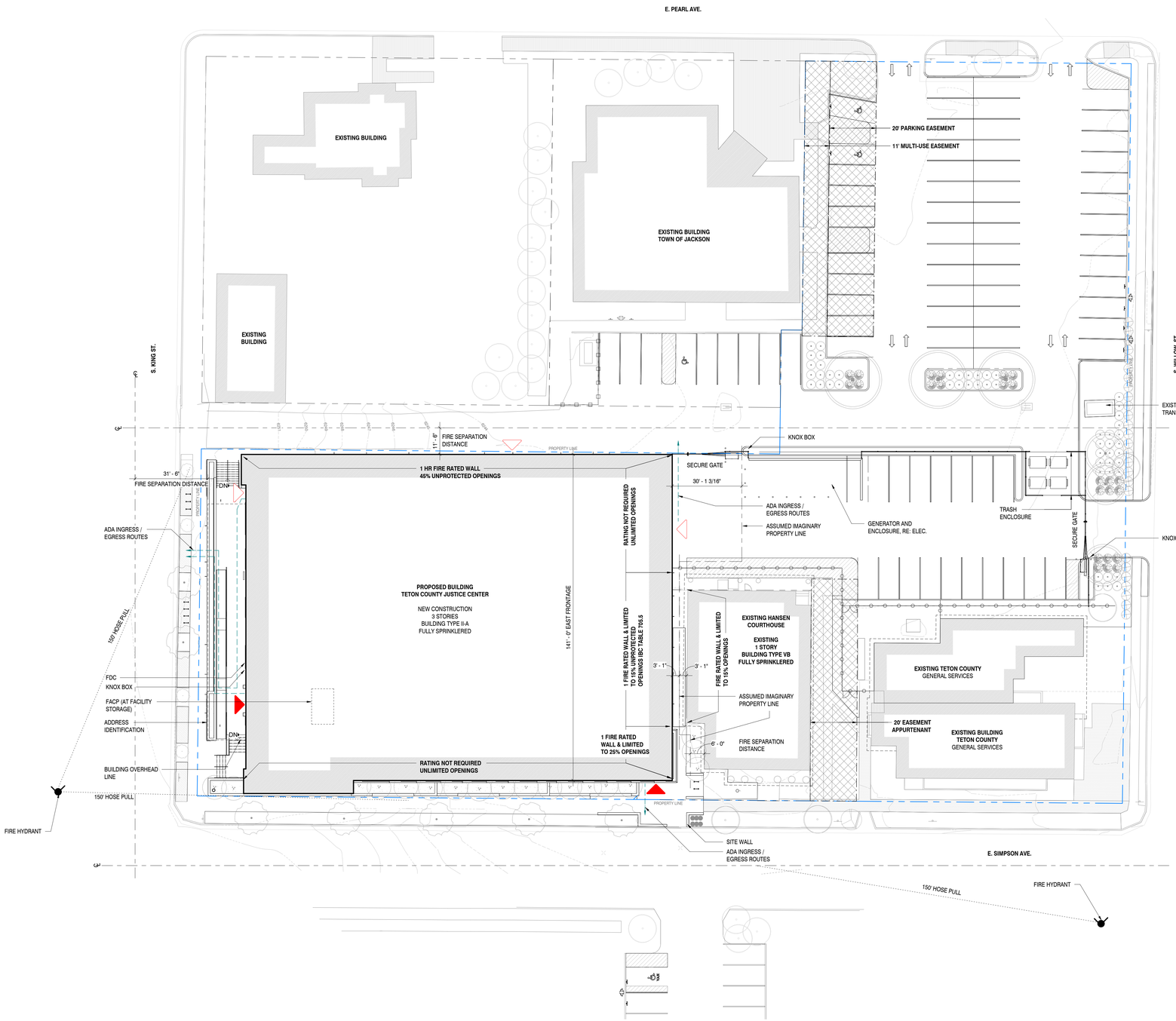
Wember
7350 E Progress Pl #100
Greenwood Village, COO 80111
303 378 4130

ToJ: PRE-APPLICATION	26 JUNE, 2024
CONCEPT PRICING PACKAGE	11 JULY 2024
SCHEMATIC DESIGN	06 DECEMBER 2024
ToJ: SKETCH PLAN	04 MARCH 2025
ToJ: SKETCH PLAN REV. 1	JUNE 12, 2025

INDEX & ABBREVIATIONS

G-001

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CODE SITE PLAN
5' 10' 20' 40' A-201 1" = 20'-0" 1 G-101

TETON COUNTY JUSTICE CENTER 24-031			
APPLICABLE CODES			
JACKSON MUNICIPAL CODE TITLE 15 BUILDINGS & CONSTRUCTION			
2024 INTERNATIONAL BUILDING CODE			
2024 INTERNATIONAL MECHANICAL CODE			
2024 INTERNATIONAL PLUMBING CODE			
2024 INTERNATIONAL FIRE CODE & INTERNATIONAL WILDLAND-URBAN INTERFACE CODE			
2021 INTERNATIONAL ENERGY CONSERVATION CODE			
2024 INTERNATIONAL FUEL GAS CODE			
2023 NATIONAL ELECTRIC CODE			
2017 ICC/ANSI A117.1			
STANDARDS			
NFPA STANDARDS: 3 (2021), 4 (2021), 13 (2019), 14 (2019), 20 (2019),			
25 (2020), 70 (2020), 72 (2022), 101 (2012),			
170 (2021), 1225 (2022)			
CODE SUMMARY			
BUILDING	TETON COUNTY JUSTICE CENTER		
LOCATION	180 S KING STREET, JACKSON, WY 83001		
GENERAL	3 STORY, STEEL FRAMING		
	LEVEL 1-3 SEPARATED MIXED-USE OCCUPANCY		
	FULLY SPRINKLERED		
	74,840	GSF	
USE AND OCCUPANCY			
OCCUPANCY CLASSIFICATION	GROUP A-3, B, I-3, S-1	IBC 303, 304, 309, 310, 311	
MIXED USE OCCUPANCY	SEPARATED OCCUPANCY	IBC 508.4	1 HR SEPARATION BETWEEN A, B, S-1& I-3. BUILDING AREA, HEIGHT AND STORIES BASED ON MOST RESTRICTIVE (I-3)
INCIDENTAL USE AREAS	LAUNDRY ROOMS (OVER 100 SF, L2)	IBC TABLE 509.1	1 HOUR OR PROVIDE AUTOMATIC SPRINKLER SYSTEM
	ROOMS WITH BOILERS, LARGEST PIECE OF EQUIP IS OVER 15 PSI & 10 HP	IBC TABLE 509.1	1 HOUR OR PROVIDE AUTOMATIC SPRINKLER SYSTEM
	GROUP I-3 CELLS EQUIPPED WITH PADDED SURFACES	IBC TABLE 509.1	1 HOUR (**PADDED CELLS LOCATED IN BOOKING / HOLDING AREA**)
HAZARDOUS MATERIALS	EVIDENCE STORAGE (L1)	IBC 414.2, 414.3	
SPECIAL REQUIREMENTS FOR I-3 OCCUPANCY			
LOCKING ARRANGEMENT	GROUP I-3 CONDITION 3	IBC TABLE 408.1	
SLIDING DOOR IN MEANS OF EGRESS PATH	PERMITTED	IBC 408.3.2	PERMITTED
SALLY PORT IN MEANS OF EGRESS PATH	PERMITTED	IBC 408.3.7	
LOCKED DOORS IN MEANS OF EGRESS PATH	PERMITTED	IBC 408.4	
20 MIN. DOOR NOT REQUIRED IN SECURE PERIMETER		IBC 716.2.2.1	EXCEPTION 4 IBC 408.7 MODIFIES OPENINGS TO ACCOMMODATE DETENTION DOOR AND INDIVIDUAL SECURITY GLAZING PANELS UP TO 1296 SQ INCHES
SMOKE COMPARTMENTS & 1HR SMOKE BARRIER	REQUIRED	IBC 408.6	
SMOKE BARRIER ARE CONTINUOUS FROM OUTSIDE	WALL TO OUTSIDE WALL	IBC 709.4	
ENGINEERED SMOKE CONTROL SYSTEM	REQUIRED	IBC 408.9	AT WINDOWLESS SMOKE COMPARTMENTS
HEIGHT AND AREA- ALLOWABLE			
CONSTRUCTION TYPE	IIB, SEPARATED MIXED OCCUPANCY	IBC TABLE 601	
ALLOWABLE HEIGHT	75 FT	IBC TABLE 504.3	A, B, S-1, I-3 OCCUPANCY, AUTO SPRINKLER
ALLOWABLE STORIES ABOVE GRADE PLANE	A-3:3 STORIES B:4 STORIES S-1:4 STORIES I-3:2 STORIES	IBC TABLE 504.4 IBC 508.4.3	AUTO SPRINKLER, EACH SEPARATED OCCUPANCY SHALL COMPLY WITH THE BUIDING HEIGHT LIMITATIONS AND STORY LIMITATIONS BASED ON THE TYPE OF CONSTRUCTION ON THE BUILDING
ACTUAL HEIGHT	55 FT		
ROOFTOP STRUCTURES		IBC 1511.2.1	MECHANICAL SCREENING & STAIR PENTHOUSE ARE BELOW HEIGHT RESTRICTIONS (MAX 18')
ACTUAL NUMBER OF STORIES ABOVE GRADE	3 STORIES		
ALLOWABLE AREA PER FLOOR	A-3:28500 B:69,000 S-1:52,500 I-3:30,000	IBC TABLE 506.2 IBC 508.4.2	SEPARATED MIXED OCCUPANCY
GROSS SQUARE FOOTAGE	**FLOOR AREA**	**OVERHANGS**	
LEVEL 1	27,492	0	A: 0 SF | B:10,680 SF | S-1: 12,898 SF | I-3: 3,914 SF
LEVEL 2	24,440	1,555	A: 3,134 SF | B: 10,768 SF | S-1: 0 SF | I-3: 10,538 SF
LEVEL 3	22,908	1,737	A: 9,759 SF | B: 13,149 SF | S-1: 0 SF | I-3: 0 SF
TOTAL GSF	**74,840**	WITHOUT OVERHANGS	
TOTAL	78,132	INCLUDING EXTERIOR SF BELOW OVERHANGS	
FIRE PROTECTION SYSTEMS			
SPRINKLER SYSTEM	THROUGHOUT PER NFPA 13	IBC 903	
FIRE ALARM SYSTEM	PROVIDED	IBC 901.2	FA EMERGENCY VOICE COMMUNICATION PROVIDED. LOCATION OF FACP TO BE FIELD APPROVED BY THE FIRE DEPARTMENT.
SHUNT TRIP		IBC 3007.4	
STANDPIPES	CLASS I	IBC 905.3.1 EXCEPTION-1	AUTOMATIC SPRINKLER SYSTEM
PORTABLE FIRE EXTINGUISHERS	YES	IBC 906.1- IFC	DISTANCE NOT TO EXCEED 75 FT. CLASS K REQ. FOR CAFÉ
FIRE RESISTANCE RATED CONSTRUCTION			
TYPE IIB			
SHAFTS	1 HR or 2 HR (varies)	IBC 713.4	1 HR WHERE CONNECTING < 4 STORIES; 2 HR CONNETING 4 STORIES OR MORE
PASSENGER ELEVATOR HOISTWAY	**1HR**	IBC 3002.1	1 HR RATED ELEVATOR HOISTWAY
FLOOR ASSEMBLIES	0 HR	IBC TABLE 601	1 HR AT FOR OCCUPANCY SEPARATION
ROOF ASSEMBLIES	0 HR	IBC TABLE 601	
STRUCTURAL FRAME	0 HR	IBC TABLE 601	
EXTERIOR LOAD BEARING WALLS	0 HR	IBC TABLE 601	
INTERIOR LOAD BEARING WALLS	0 HR	IBC TABLE 601	
EXTERIOR NONBEARING WALLS/PARTITIONS	0 HR	IBC TABLE 705.5	FIRE SEPARATION DISTANCE GREATER THAN 10 FT LESS THAN 30 FT
INTERIOR PARTITIONS	0 HR	IBC TABLE 601	
CORRIDORS	A, B, S: 0 HR | I-3. 1 HR	IBC TABLE 1020.2	WITH SPRINKLER, I-3 MOST STRINGENT. **MAY BE REDUCED BY 408.5**
EXTERIOR WALLS	1 HR	IBC TABLES 705.5 & 705.8	FIRE SEPARATION DISTANCE VARIES RE: CODE SITE PLAN
EXTERIOR WALL OPENINGS	Varies Per Elevation	IBC TABLE 705.8	NORTH & WEST - UNLIMITED / EAST 15% - NORTH 45%
SMOKE BARRIERS		IBC 408.6 & 709	DETENTION HOUSING TO BE DIVIDED INTO 2 SMOKE COMPARTMENTS
DWELLING UNITS WALL ASSEMBLIES	**30 MIN**	**IBC 408.8.1**	**SEPARATED BY SMOKE TIGHT PARTITION WHERE DISTANCE OF TRAVEL TO CORRIDOR EXCEEDS 50 FT *(NOT SURE THIS CONDITION EXISTS)***
MEANS OF EGRESS			
OCCUPANT LOAD FACTOR		IBC TABLE 1004.5	
ASSEMBLY UNCONCENTRATED	1:15 NET	IBC TABLE 1004.5	TABLES AND CHAIRS, NOT FIXED
ASSEMBLY - EXHIBIT	1:30 NET	IBC TABLE 1004.5	
ASSEMBLY WITH FIXED SEATING	1 SEAT/18" L	IBC 1004.6	
COURTROOMS - OTHER THAN FIXED SEATING	1:40 NET	IBC TABLE 1004.5	
INSTITUTIONAL - SLEEPING AREAS	1:120 GROSS	IBC TABLE 1004.5	
BUSINESS	1:150 GROSS	IBC TABLE 1004.5	
KITCHEN, COMMERCIAL	1:200 GROSS	IBC TABLE 1004.5	
STORAGE, MECHANICAL, ELECTRICAL, PLUMBING	1:300 GROSS	IBC TABLE 1004.5	
TWO-WAY COMMUNICATION SYSTEM	PROVIDED	IBC 1009.8	PER 1009.8. WHERE FLOORS DO NOT HAVE DIRECT ACCESS TO GRADE, A MONITORED 2-WAY COMMUNICATION SYSTEM IS PROVIDED AT EACH ELEVATOR LANDING.
FIRE-ALARM VOICE COMMUNICATION	PROVIDED	IBC 907.2.3	
EXIT DOORS AT ASSEMBLY OCCUPANCY	PROVIDED WITH PANIC HARDWARE		
OCCUPANTS (CALCULATED FOR EXITING):			
LEVEL 1	SEE CODE PLANS		
LEVEL 1.5	SEE CODE PLANS		
LEVEL 2	SEE CODE PLANS		
LEVEL 3	SEE CODE PLANS		
TOTAL	SEE CODE PLANS		
MEANS OF EGRESS SIZING			
36 INCH WIDE DOORS	**33/0.15 = 220**	IBC 1005.3.2 EX. #1	
72 INCH WIDE DOORS	**69/0.15 = 460**	IBC 1005.3.2 EX. #1	
MINIMUM CORRIDOR WIDTH	**44 INCHES**	IBC 1020.3	
CORRIDORS	**WIDTH/0.15**	IBC 1005.3.2 EX. #1	
STAIRS	**WIDTH/0.20**	IBC 1005.3.1 EX. #1	
MINIMUM NUMBER OF EXITS	**(3) REQD.**	**IBC TABLE 1006.3.3**	**(3) PROVIDED @ L1-4; (1) PROVIDED @ ROOF (UNOCCUPIED)**
EXIT SIGNS	PROVIDED IN COMPLIANCE WITH	IBC 1013	
EXIT SIGN ILLUMINATION	PROVIDED IN COMPLIANCE WITH	IBC 1013	
EXIT ACCESS TRAVEL DISTANCE	250 FT AT A, B, & S-1 OCCUPANCY; 200 FT AT I-3 OCCUPANCY	IBC 1017.2	WITH SPRINKLER SYSTEM
EXIT THROUGH INTERVENING SPACES		IBC 1016.2	
NUMBER OF EXITS FROM ROOM	1 REQUIRED IF OCC LOAD < 50	IBC TABLE 1006.2.1	
	2 REQUIRED IF OCC LOAD > 49	IBC TABLE 1006.2.1	
EXIT SEPARATION	SEPARATION DISTANCE NOT LESS THAN 1/3 THE MAXIMUM OVERALL DIAGONAL	IBC 1007.1.1 EXCEPTION 2	
DEAD END CORRIDOR	20 FT AT A-3 & 50 FT AT B, S & I-3	1020.5 EXCEPTION 1 & 2	AUTOMATIC SPRINKLER
	UNLIMITED WHERE CORRIDOR LENGTH < 2.5 TIMES LEAST WIDTH	IBC 1020.5 EXCEPTION 3	
PANIC HARDWARE	REQUIRED AT ALL EXIT DOORS SERVINGS A OCCUPANCIES AND THOSE WITH OCC LOAD >49	IBC 1010.2.9	
COMMON PATH OF TRAVEL	75 FT A, 100 FT AT B, S and I-3	IBC TABLE 1006.2.1	AUTOMATIC SPRINKLER. A OCCUPANCY MOST STRINGENT
INTERIOR EXIT ACCESS STAIRWAY	AT PUBLIC STAIR	IBC 1019.3	Exception 4 - AUTOMATIC SPRINKLER. OPENING SIZE IS LIMITED TO TWICE THE SIZE OF STAIR FOOTPRINT, DRAFT CURTAIN AT FLOOR OPENINGS
ELEVATORS	1 HR HOISTWAY ENCLOSURE PROTECTION	IBC 3002; IBC 713.4	1-HR FRR HOISTWAY PROVIDED
	1 HR SUPPORTING CONSTRUCTION	IBC 707.5.1	THE SUPPORTING CONSTRUCTION FOR A FIRE BARRIER SHALL BE PROTECTED TO AFFORD THE REQUIRED FIRE-RESISTANCE RATING OF THE FIRE BARRIER SUPPORTED 1-HR RATED SUPPORTING CONSTRUCTION PROVIDED.
	HOISTWAY OPENING PROTECTION	**IBC 3006.2.1; IBC 3006.3; IBC 710.5.2.2 & 710.5.2.2.1**	**ENCLOSED ELEVATOR LOBBY TO BE PROVIDED L2 - L6 WITH SMOKE PARTITIONS AND SMOKE & DRAFT CONTROL DOORS**
INTERIOR FINISHES			
INTERIOR WALL AND CEILING FINISH REQUIREMENTS			
	INTERIOR EXIT STAIRWAYS AND EXIT PASSAGEWAYS	A, IBC TABLE 803.13	I-3 MOST STRINGENT
	CORRIDORS	A, IBC TABLE 803.13	I-3 MOST STRINGENT
	ROOMS AND ENCLOSED SPACES	C, TABLE 803.13	I-3 MOST STRINGENT
IECC COMPLIANCE			
DESIGN TEAM WILL DEMONSTRATE COMPLIANCE WITH IECC 2021 USING THE PERFORMANCE PATH ENERGY MODEL			

PLUMBING FIXTURE COUNT

	OCCUPANTS	1 WATER CLOSETS PER OCCUPANT BELOW	WATER CLOSETS REQUIRED	1 LAVS PER OCCUPANT BELOW	LAVS REQUIRED	1 DRINKING FOUNTAINS PER 100 OCCUPANTS	DRINKING FOUNTAINS REQUIRED	SERVICE SINKS REQUIRED
ASSEMBLY - TYPE A-3								
OCC. LOAD	436					1/500	0.872	1
MALE	218	1/125	1.744	1/200	1.090			
FEMALE	218	1/65	3.354	1/200	1.090			
STORAGE - TYPE S								
OCC. LOAD	65					1/1000	0.065	1
MALE	33	1/100	0.325	1/100	0.325			
FEMALE	33	1/100	0.325	1/100	0.325			
BUSINESS - TYPE B								
OCC. LOAD	441					1/100	4.410	1
MALE	221	1/25 for 50 + 1/50	5.410	1/40 for 40 +1/80	3.756			
FEMALE	221	1/25 for 50 + 1/50	5.410	1/40 for 40 +1/80	3.756			
INSTITUTIONAL - TYPE I-3								
OCC. LOAD	86					1/100	0.860	1
MALE	43	1 per 25	1.720	1 per 35	1.229			
FEMALE	43	1 per 25	1.720	1 per 35	1.229			
TOTAL REQUIRED	**1,028**		**20.008**		**12.800**		**6.207**	**4**
TOTAL PROVIDED			**68**		**64**		**10**	**4**

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303 378 4130

ToJ: PRE-APPLICATION	26 JUNE, 2024
CONCEPT PRICING PACKAGE	11 JULY 2024
SCHEMATIC DESIGN	06 DECEMBER 2024
ToJ: SKETCH PLAN	04 MARCH 2025
ToJ: SKETCH PLAN REV. 1	JUNE 12, 2025

CODE STUDY & CODE SITE PLAN

G-101

6/12/2025 9:49:40 AM

50% DESIGN DEVELOPMENT
TETON COUNTY
COURTHOUSE

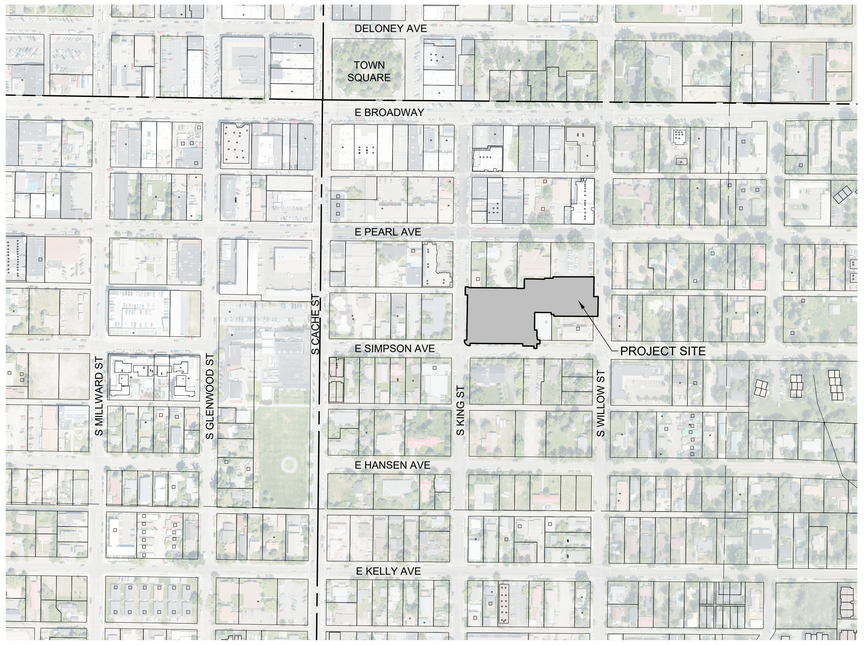
180 SOUTH KING STREET

LOCATED WITHIN
NW¼ NW¼ SECTION 34,
T41N, R116W, 6TH P.M.
TETON COUNTY, WYOMING



INDEX OF SHEETS

C1.0 - GENERAL NOTES
C2.0 - EXISTING CONDITIONS
C3.0 - SITE OVERVIEW
C3.1 - GRADING OVERVIEW
C4.0 - GRADING DETAILS
C4.1 - EROSION CONTROL & SITE PREPARATION DETAILS
C4.2 - STORM WATER DETAILS
C4.3 - WATER DETAILS
C4.4 - SEWER DETAILS



VICINITY MAP
1" = 200' for 22x34 Prints
1" = 400' for 11x17 Prints

GENERAL PROJECT NOTES:

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS, THE WYOMING DEPARTMENT OF ENVIRONMENTAL QUALITY RULES AND REGULATIONS, AND THE LATEST EDITION OF THE WYOMING PUBLIC WORKS STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS AND THE SUPPLEMENTARY SPECIFICATIONS.
2. PROJECT SCOPE: BUILD SITE AND UTILITY INFRASTRUCTURE AND GRADING TO ACCOMMODATE A NEW COURTHOUSE BUILDING, PARKING LOT, AND THE DEMOLITION OF THE EXISTING DETENTION CENTER AND COURTHOUSE.
3. PROPERTY ZONE: PUBLIC/SEMI-PUBLIC - TOWN (P/SP-ToJ)
4. PROPERTY AREA: 1.8 ACRES
   TOTAL AREA OF DISTURBANCE: 1.53 ACRES
5. PROJECT SCHEDULE: CONSTRUCTION SCHEDULED TO START IN SPRING 2026 AND BE COMPLETED BY FALL 2028.
6. BASE MAPPING PREPARED FROM SURVEYS PERFORMED BY JORGENSEN ASSOCIATES IN MAY 2021 AND SUPPLEMENTED IN MAY AND JULY 2023.
7. GEOTECHNICAL REPORT PREPARED BY JORGENSEN GEOTECHNICAL IN JUNE 2023.
8. THE PROJECT AREA IS NOT LOCATED IN A FLOODPLAIN.
9. NO AVALANCHE PATHS ARE PRESENT ON THIS SITE.
10. BUILDING TIES ARE TO FOUNDATION STEM WALLS.

WATER AND SEWER UTILITY NOTES

1. WATER AND SEWER INSTALLATIONS SHALL BE IN ACCORDANCE WITH CURRENT WYOMING DEPARTMENT OF ENVIRONMENTAL QUALITY, WATER QUALITY DIVISION RULES AND REGULATIONS. AND CONFORM TO TOWN OF JACKSON WATER AND SEWER REGULATIONS
2. TYPE A TRENCH BACKFILL SHALL APPLY TO ALL PAVED SURFACES AND AROUND ALL APPURTENANCES INCLUDING VALVES, FIRE HYDRANTS AND MANHOLES. TYPE B TRENCH BACKFILL SHALL APPLY ONLY TO NON-TRAVELED AREAS. SEE SPECIFICATIONS.
3. CONTINUOUS RIGID TYPE A PIPELINE INSULATION SHALL BE PROVIDED AS SHOWN ON THE TYPICAL TRENCH DETAIL, AT ALL LOCATIONS WHERE DEPTH OF COVER IS LESS THAN 5 FEET FOR SEWER MAINS AND SERVICES; LESS THAN 7 FEET FOR WATER MAINS AND SERVICES OR AS SHOWN ON THE PLANS. ALL SERVICES UNDER ROADWAYS, DRIVEWAYS, AND SIDEWALKS SHALL BE INSTALLED WITH 2" TYPE A INSULATION.
4. MAINTAIN A MINIMUM OF 10 FEET HORIZONTAL SEPARATION BETWEEN WATER PIPES AND SEWER PIPES/MANHOLES, MEASURED EDGE TO EDGE. MAINTAIN A MINIMUM OF 18 INCHES VERTICAL SEPARATION AT WATER-SEWER PIPE CROSSINGS. WHERE SEWER PIPE CROSSES ABOVE WATER PIPE, SPECIAL CONSTRUCTION IS REQUIRED. SEE TYPICAL DETAILS.
5. WATER SERVICE LINE SHALL BE POLYETHYLENE (PE) CONFORMING TO THE REQUIREMENTS OF AWWA C 901. PE PIPE SHALL BE PRESSURE TUBING CONFORMING TO TABLE 7 OF SAID SPECIFICATION. TUBING SHALL BE CLASS 200 WITH A DR OF 9.
6. SANITARY SEWER GRAVITY LINES AND FITTINGS SHALL BE SCH 40 PVC AND CONFORM TO ASTM D1785. PRESSURE SEWER SERVICE LINES SHALL BE POLYETHYLENE, SDR11 IPS PE.
7. LOCATIONS OF EXISTING FACILITIES ARE FROM DRAWINGS PROVIDED TO JORGENSEN ASSOCIATES. CONTRACTOR SHALL POT HOLE IN THE PRESENCE OF THE ENGINEER AND ANY ADJUSTMENTS NEEDED SHALL BE REFLECTED ON AS-CONSTRUCTED DRAWINGS.

REVEGETATION SPECIFICATIONS:

(FOLLOW MITIGATION PLAN. FOLLOW THESE SPECIFICATIONS WHERE NOTHING IS SPECIFIED ON MITIGATION PLANS OR BY LANDSCAPE ARCHITECT.)

1. SEED MIXTURE:

COMMON NAME	LBS./ACRE
MOUNTAIN BROME	10 LBS./ACRE
THICKSPIKE WHEATGRASS	12 LBS./ACRE
IDAHO FESCUE	6 LBS./ACRE
WESTERN WHEATGRASS	12 LBS./ACRE
ALPINE TIMOTHY	12 LBS./ACRE
TOTAL PURE LIVE SEED APPLICATION RATE	52 LBS./ACRE

2. SEED MIXES CONTAINING NATIVE FLOWERING PLANTS SUCH AS LUPINE, YARROW AND PAINTBRUSH ARE ACCEPTABLE.
3. ALL SEED SHALL COMPLY WITH WYOMING SEED LAW. SEED SHALL BE PURCHASED FROM A DEALER LICENSED WITH THE WYOMING DEPARTMENT OF AGRICULTURE. CERTIFICATIONS FOR THE SEED MIX SHALL BE PROVIDED TO THE ENGINEER PRIOR TO SEEDING.
4. TOPSOIL SHALL BE UNIFORMLY SPREAD ON PREPARED SURFACES PRIOR TO SEEDING. REMOVE FOREIGN MATERIALS, WEEDS AND UNDESIRABLE PLANTS FROM THE PREPARED SOIL PRIOR TO SEEDING.
5. HARD PACKED OR CAKED TOPSOIL SURFACES SHALL BE SCARIFIED OR DISKED PRIOR TO SEEDING.
6. SEED SHALL BE UNIFORMLY DISTRIBUTED OVER THE SURFACE BY APPROVED MECHANICAL BROADCASTING DEVICES AND THE GROUND SHALL BE IMMEDIATELY RAKED OR DRAGGED TO COVER THE SEED.
7. SEEDING SHALL BE PERFORMED BETWEEN THE TIME THE FROST LEAVES THE GROUND IN THE SPRING AND BEFORE THE FROST ENTERS THE GROUND IN THE FALL.

CONSTRUCTION NOTES & SPECIFICATIONS:

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE PERMITS AND AGREEMENTS INCLUDING: TOWN OF JACKSON GRADING AND EROSION CONTROL PERMIT, WYDEQ PERMIT TO CONSTRUCT, WYDEQ WYPDES PERMIT, CONTACT ENGINEER FOR COPIES OF PERMITS AND PERMIT REQUIREMENTS. CONTRACTOR SHALL REVIEW AND BE RESPONSIBLE FOR PERMIT COMPLIANCE.
2. IF NECESSARY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN A WYOMING DEPARTMENT OF ENVIRONMENTAL QUALITY NPDES STORMWATER PERMIT PRIOR TO COMMENCING ANY LAND DISTURBING ACTIVITIES.
3. CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD AND SHALL PROMPTLY NOTIFY THE ENGINEER OF ANY VARIATIONS OR DISCREPANCIES.
4. CONTRACTOR SHALL VERIFY LOCATION OF ALL BURIED AND OVERHEAD UTILITIES PRIOR TO ANY EXCAVATION IN THE VICINITY. UTILITY LOCATIONS SHOWN ON THESE DRAWINGS ARE APPROXIMATE AND BASED ON THE BEST INFORMATION AVAILABLE TO THE ENGINEER. ENGINEER DOES NOT WARRANT THE ACCURACY NOR COMPLETENESS OF THE INFORMATION SHOWN FOR EXISTING UTILITIES. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES PRIOR TO INSTALLING IMPROVEMENTS. PRIVATE UNDERGROUND UTILITIES EXIST IN THE PROJECT AREA. CONTACT ENGINEER TO LOCATE EXISTING WATER AND SEWER LINES.
5. CONTRACTOR TO CONFIRM STOCKPILE AND STAGING LOCATIONS WITH THE OWNER.
6. CONTRACTOR TO LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION.
7. FILL MATERIAL SHALL BE SUITABLE ON-SITE OR IMPORTED MATERIAL WITH ROCK NO LARGER THAN 6 INCHES IN DIAMETER. LARGER MATERIAL MAY BE PLACED ONLY WHEN AUTHORIZED BY THE ENGINEER.
8. SUBGRADE, PIT RUN SUBBASE, AND SITE FILL MATERIALS SHALL BE MECHANICALLY COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D698 (AASHTO T-99 - STANDARD PROCTOR DENSITY) IN LIFTS NOT TO EXCEED 8 INCHES IN LOOSE THICKNESS.
9. CRUSHED GRAVEL BASE MATERIAL SHALL BE GRADING H OR GRADING W.
10. CRUSHED GRAVEL BASE COURSES SHALL BE MECHANICALLY COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D1557 (AASHTO T-180 - MODIFIED PROCTOR DENSITY).
11. DESTRUCTION AND DAMAGE TO TREES AND OTHER NATURAL VEGETATION SHALL BE MINIMIZED AND ALL DISTURBED SURFACES SHALL BE RESEEDED AS SOON AS PRACTICABLE IN ACCORDANCE TO THE REVEGETATION SPECIFICATIONS.
12. STRIP AND SALVAGE TOPSOIL FROM ALL EXCAVATED AREAS.
13. WEEDS SHALL BE CONTROLLED BY SPRAYING, LIMITING DISTURBANCE AREA, OR OTHER MEANS PRIOR TO REVEGETATION AND AFTER REVEGETATION IS COMPLETE.
14. REVEGETATION SHALL OCCUR AFTER CONSTRUCTION IS COMPLETE AND WILL BE COMPLETED IN THE SPRING OF 2028.
15. FUGITIVE DUST WILL BE CONTROLLED BY WATERING DURING DRY PERIODS OR AS REQUIRED BY OWNER.
16. ALL EXCAVATED MATERIALS SHALL BE STOCKPILED AND PROCESSED ON-SITE ONLY AT LOCATIONS AS DESIGNATED ON THE PLANS.
17. TOPS OF CUT AND FILL SLOPES SHALL BE ROUNDED TO AVOID RAVELING AND EROSION.
18. TOPSOIL SHALL BE PLACED ON ALL SLOPES AND AREAS STRIPPED FOR GRADING.
19. CUT AND FILL SLOPES SHALL NOT EXCEED 2:1 WITHOUT SPECIAL STABILIZATION AND APPROVAL FROM ENGINEER.
20. NO WETLANDS SHALL BE DISTURBED WITHOUT FIRST OBTAINING NECESSARY PERMITS FROM THE U. S. ARMY CORPS OF ENGINEERS.
21. AREAS WITH UNSUITABLE SUBGRADE UNDER ROADWAYS OR BUILDING SHALL BE SUB-EXCAVATED AND REPLACED WITH APPROVED STRUCTURAL FILL. COORDINATE WITH ENGINEER FOR REMOVAL DEPTHS AND STRUCTURAL FILL SELECTION.
22. ENGINEER SHALL BE CONTACTED PRIOR TO CONSTRUCTION TO PROVIDE CONSTRUCTION OBSERVATION.
23. ALL DEVELOPMENT SHALL BE SETBACK A MINIMUM OF THIRTY (30) FEET FROM WETLANDS.
24. ALL FENCING MUST COMPLY WITH SECTION 49220, WILDLIFE FRIENDLY FENCING, OF THE TETON COUNTY LAND DEVELOPMENT REGULATIONS. THIS SECTION INCLUDES A PROVISION FOR SPECIAL PURPOSE FENCING. ALL SPECIAL PURPOSE FENCING MUST BE APPROVED BY THE TETON COUNTY PLANNING DIRECTOR.
25. BEFORE START OF CONSTRUCTION INSTALL CONSTRUCTION FENCE/SILT FENCE TO DEFINE LIMITS OF LAND DISTURBING ACTIVITIES. FENCE FILTER FABRIC SHALL BE SPUN BOND GEOTEXTILE FABRIC.
26. CONTRACTOR IS RESPONSIBLE FOR PERIODIC INSPECTIONS, MAINTENANCE AND REPAIR OF EROSION CONTROL STRUCTURES TO INSURE PROPER SEDIMENT CONTAINMENT AND EROSION CONTROL.
27. STORMWATER RUNOFF SHALL BE MANAGED IN ACCORDANCE WITH TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS. RUNOFF FROM THE SITE SHALL NOT EXCEED THE PRE-CONSTRUCTION VALUES, AND VOLUME OF STORAGE SHALL NOT BE REDUCED.
28. ALL AVAILABLE TOPSOIL SHALL BE STORED FOR USE IN REVEGETATION OPERATIONS. TOPSOIL SHALL BE UNIFORMLY SPREAD ON PREPARED SURFACES PRIOR TO SEEDING. REMOVE FOREIGN MATERIALS, WEEDS, AND UNDESIRABLE PLANTS FROM THE PREPARED SOIL PRIOR TO SEEDING.
29. HARD PACKED OR CAKED TOPSOIL SURFACES SHALL BE SCARIFIED OR DISKED PRIOR TO SEEDING. REVEGETATE ALL DISTURBED AREAS AS SOON AS PRACTICAL AFTER GRADING.
30. EXISTING VEGETATION IS TO BE MAINTAINED TO THE EXTENT POSSIBLE.
31. DURING CONSTRUCTION CONTRACTOR SHALL OBSERVE THE PROJECT SITE FOR THE GROWTH OF NOXIOUS WEEDS. THE GROWN OF NOXIOUS WEED SHALL BE REPORTED TO THE TETON COUNTY WEED AND PEST DISTRICT OFFICE. CONTRACTOR AND OWNER SHALL IMPLEMENT A WEED CONTROL PROGRAM TO CONTROL NOXIOUS WEEDS.
32. UNLESS OTHERWISE SPECIFIED, GRADING SHALL PROVIDE A MINIMUM OF 6 INCHES OF FALL IN THE FIRST 10 FEET AWAY FROM FOUNDATION WALL ADJACENT TO LANDSCAPED AREAS. HARDSCAPES SHALL BE SLOPED AT A MINIMUM 2% AWAY FROM THE BUILDING FOR THE FIRST 10 FEET.

— PRELIMINARY —
SUBJECT TO CORRECTION AND APPROVAL

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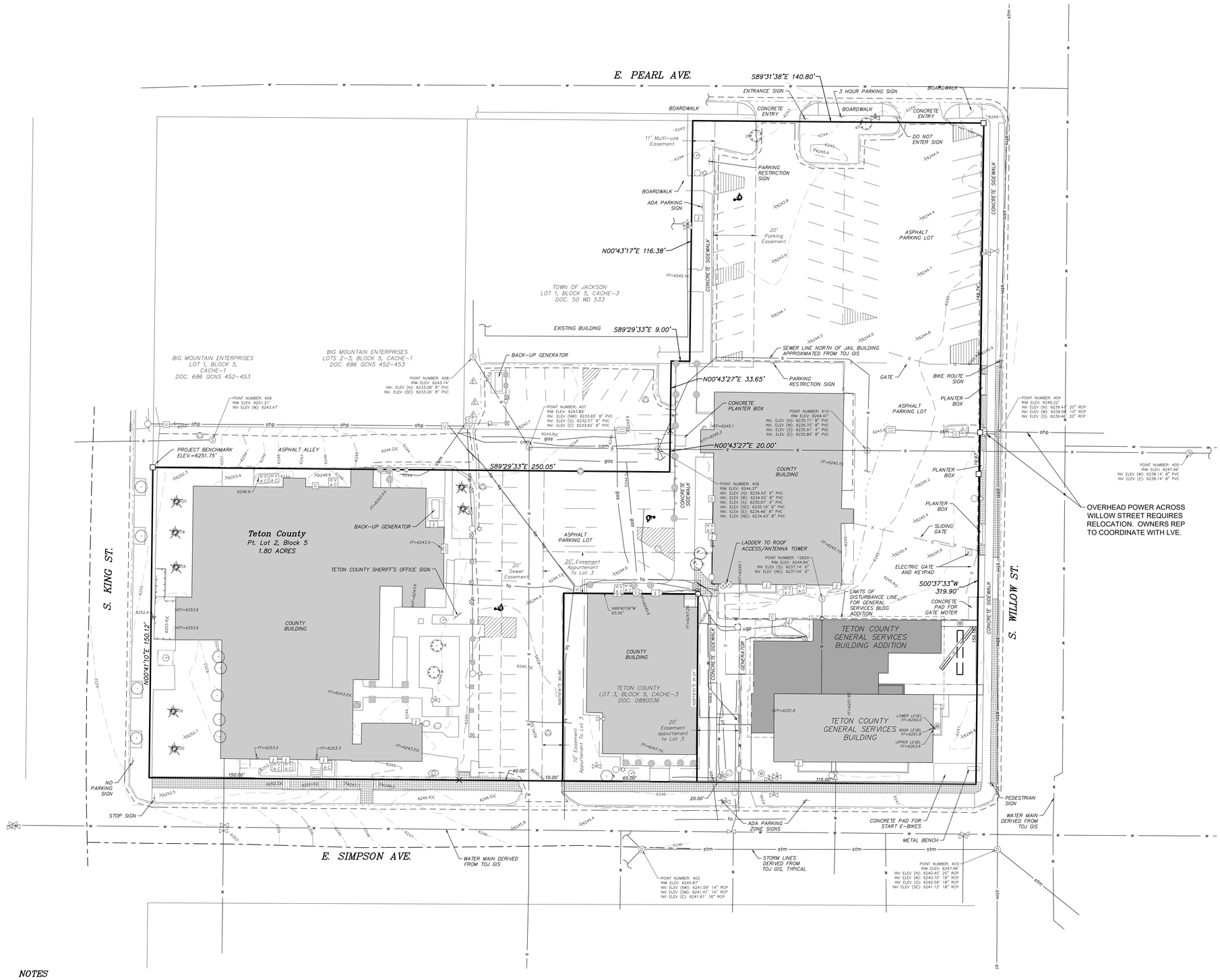
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303 378 4130

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GENERAL NOTES

C1.0





LEGEND

- iron pipe with 3" diameter brass cap inscribed "RLS 164"
- no monument found or set, depicted for drawing clarity only
- reinforcing steel bar with 1½" diameter aluminum cap inscribed "PLS 6193"
- boundary, subject property
- boundary, adjoining property
- boundary, easement, as noted
- N25°25'25"E 100.00' — measured bearing & distance or curve geometry
- centerline road
- edge of pavement
- top back of curb
- paint stripe, parking space
- sidewalk
- brick/stone paver sidewalk
- flowline
- 6205 — index contour, 5' interval
- 6208 — intermediate contour, 1' interval
- 6201.5 — spot elevation
- post, circular and square
- sign
- bollard
- flagpole
- handicap parking space
- fence, chainlink
- fence, wooden, post and rail
- edge of concrete
- handrail
- monitoring well
- bore hole
- C — communications pedestal
- com — underground communications line
- fo — underground fiber optic line
- K — keypad
- sprinkler valve
- HVAC — climate control unit
- U — utility vault
- ut — underground utility line
- G — gas meter
- gas — underground gas line
- J — electric junction box
- E — electric meter
- electric transformer
- light pole
- utility pole
- guy anchor
- ohp — overhead power line
- ugp — underground power line
- cleanout
- S — sewer manhole
- s — sanitary sewer line
- storm drain inlet
- D — storm drain manhole
- stm — storm drain line
- hydrant, fire suppression
- curbstop
- W — water manhole
- water valve
- w — water line
- aspen tree
- cottonwood tree
- deciduous tree
- conifer tree
- shrub

NOTES

This survey was conducted in May 2021 and May 2023 and prepared under the direction of Matthew Gotham, Wyoming PLS 13002, and does not include an engineering review.

Locations of utilities depicted hereon are derived from surveyed visible structures. Underground locations derived from utility locates performed by NU Locating in May 2023. All utilities must be verified prior to any construction activity.

Easements shown are based on record information, however, a complete search of public records was not conducted. Easements of sight or record may exist that are not shown.

Elevations were derived using GPS RTK observation methods from the Town of Jackson permanent base station and reference NAVD88, geoid 12B. Site benchmark elevation is 6251.75' at the northwest corner of Lot 2 as shown hereon.

Lot boundary and dimensions shown hereon are per 2007 boundary survey as part of Jorgensen Associates project number 07137.

BASIS OF BEARING for this survey is grid north based on the Wyoming West State Plane Coordinate System with a project convergence angle of −0°27'55".

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EXISTING CONDITIONS

C2.0

E. PEARL AVE.

=PROPOSED LEGEND=

5825	MAJOR CONTOUR
5822	MINOR CONTOUR
162.09	SPOT ELEVATION
TOS 162.09	TOP OF STEPS SPOT ELEVATION
BOS 162.09	BOTTOM OF STEPS SPOT ELEVATION
	LIMITS OF DISTURBANCE
	SECURITY FENCE
	STRAW WATTLE
	BUILDING FOOTPRINT
	ASPHALT DRIVEWAY
	CONCRETE SURFACE
	CONCRETE SITE WALL
UT	CABLE UTILITY TRENCH
S	SEWER LINE
	SEWER MANHOLE
	SEWER CLEANOUT
W	WATER LINE
	WATER VALVE
	WATER CURBSTOP
STM	STORM WATER LINE
	STORM WATER INLET
	STORM WATER MANHOLE
	TRENCH DRAIN
	PERFORATED PIPE/STORMWATER INFILTRATOR
FO	FIBER OPTIC LINE

0 15 30 45

SCALE: 1 INCH = 15 FEET
THIS SCALE VALID ONLY FOR 30x42 PRINTS

EXISTING TOWN HALL BUILDING TO REMAIN

NEW CURB AND GUTTER

650 SF EXISTING ISLAND TO BE REMOVED AND AREA TO BE GRADED AND PAVED

EXISTING PARKING TO BE RESTRIPED

EXISTING GENERATOR TO REMAIN

EXISTING PARKING TO BE REGRADED AND PAVED

EXISTING CURB AND GUTTER TO REMAIN

ASPHALT SAWCUT LINE, TYPICAL

NEW CURB AND GUTTER, TYPICAL

EXISTING POWER POLE, GUY WIRE, TRANSFORMER, AND COMMUNICATIONS PEDESTAL TO REMAIN

24.00'

NEW LANDSCAPED AREA, TYPICAL

STORMWATER CURB INLET, TYPICAL

18.16'

19.34'

REGRADE AND PAVE ALLEY

LEVEL 1 GARAGE ENTRY

NEW FIBER OPTIC SERVICE

NEW CABLE UTILITY TRENCH

NEW SEWER SERVICE

30.67'

SECURE GATE

TRASH ENCLOSURE

GENERATOR PAD

5.73'

CONCRETE SURFACE, TYPICAL

BURIED PERFORATED PIPE, TYPICAL

5.5'x8.0' LANDSCAPING AREA, TYPICAL

SITE WALL, TYPICAL

TRENCH DRAIN, TYPICAL

PROPOSED FIBER OPTIC REALIGNMENT

LEVEL 1 GARAGE ENTRY

ASPHALT SURFACE, TYPICAL

NEW SECURITY FENCE

SECURE GATE

STORMWATER INFILTRATORS, TYPICAL

6.52'

PROPOSED COURTHOUSE BUILDING

7.57'

REMOVE EXISTING HVAC UNITS AND REINSTALL WHEN CONCRETE AREA IS COMPLETE

S. KING ST.

STORM PIPE, TYPICAL

ADA ACCESS RAMP

EXISTING 20' SEWER EASEMENT TO BE VACATED

CONCRETE WALKWAY

GENERAL SERVICES ADDITION CURRENTLY UNDER CONSTRUCTION

EXISTING HANSEN COURTHOUSE BUILDING TO REMAIN

7.58'

PROPERTY BOUNDARY, TYPICAL

48" DRYWELL, TYPICAL

EXISTING WATER SERVICE TO BE REMOVED AND CAPPED AT MAIN

6.88'

EXISTING GENERAL SERVICES BUILDING TO REMAIN

PROPERTY BOUNDARY, TYPICAL

REMOVE AND REINSTALL EXISTING SIGN

14.51'

8.67'

5.07'

6.84'

6.84'

CONNECT REALIGNED FIBER OPTIC LINE TO EXISTING FIBER OPTIC LINE

NEW PEDESTRIAN ADA RAMP

6.23'

NEW WATER SERVICE

REMOVE AND REINSTALL EXISTING SIGN

E. SIMPSON AVE.

REMOVE EXISTING ENTRY AND INSTALL CURB AND GUTTER

PRELIMINARY SEWER MAIN REROUTE ALIGNMENT

S. WILLOW ST.

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SITE OVERVIEW

C3.0

E. PEARL AVE.

S. KING ST.

S. WILLOW ST.

E. SIMPSON AVE.

EXISTING TOWN HALL
BUILDING TO REMAIN

PROPOSED
COURTHOUSE
BUILDING

EXISTING HANSEN
COURTHOUSE
BUILDING TO REMAIN

GENERAL SERVICES
ADDITION CURRENTLY
UNDER CONSTRUCTION

EXISTING GENERAL
SERVICES BUILDING
TO REMAIN

0 15 30 45
SCALE: 1 INCH = 15 FEET
THIS SCALE VALID ONLY FOR 30x42 PRINTS

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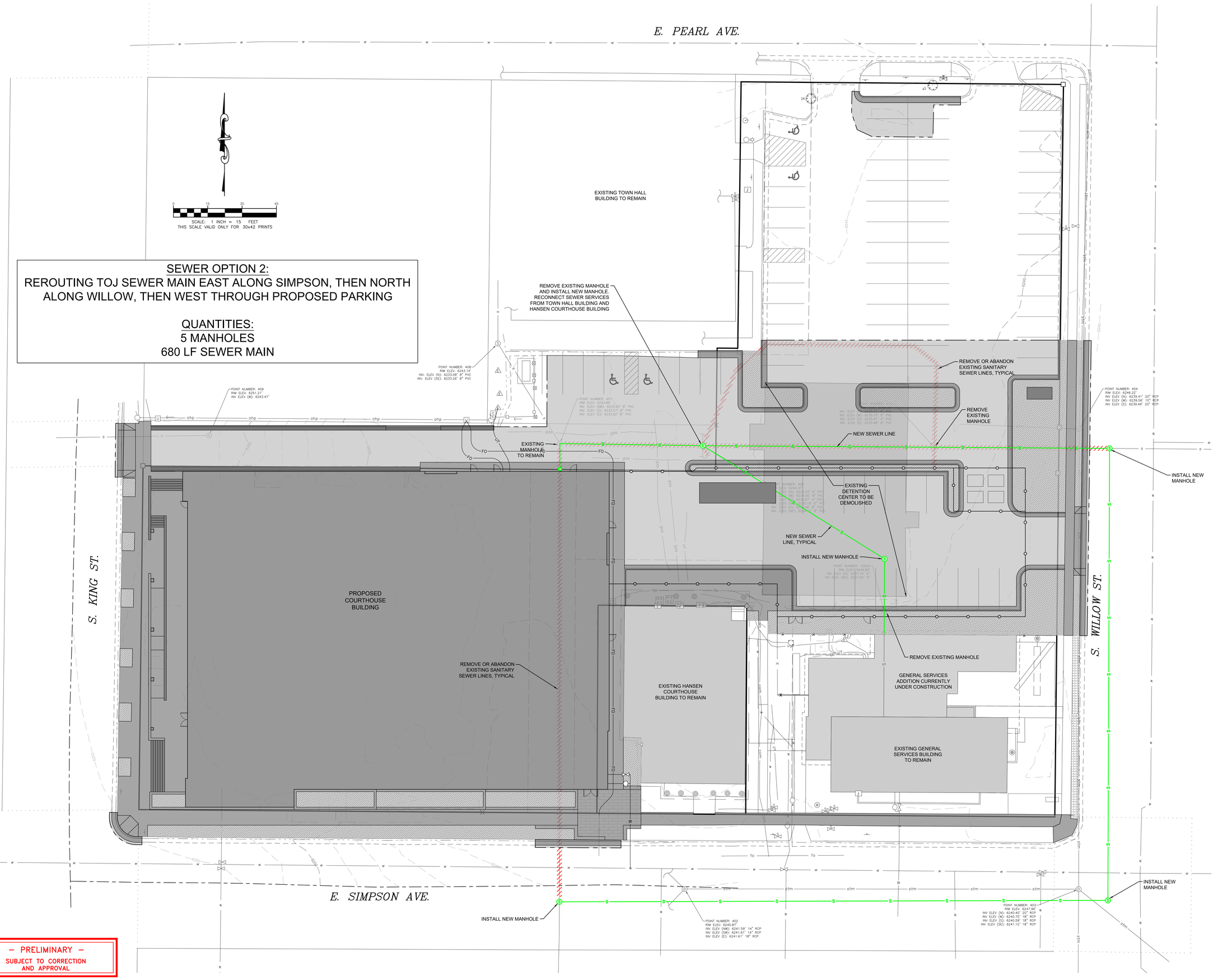
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GRADING OVERVIEW

C3.1



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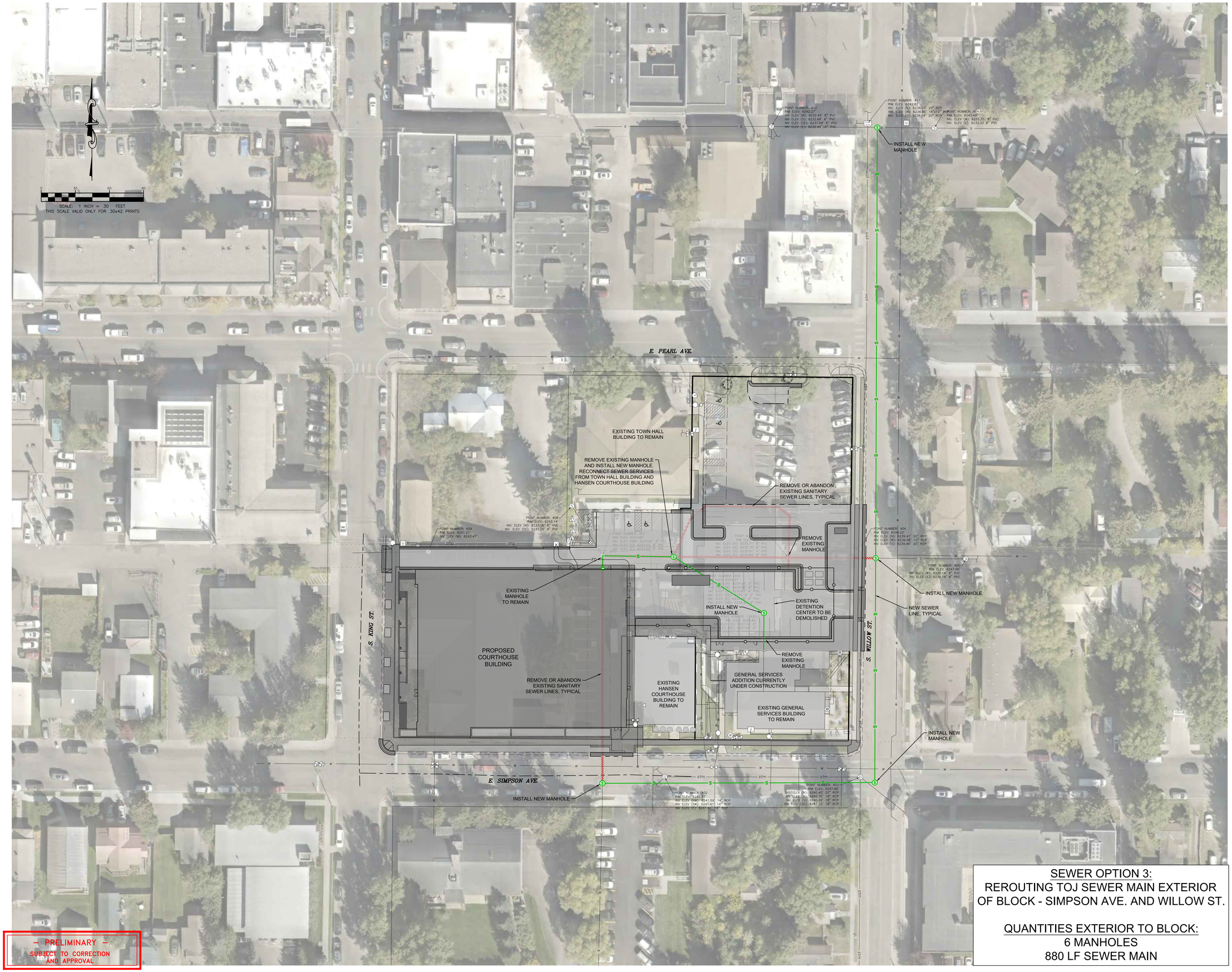
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SAN SEWER REALIGNMENT OPTION 2

C3.2



SEWER OPTION 3:
REROUTING TOJ SEWER MAIN EXTERIOR OF BLOCK - SIMPSON AVE. AND WILLOW ST.

QUANTITIES EXTERIOR TO BLOCK:
6 MANHOLES
880 LF SEWER MAIN

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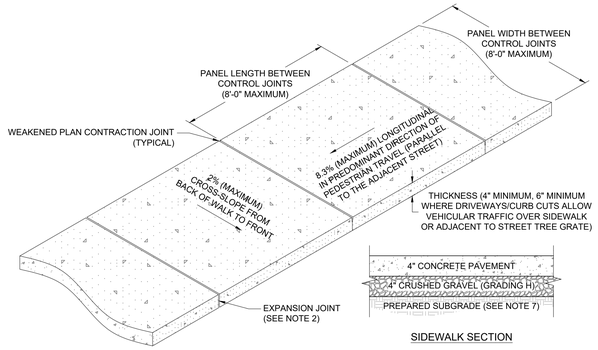
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SAN SEWER REALIGNMENT OPTION 3

C3.3



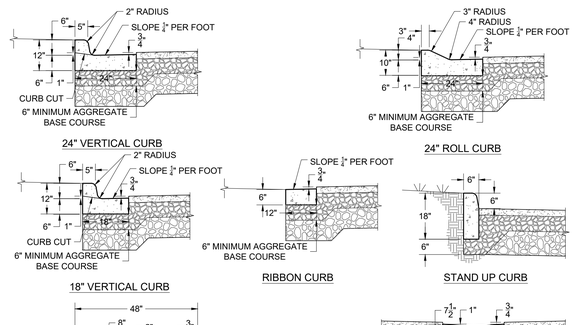
SIDEWALK SECTION

NOTE

1. SIDEWALK SHALL CONFORM TO ALL APPLICABLE ADA STANDARD REQUIREMENTS SIDEWALKS SHALL CONFORM TO WPWSS SECTION 02776, EXCEPT THAT PORTLAND CEMENT CONCRETE CLASS 4000 CONCRETE CONFORMING WITH WPWSS SECTION 03304, PART 2.07.
2. EXPANSION JOINTS SHALL BE PLACED IN SIDEWALK AT THE SAME LOCATIONS AS THOSE IN CURB AND GUTTER WHEN SIDEWALK IS ADJACENT TO CURB. (PER WPWSS SECTION 03251, PART 3.04 SPACING SHALL NOT EXCEED 32'-0" ON CENTER.)
3. FOR SIDEWALKS GREATER THAN EIGHT FEET IN WIDTH, A LONGITUDINAL CONTROL JOINT SHALL BE INSTALLED AT THE CENTER OF THE WALK.
4. REMOVAL AND REPLACEMENT OF SIDEWALK SHALL TAKE PLACE IN FULL PANELS.
5. AGGREGATE BASE COURSE SHALL BE FOUR INCH MINIMUM THICKNESS, CONFORM TO WPWSS SECTION 02190, PART 2.03 GRADING H, AND BE INSTALLED PER WPWSS SECTION 02231, PART 3.03.
6. CLEAR VEGETATION AND STRIP TOPSOIL TO SUBGRADE. SCARIFY, CONDITION, AND COMPACT. PROOF ROLL IN THE PRESENCE OF THE ENGINEER
7. MATERIAL STRIPPED TO DEPTH LOWER THAN SUBGRADE SHALL BE REPLACED WITH STRUCTURAL MATERIAL TO SUBGRADE ELEVATION.
8. WHERE UNSUITABLE SUBGRADE SOIL EXISTS, OVER EXCAVATION AND REPLACEMENT WILL BE REQUIRES. GEOGRID MAY BE SUBSTITUTED FOR OVER EXCAVATION UPON APPROVAL FROM GEOTECHNICAL ENGINEER.

TYPICAL CONCRETE SIDEWALK DETAIL

NOT TO SCALE REVISED TOJ ST-127

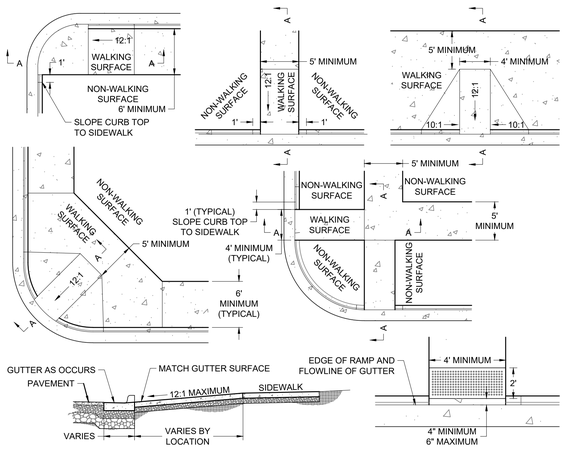


NOTE

1. CURBS SHALL CONFORM TO SPECIFICATION 32 16 13, EXCEPT THAT PORTLAND CEMENT CONCRETE SHALL BE FIBERMESH-REINFORCED CLASS 4000 CONCRETE CONFORMING WITH SPECIFICATION 32 13 13.
2. AGGREGATE BASE COURSE SHALL BE SIX INCH MINIMUM THICKNESS, CONFORM TO SPECIFICATION 31 05 16, PART 2.03, GRADING H, AND BE INSTALLED PER SPECIFICATION 32 11 23, PART 3.03.
3. REMOVAL AND REPLACEMENT OF CURB SHALL TAKE PLACE IN FULL PANELS.
4. VERTICAL CURB SHALL BE USED IN PREFERENCE TO ROLL CURB.

CURB SECTION DETAIL

NOT TO SCALE

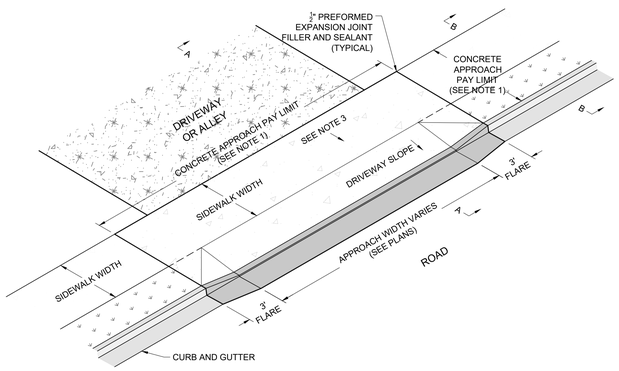


NOTE

1. SIDEWALKS SHALL CONFORM TO ALL APPLICABLE ADA STANDARD REQUIREMENTS.
2. LIP AT GUTTER TO BE NO MORE THAN ¼" HIGH
3. CONCRETE TO BE BROOM FINISH.
4. ALL PEDESTRIAN RAMPS SHALL INCLUDE PLACEMENT OF CAST IRON TRUNCATED DOME DETECTION PANELS IN A BRICK RED COLOR. (PANELS SHALL BE PROVIDED BY TOJ.)

PEDESTRIAN RAMP DETAIL

NOT TO SCALE TOJ ST-112

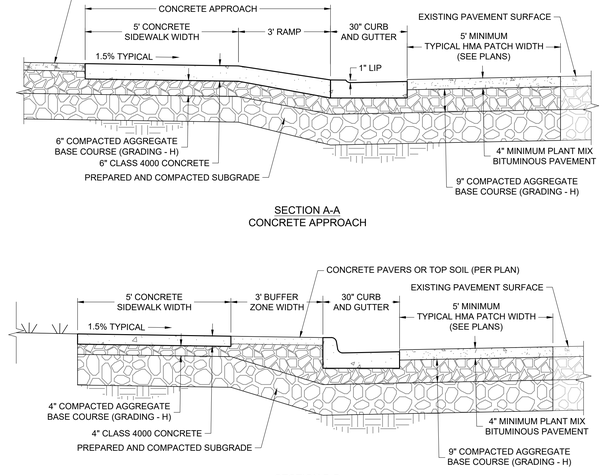


NOTE

1. **DRIVEWAYS AND ALLEYWAY APPROACHES:** LABELED AREAS ARE PAY LIMITS FOR "CONCRETE APPROACH" BID ITEM. THE FLARES AND/OR RAMPS SHALL BE THE SAME THICKNESS AS THE APPROACH.
2. **RAMP SLOPE:** DO NOT EXCEED A 1C:12H RAMP SLOPE.
3. **CROSS SLOPE:** SLOPE SIDEWALK TOWARD STREET. DO NOT EXCEED 1X:50H (2%).

TYPE "A" DRIVEWAY/ALLEY APPROACH DETAIL

NOT TO SCALE TOJ ST-TBD



SECTION A-A
CONCRETE APPROACH

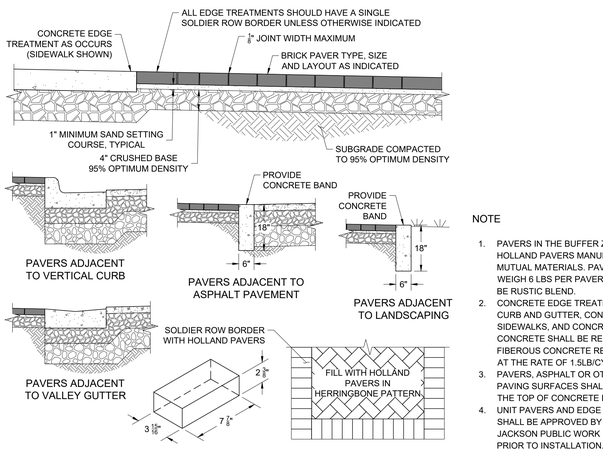
SECTION B-B
DETACHED CONCRETE SIDEWALK AND BUFFER ZONE

TYPE "A" DRIVEWAY/ALLEY APPROACH SECTIONS

NOT TO SCALE TOJ ST-TBD

PAVEMENT SECTION

NOT TO SCALE

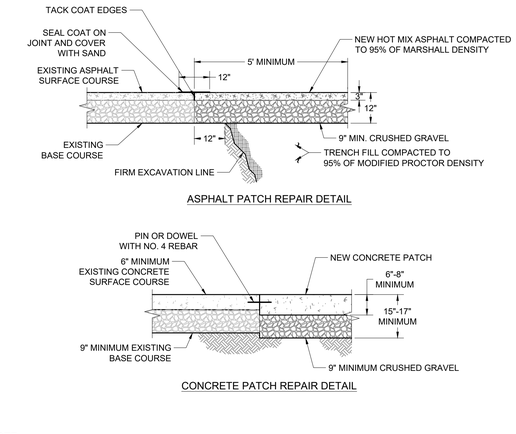


NOTE

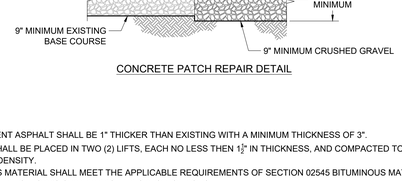
1. PAVERS IN THE BUFFER ZONE SHALL BE HOLLAND PAVERS MANUFACTURED BY MUTUAL MATERIALS. PAVERS. SHALL WEIGH 6 LBS PER PAVER. COLOR SHALL BE RUSTIC BLEND.
2. CONCRETE EDGE TREATMENTS INCLUDE CURB AND GUTTER, CONCRETE SIDEWALKS, AND CONCRETE BANDS. CONCRETE SHALL BE REINFORCED WITH FIBEROUS CONCRETE REINFORCEMENT AT THE RATE OF 1.5LB/CY.
3. PAVERS, ASPHALT OR OTHER HARD PAVING SURFACES SHALL BE FLUSH WITH THE TOP OF CONCRETE EDGES.
4. UNIT PAVERS AND EDGE TREATMENT SHALL BE APPROVED BY TOWN OF JACKSON PUBLIC WORK DEPARTMENT PRIOR TO INSTALLATION.

PAVING AND UNIT PAVER INSTALLATION DETAIL

NOT TO SCALE ST-124



ASPHALT PATCH REPAIR DETAIL



CONCRETE PATCH REPAIR DETAIL

NOTE

1. REPLACEMENT ASPHALT SHALL BE 1" THICKER THAN EXISTING WITH A MINIMUM THICKNESS OF 3".
2. ASPHALT SHALL BE PLACED IN TWO (2) LIFTS, EACH NO LESS THEN 1½" IN THICKNESS, AND COMPACTED TO 95% OF MARSHALL DENSITY.
3. BITUMINOUS MATERIAL SHALL MEET THE APPLICABLE REQUIREMENTS OF SECTION 02545 BITUMINOUS MATERIAL OF WYOMING PUBLIC WORKS STANDARDS AND SPECIFICATIONS.
4. PORTLAND CEMENT CONCRETE PAVEMENT SHALL MEET APPLICABLE REQUIREMENTS OF SECTION 02520, 02776 AND 03304 AS DIRECTED BY TOWN OF JACKSON PUBLIC WORKS DEPARTMENT.

CONCRETE AND ASPHALT PATCH DETAIL

NOT TO SCALE TOJ ST-118

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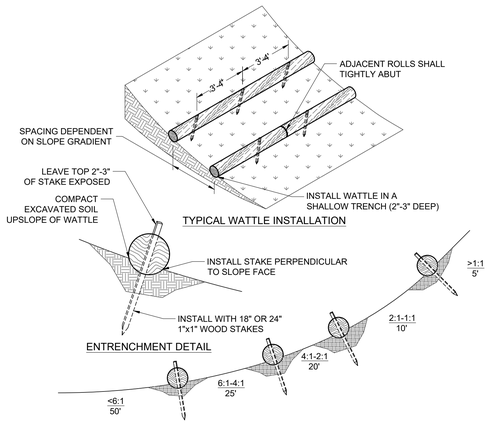
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GRADING DETAILS

C4.0

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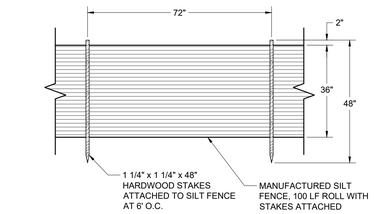


NOTE

1. BEGIN AT THE LOCATION WHERE THE WATTLE IS TO BE INSTALLED BY EXCAVATING A 2"-3" DEEP BY 9" WIDE TRENCH ALONG THE CONTOUR OF THE SLOPE. EXCAVATED SOIL SHALL BE PLACED UP-SLOPE FROM THE ANCHOR TRENCH.
2. PLACE THE WATTLE IN THE TRENCH SO THAT IT CONTOURS TO THE SOIL SURFACE. COMPACT SOIL FROM THE EXCAVATED TRENCH AGAINST THE WATTLE ON THE UPHILL SIDE. ADJACENT WATTLES SHOULD TIGHTLY ABUT.
3. SECURE THE WATTLE WITH 18"-24" STAKES EVERY 3'-4' AND WITH A STAKE ON EACH END. STAKES SHALL BE DRIVEN THROUGH THE MIDDLE OF THE WATTLE LEAVING AT LEAST 2"-3" OF STAKE EXTENDING ABOVE THE WATTLE. STAKES SHALL BE DRIVEN PERPENDICULAR TO THE SLOPE FACE.
4. EROSION CONTROL PLAN AND LOCATION OF STRAW WATTLES SHALL BE APPROVED BY THE TOWN OF JACKSON PUBLIC WORKS DEPARTMENT.

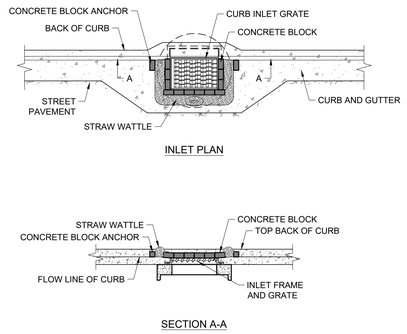
TYPICAL STRAW WATTLE DETAIL

NOT TO SCALE TOJ STM-107



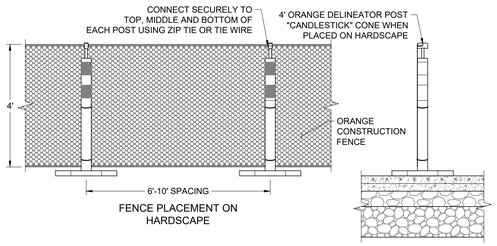
MANUFACTURED SILT FENCE DETAIL

NOT TO SCALE



CURB INLET SILTATION PROTECTION DETAIL

NOT TO SCALE

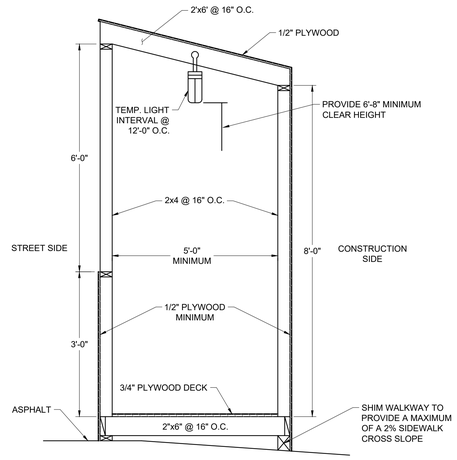


NOTE

1. CONSTRUCTION FENCE SHALL BE INSPECTED PERIODICALLY THROUGHOUT DURATION OF CONSTRUCTION AND REPAIRED AS NEEDED
2. FENCE SHALL BE HEAVY DUTY HDPE PLASTIC (APPROXIMATELY 1.4oz/ft^2)

CONSTRUCTION FENCE DETAIL

NOT TO SCALE



NOTES:

1. CONSTRUCTION SIDEWALKS SHALL BE INSTALLED ONLY IN TOWN APPROVED LOCATIONS.
2. WALKWAY & RAMPED "END SECTION" SHALL MEET ADA STANDARDS.
3. ANCHORING SHALL BE PROVIDED TO PREVENT HOARDING FROM DISPLACEMENT DUE TO WIND.
4. HOARDING CONSTRUCTION SHALL BE APPROVED AND INSPECTED BY T.O.J. BUILDING DEPT.

TEMPORARY CONSTRUCTION SIDEWALK

NOT TO SCALE TOJ ST-129

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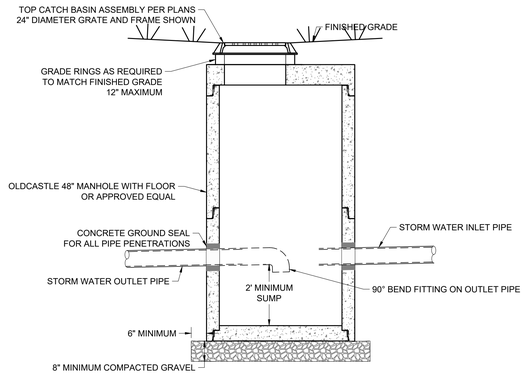
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EROSION CONTROL & SITE PREPARATION DETAILS

C4.1

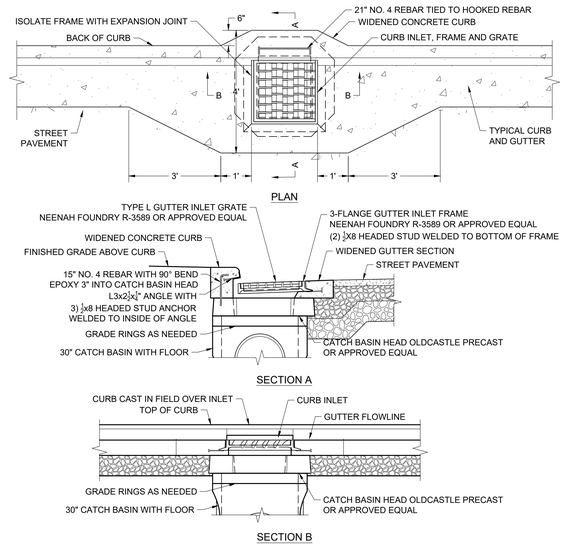
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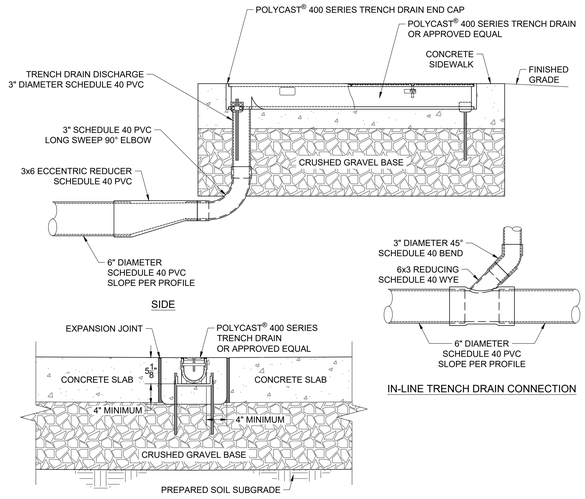
NOTE

1. GRAVEL SHALL BE 8" MINIMUM THICKNESS, CONFORM TO WPWSS SECTION 02190, PART2.03, GRADING H. AND BE INSTALLED PER WPWSS SECTION 02231, PART 3.03
2. ALL DIMENSIONS TO BE APPROVED BY THE ENGINEER.
3. MANHOLE COVER SHALL BE DESIGNED FOR H20S LOADING.
4. SEE DETAIL FOR CAST IRON FRAME AND COVER OR GRATE.
5. SEE ADJUSTMENT AND COLLAR DETAIL.
6. SEE DETAIL FOR CURB INLET.

PRECAST CATCH BASIN/STORMWATER MANHOLE DETAIL
NOT TO SCALE



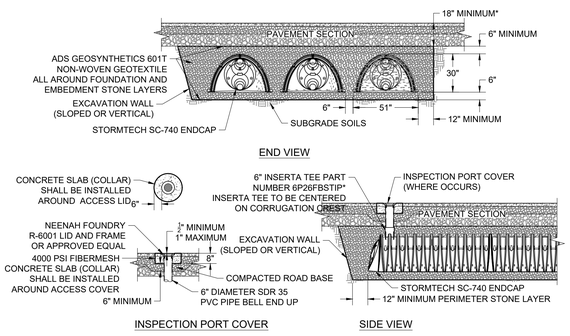
CURB INLET DETAIL
NOT TO SCALE 30" PRECAST CATCH BASIN



NOTE

1. ADJACENT CONCRETE AND EXPANSION JOINTS ACCORDING TO TYPICAL CONCRETE SIDEWALK DETAIL.
2. REFER TO POLYCAST® INSTALLATION GUIDE FOR COMPLETE DETAILS.
3. EXPANSION JOINT SHOULD BE USED TO PROTECT THE CHANNEL AND CONCRETE ENCASEMENT

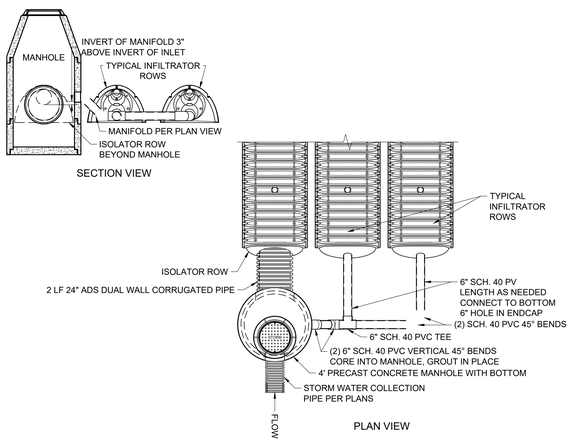
TRENCH DRAIN DETAIL
NOT TO SCALE



NOTE

1. SC-740 CHAMBERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F2418 "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS", OR ASTM F2922 "STANDARD SPECIFICATION FOR POLYETHYLENE (PE) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
2. SC-740 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. "ACCEPTABLE FILL MATERIALS" TABLE ABOVE PROVIDES MATERIAL LOCATIONS, DESCRIPTIONS, GRADATIONS, AND COMPACTION REQUIREMENTS FOR FOUNDATION, EMBEDMENT, AND FILL MATERIALS.
4. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
5. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
6. FOUNDATION, EMBEDMENT AND PERIMETER STONE TO BE ¾"-1½" CLEAN, ANGULAR GRAVEL.
7. FOUNDATION STONE TO BE RAKED OR DRAGGED TO ACHIEVE A FLAT SURFACE.

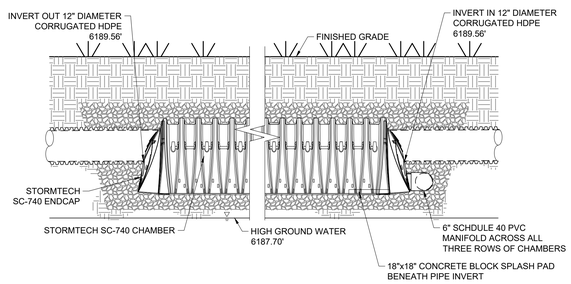
STORMTECH SC-740 CHAMBER SYSTEM DETAIL
NOT TO SCALE PAVED SURFACE



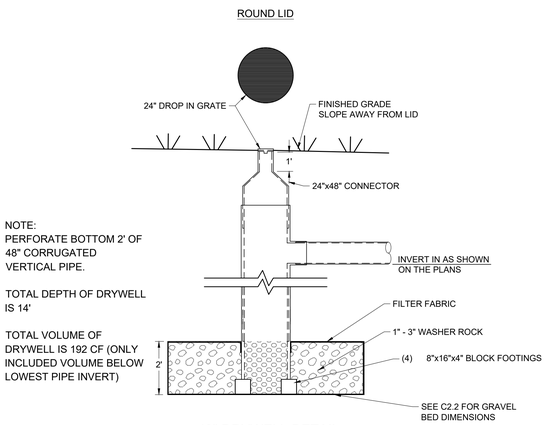
NOTE

1. ISOLATOR ROW SHALL HAVE TWO LAYERS OF 5' MINIMUM WIDTH CONTINUOUS STRIPS OF ADS GEOSYNTHETIC 315WTK, MIRAFI 600X OR APPROVED EQUAL WOVEN GEOTEXTILE BETWEEN FOUNDATION STONE AND CHAMBERS.
2. COVER ENTIRE ISOLATOR ROW WITH 8' WIDE STRIP OF ADS GEOSYNTHETIC 601T OR MIRAFI 160N OR APPROVED EQUAL NON-WOVEN GEOTEXTILE.

INFILTRATION SYSTEM DETAIL
NOT TO SCALE



INFILTRATION SYSTEM DETAIL
NOT TO SCALE



48" DRYWELL DETAIL
NOT TO SCALE

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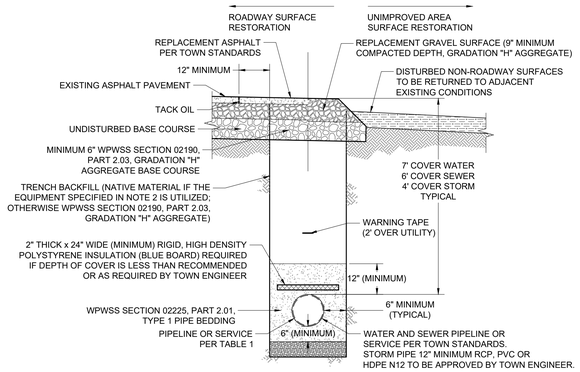
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STORM WATER DETAILS

C4.2

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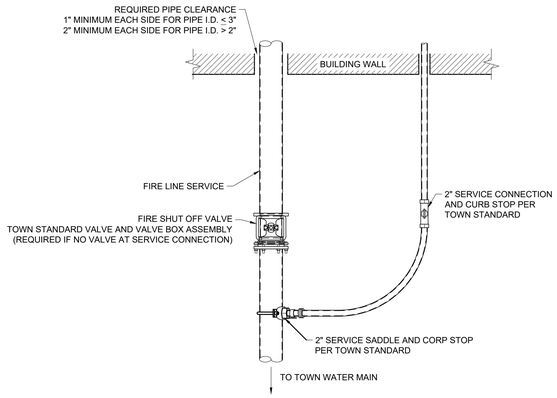


NOTE

1. TRENCH BACKFILL BELOW THE SURFACE SHALL MEET THE FOLLOWING CRITERIA:
   - 95% MODIFIED PROCTOR DENSITY WITHIN STREET AND ALLEY RIGHTS-OF-WAY.
   - 90% MODIFIED PROCTOR DENSITY OUTSIDE STREET AND ALLEY RIGHTS-OF-WAY.
2. COMPACTION OF NATIVE TRENCH BACKFILL, WITH ALL ROCK LARGER THAN 6" REMOVED, SHALL BE CARRIED OUT IN 2' LIFTS WITH A HOE-PACK OR A VIBRATORY SHEEPS FOOT ROLLER (COMPACTION METHOD AND EQUIPMENT SHALL BE REVIEWED AND APPROVED BY TOWN ENGINEER PRIOR TO BACKFILLING).
3. PIPE BEDDING SHALL BE PLACED IN 6" LIFTS AND THOROUGHLY COMPACTED WITH A JUMPING JACK TO PROVIDE UNIFORM PIPE SUPPORT.
4. UNLESS OTHERWISE DIRECTED, ALL BASE COURSE AND GRAVEL SURFACE REPLACEMENT SHALL BE INSTALLED PER WPWSS SECTION 02231, PART 3.03.
5. ALL TRENCH EXCAVATION SHALL CONFORM TO WYOMING OCCUPATIONAL HEALTH AND SAFETY ADMINISTRATION (WYOSHA) REGULATIONS.
6. PROVIDE INSULATION WHERE COVER OVER WATER LINES AND FORCE MAINS ARE LESS THAN 7 FEET AND WHERE SANITARY SEWER AND STORM LINES ARE LESS THAN 5 FEET.

PIPE TRENCH DETAIL

NOT TO SCALE TOJ W-100, SS-100, STM-100

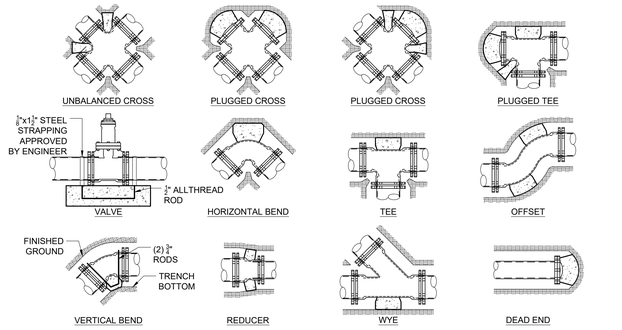


NOTE

1. FIRE SERVICE LINE ENTRY INTO BUILDING OR STRUCTURE SHALL BE SUBJECT TO REGULATIONS OF AND REVIEW BY THE TOWN OF JACKSON BUILDING DEPARTMENT AND FIRE MARSHALL.

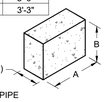
FIRE LINE WITH 2" WATER SERVICE DETAIL

NOT TO SCALE TOJ W-110



MINIMUM DIMENSIONS FOR THRUST BLOCKING NOTES

FITTING	TEES AND PLUGS		90° BENDS		45° BENDS AND WYES		REDUCERS AND 22 1/2° BENDS		11 1/2° BENDS	
SIZE	A	B	A	B	A	B	A	B	A	B
4"	1'-7"	1'-2"	1'-9"	1'-6"	1'-8"	0'-10"	1'-7"	0'-6"	0'-6"	0'-6"
6"	2'-0"	1'-11"	2'-5"	2'-2"	1'-10"	1'-7"	1'-9"	0'-10"	1'-0"	0'-6"
8"	2'-8"	2'-6"	3'-2"	3'-0"	2'-5"	2'-1"	1'-9"	1'-6"	1'-0"	1'-0"
10"	3'-4"	3'-3"	4'-0"	3'-10"	3'-0"	2'-9"	2'-2"	1'-11"	1'-6"	1'-0"
12"	4'-0"	3'-10"	4'-8"	4'-8"	3'-8"	3'-3"	2'-7"	2'-3"	2'-0"	1'-0"
14"	5'-5"	3'-10"	6'-6"	4'-11"	4'-9"	3'-5"	3'-5"	2'-5"	2'-0"	1'-6"
20"	5'-0"	5'-0"	6'-0"	6'-0"	5'-0"	4'-0"	3'-6"	3'-0"	3'-0"	2'-0"
24"	6'-0"	6'-0"	7'-0"	7'-0"	5'-0"	5'-0"	4'-6"	3'-0"	3'-0"	3'-0"
30"	7'-6"	7'-6"	8'-0"	8'-0"	6'-3"	6'-3"	4'-9"	4'-6"	3'-3"	3'-3"

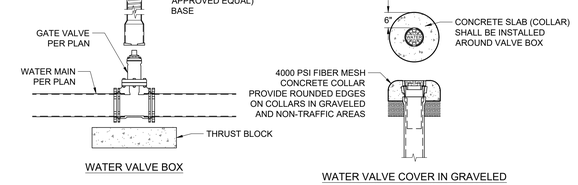


NOTE

1. SIZE BLOCKS SHALL BE A MINIMUM OF 6" THICK
2. ALL BLOCKING SHALL BEAR AGAINST UNDISTRIBUTED MATERIAL
3. DESIGN IS BASED ON 150 PSI MAIN PRESSURE AND 2000 PSF SOIL BEARING CAPACITY.
4. 4 MIL POLYETHELENE PLASTIC BOND BREAKER SHALL BE PROVIDED BETWEEN THRUST BLOCK AND WATER PIPE

THRUST BLOCK DETAIL

NOT TO SCALE TOJ W-111



WATER VALVE BOX

WATER VALVE COVER IN ROAD

WATER VALVE COVER IN GRAVELED AND NON-TRAFFICED AREAS

NOTE

1. ADJUST WATER VALVE BOX UPWARD OR DOWNWARD AS REQUIRED. FINAL ADJUSTMENT SHALL BE MADE AFTER PAVING AND BEFORE SEAL COATING
2. THE TOWN SHALL INSPECT THE VERTICAL ALIGNMENT BEFORE AND AFTER BACKFILLING.
3. MUD PLUGS ARE REQUIRED TO BE PLACED IN ALL VALVE BOXES

WATER GATE VALVE DETAIL

NOT TO SCALE TOJ W-106

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JA Project Number 21036

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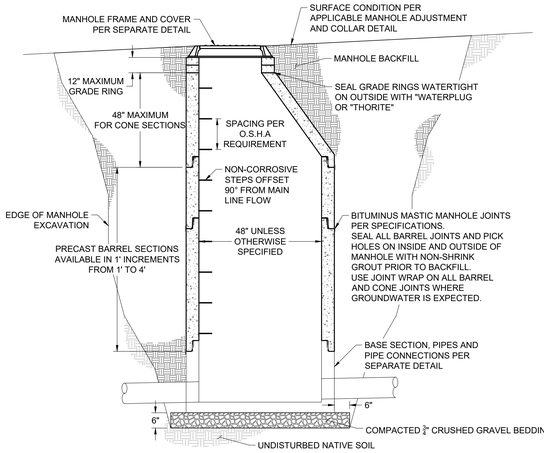
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ToJ: PRE-APPLICATION	26 JUNE 2024
CONCEPT PRICING PACKAGE	11 JULY 2024
SCHEMATIC DESIGN	06 DECEMBER 2024
ToJ: SKETCH PLAN	04 MARCH 2025
ToJ: SKETCH PLAN REV. 1	JUNE 12, 2025

WATER DETAILS

C4.3

– PRELIMINARY –
SUBJECT TO CORRECTION AND APPROVAL

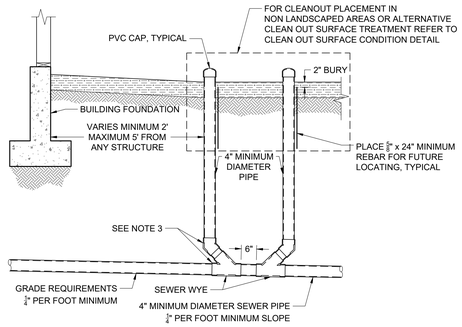


NOTE

1. REINFORCEMENT FOR PRECAST SECTIONS SHALL BE AS PER ASTM C-478.
2. C.I. RING AND COVER HS-20-44 ONE VENT HOLE OR AS SHOWN ON PLAN SHEET.
3. MOUND CRUSHED GRAVEL BASE AROUND TOP OF MANHOLE AT ROAD SURFACING LOCATIONS.
4. ALL SEWER MANHOLE BASES, BARRELS, AND CONES SHALL BE VACUUM TESTED.

STANDARD MANHOLE CONSTRUCTION DETAIL

NOT TO SCALE

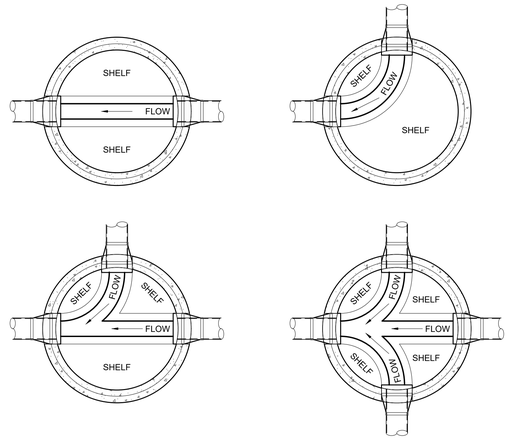


NOTE

1. PRIOR TO BACKFILLING THE TOWN PUBLIC WORKS DEPARTMENT MUST INSPECT ALL PIPE, FITTINGS, COUPLINGS, GRADE AND COMPLETE LEAK TESTING.
2. INSTALL AND COMPACT ALL BACKFILL MATERIAL PER TOWN PUBLIC WORKS DEPARTMENT STANDARD SPECIFICATIONS AND AS SHOWN WITHIN THE TRENCH DETAIL.
3. ALL PVC FITTINGS SHALL MEET ASTM D3034 SPECIFICATIONS, AND SHALL ALSO MEET ASTM D312 SPECIFICATIONS FOR RUBBER GASKETED BELL AND SPIGOT TYPE WITH INTEGRAL BELL.

BUILDING CLEANOUT DETAIL

NOT TO SCALE REV TOJ SS-114



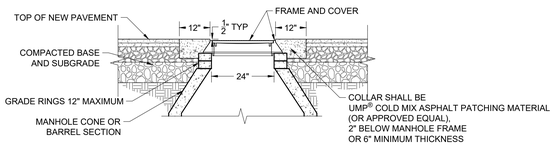
NOTE

1. SLOPE ALL SHELVES TO CHANNEL AT 1" PER FOOT.
2. SLOPE OF CHANNEL SHALL BE 0.1' ACROSS MANHOLE FOR ALL MAIN RUNS. SEE PROFILE SHEETS.
3. MANHOLE INVERTS SHALL MATCH INFLOW AND OUTFLOW PIPE INVERTS
4. 4" SERVICE PIPES ENTERING MANHOLES SHALL HAVE CROWN OF 4" PIPE MATCH CROWN OF MAIN WHERE INVERTS INDICATE.

TYPICAL MANHOLE CHANNEL DETAILS

NOT TO SCALE TOJ SS-107

COVER AND COLLAR PLAN



ADJUSTMENT DETAIL SECTION A-A

NOTE

1. ADJUST MANHOLE UPWARD WITH ADJUSTING RINGS UNDER FRAME. ADJUST MANHOLE DOWNWARD BY REMOVING A PORTION OF THE MANHOLE RISER AND REBUILDING TO PROPER HEIGHT. SLOPE MANHOLE RING AS REQUIRED TO MATCH STREET GRADE AND CROSS SLOPE. MAKE FINAL MANHOLE ADJUSTMENT AFTER PAVING AND BEFORE SEAL COATING.
2. IF SEWER MANHOLE IS WITHIN UNPAVED AREA USE TAPERED COLLAR. SEE TOWN SANITARY SEWER DETAIL SS-110.

MANHOLE ADJUSTMENT & COLLAR IN ASPHALT

NOT TO SCALE TOJ SS-109

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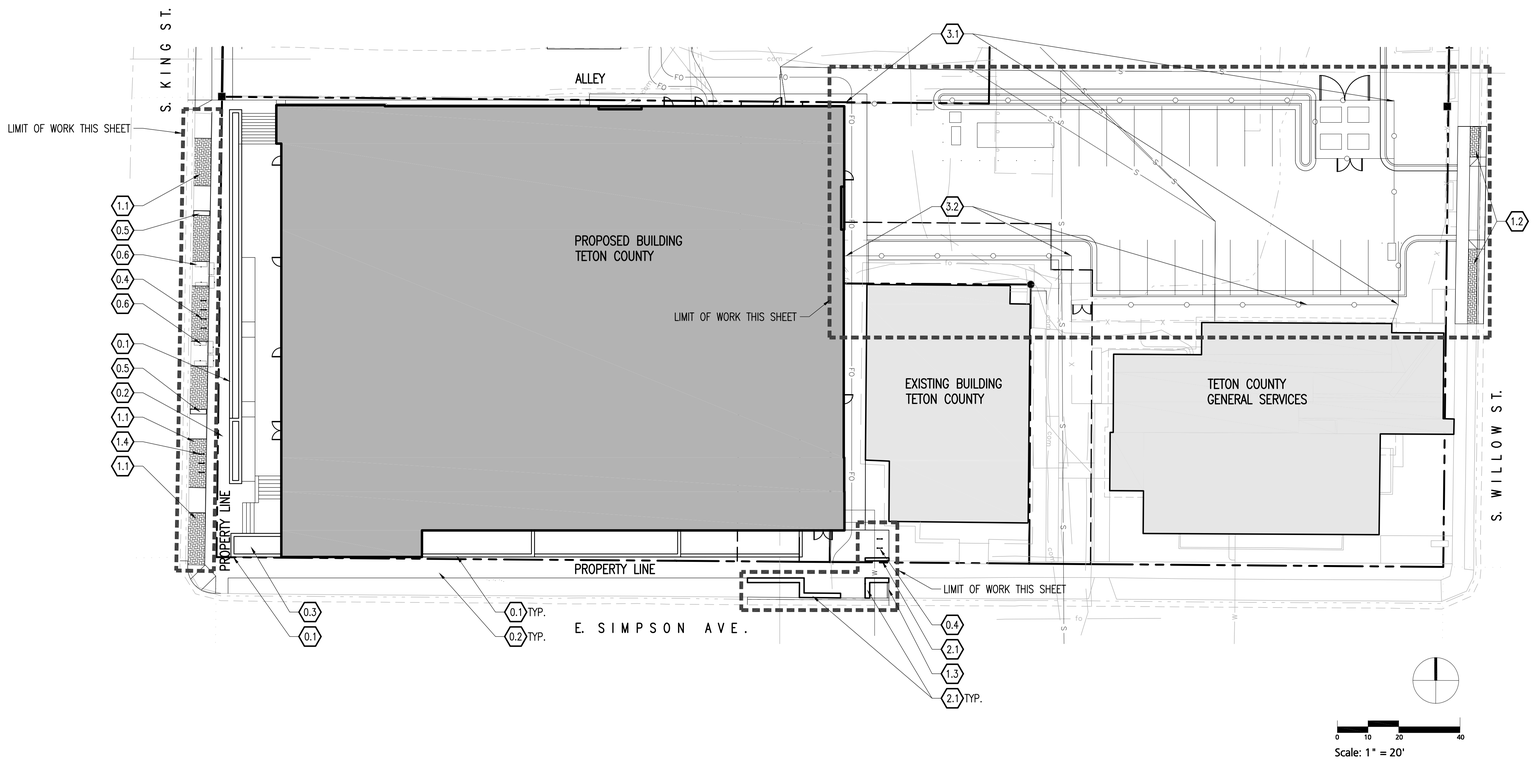
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SEWER DETAILS

C4.4



0 10 20 40

Scale: 1" = 20'

GENERAL NOTES

1. REFER TO CIVIL DRAWINGS FOR ALL LAYOUT & UTILITY INFORMATION NOT INCLUDED ON THIS PLAN.
2. CONTRACTOR TO VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES, ABOVE AND BELOW GRADE, PRIOR TO CONSTRUCTION. NOTIFY ARCHITECT OF ANY DISCREPANCIES OR CONFLICTS.
3. REFER TO IRRIGATION DRAWINGS FOR NOTES REGARDING IRRIGATION SYSTEM CONSTRUCTION.
4. REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION PERTAINING TO THE PROJECT MATERIALS, PROCEDURES AND INSTALLATION.
5. DIMENSIONS MARKED "VERIFY" ARE TO BE FIELD MEASURED. ANY FIELD DISCREPANCIES FROM THE NOTED DIMENSIONS ARE TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT, LANDSCAPE ARCHITECT, AND OWNER'S REP. PRIOR TO FURTHER WORK.
6. THE CONTRACTOR IS RESPONSIBLE FOR ANY TRACKING OF SEDIMENT ONTO AREA STREETS. STREETS ARE TO BE KEPT CLEAN THROUGHOUT BUILD OUT ON A DAILY BASIS, AND WILL BE CLEANED AT THE DIRECTION OF THE TOWN INSPECTOR, THE OWNER' REP., OR CONSTRUCTION MANAGER ON A DAILY BASIS.
7. REFER TO DRAWINGS PREPARED BY THE CIVIL ENGINEER FOR ALL OTHER PAVING, UTILITIES, GRADING AND ADDITIONAL SITE INFORMATION, AND BY THE ELECTRICAL ENGINEER FOR ALL OTHER SITE LIGHTING INFORMATION. NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES BETWEEN DRAWINGS AND BETWEEN DRAWINGS AND EXISTING CONDITIONS PRIOR TO CONSTRUCTION.
8. THESE DRAWINGS USE A SYSTEM OF KEYNOTES FOR MATERIAL DESIGNATIONS AND SPECIFIC SITUATION NOTES. CONTRACTOR TO BE FAMILIAR WITH SYSTEM PRIOR TO COMMENCING WORK. CONTACT ARCHITECT, LANDSCAPE ARCHITECT, AND OWNER'S REP. IF CONFLICTS ARE FOUND OR SYSTEM IS NOT CLEAR.

LAYOUT NOTES

1. PRIOR TO CONSTRUCTION CONTRACTOR TO ARRANGE A START-UP MEETING TO COORDINATE LAYOUT OF NEW IMPROVEMENTS.
2. FOR ALL OTHER SITE LAYOUT INFORMATION REFER TO CIVIL ENGINEER'S DRAWINGS. NOTIFY ARCHITECT, CIVIL ENGINEER & LANDSCAPE ARCHITECT OF ANY DISCREPANCIES BETWEEN DRAWINGS
3. ALL LAYOUT DIMENSIONS ARE FROM PLAN VIEW CALCULATIONS. ACTUAL FIELD DIMENSIONS MAY VARY FROM PLAN DUE TO ACTUAL LENGTHS ALONG A SLOPED SURFACE.
4. ALL SYMBOLS ARE SHOWN DIAGRAMMATIC ILLUSTRATING APPROXIMATE LOCATIONS OF EXISTING AND PROPOSED MATERIALS. ANY DISCREPANCIES OR CONFLICTS BETWEEN EXISTING AND PROPOSED CONDITIONS SHALL BE REPORTED TO ARCHITECT, LANDSCAPE ARCHITECT, AND OWNER'S REP.
5. ALL LAYOUT DIMENSIONS ARE TO BACK OF CURB, FACE OF WALL OR FACE OF BUILDING UNLESS OTHERWISE NOTED.
6. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS.
7. VERIFY ALL EXISTING CONDITIONS PRIOR TO START OF CONSTRUCTION. NOTIFY ARCHITECT, LANDSCAPE ARCHITECT, AND OWNER'S REP. OF ANY DISCREPANCIES.
8. CONTRACTOR TO REFER TO SPECIFICATION SECTION 32 14 13 INTERLOCKING CONCRETE PAVEMENT OVERLAY FOR ADDITIONAL INFORMATION RELATED TO PAVEMENT LAYOUT AND INSTALLATION.
9. CUT PAVERS SHALL BE NO LESS THAN ONE THIRD OF A WHOLE PAVER.
10. CUT PAVER FACES SHALL NOT ABUT OTHER CUT PAVER SURFACES, AND SHALL BE SPACED TO PROVIDE A MINIMUM ONE SIXTEENTH INCH WIDE JOINT.

MATERIALS KEY NOTES

0.0 MISC.
- 0.1 PLANTER, RE: ARCH
- 0.2 CONCRETE PAVING, RE: CIVIL
- 0.3 FLAG POLE, RE: SPECS
- 0.4 BIKE RACK, RE: SPECS
- 0.5 BENCH, RE: SPECS
- 0.6 SILVA CELL FIELD, RE: PLANTING + 5/L-301

1.0 PAVING AND SURFACING
- 1.1 PAVER PATTERN, RE: 4/L-301
- 1.2 PAVER PATTERN: MATCH EXISTING ALONG WILLOW
- 1.3 CONCRETE MOWBAND, RE: 1/L-301

2.0 WALLS
- 2.1 CONCRETE SEAT WALL, RE: 3/L301 + 2/L-301

3.0 FENCES
- 3.1 8' HIGH AMERISTAR IMPASSE II FENCE, RE: SPECS
- 3.2 6' HIGH CHAINLINK FENCE, RE: SPECS

MATERIALS SYMBOLS LEGEND

PAVER PATTERN , RE: KEYNOTES

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24-031

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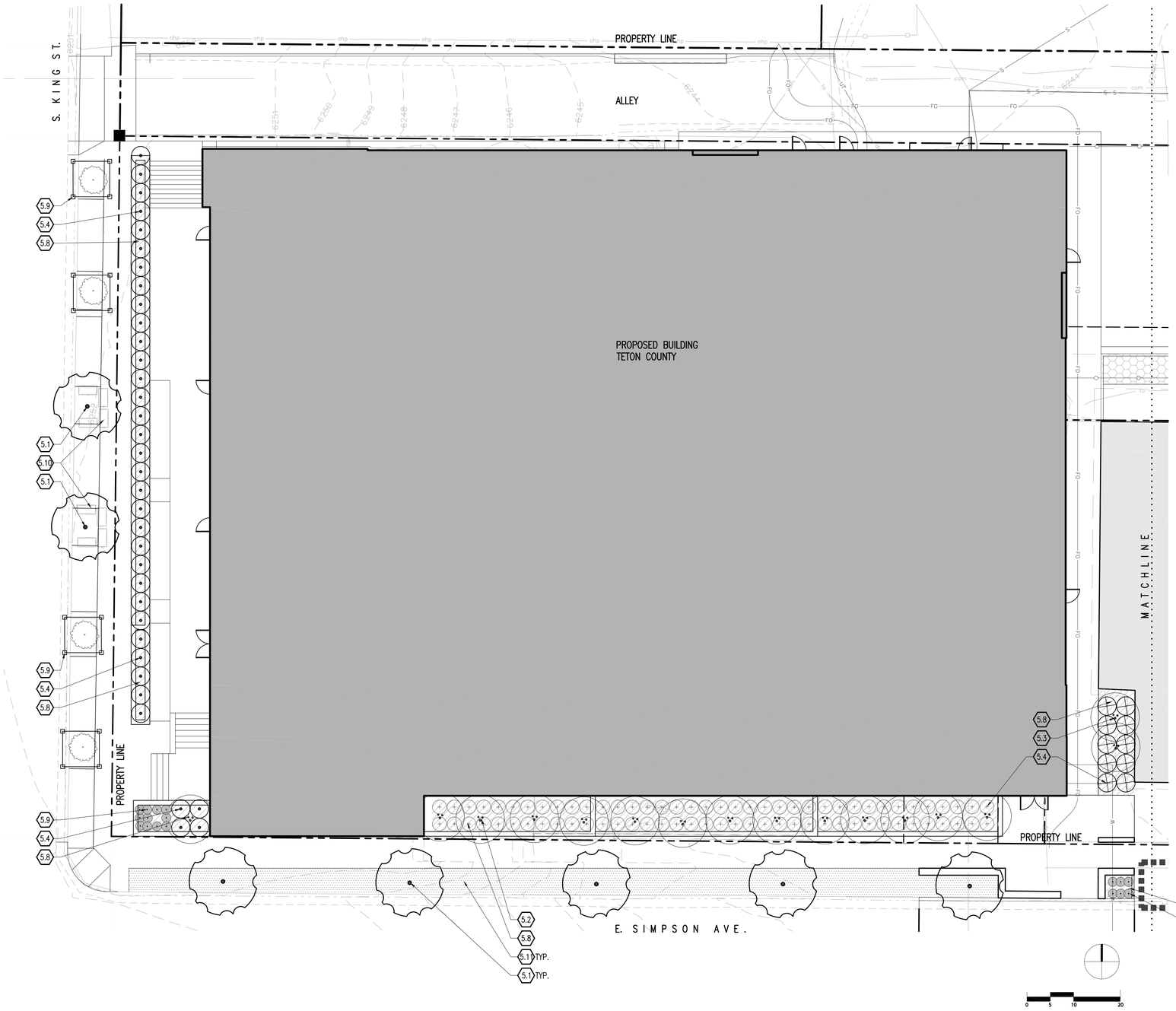
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ToJ: SKETCH PLAN REV. 1	JUNE 12, 2025

Project Number:	24-031
Drawn By:	Author
Reviewed By:	Checker
Approved By:	Approver

Materials Plan

L-101

6/7/2021 11:03:31



PLANTING NOTES

1. A NUMBER OF BURIED UTILITY LINES ARE LOCATED WITHIN THE PROJECT LIMITS. THESE LINES MAY BE LESS THAN 24" BELOW THE EXISTING FINISH GRADE. HAND DIG IN THE VICINITY OF THESE LINES, AND NOTIFY ARCHITECT/OWNER IF THE LINES ARE EXPOSED PRIOR TO RE-BURYING.
2. STAKE ALL NEW TREE LOCATIONS BASED ON THESE PLANS. OBTAIN ARCHITECT'S , LANDSCAPE ARCHITECT, AND OWNER'S REP. APPROVAL OF LOCATIONS PRIOR TO PLANTING.
3. PLANT QUANTITIES ARE PROVIDED FOR CONTRACTOR'S CONVENIENCE ONLY AND SHALL BE VERIFIED BY CONTRACTOR BY REVIEWING PLANTING PLAN SYMBOLS.
4. PLANT AND EDGING LAYOUT SHALL TAKE PRIORITY OVER IRRIGATION VALVE BOX LOCATIONS. INSTALLED VALVE BOXES WHICH CONFLICT WITH ACCEPTED PLANT AND EDGING LAYOUT SHALL BE MOVED TO A LOCATION BETWEEN PLANTS AS DIRECTED BY ARCHITECT AT NO ADDITIONAL COST TO OWNER.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL PLANT MATERIAL INCLUDING SEEDED AREAS IN A HEALTHY STATE DURING CONSTRUCTION. ANY DAMAGE TO PLANT MATERIAL DUE TO NEGLECT BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.
6. PROJECT INCLUDES EXTENSIVE IRRIGATION AND UTILITY SYSTEMS MANY OF WHICH ARE CLOSE TO THE FINISHED SURFACE. VERIFY LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO PLANTING. REPORT ANY CONFLICTS TO ARCHITECT.
7. ALL SHRUB, PERENNIAL AND GROUNDCOVER AREAS ARE TO BE PREPARED AS CONTINUOUS BEDS IN ACCORDANCE WITH SPECIFICATIONS.
8. ALL SHRUB AND GROUNDCOVER BEDS SHALL BE GRADED TO DRAIN WITH A MINIMUM 2% CROSS SLOPE.
9. ALL SHRUB BEDS TO BE MULCHED WITH WOOD MULCH (NO WEED BARRIER FABRIC), 3" MIN. DEPTH, EXCEPT WHERE NOTED. ALL PERENNIALS, ORNAMENTAL GRASSES AND GROUNDCOVERS TO BE MULCHED WITH WOOD MULCH, 2" DEPTH (NO WEED BARRIER FABRIC, UNLESS OTHERWISE NOTED) , RE: SPECS.

PLANTING KEY NOTES

0.0 MISC

0.1 SIGHT TRIANGLE, RE: CIVIL

5.0 LANDSCAPE

5.1 DECIDUOUS TREE, RE: 1/L-302 + 8/L-302
5.2 MULTI-STEM TREE IN PLANTER, RE: 2/L-302 + 6/L-302
5.3 MULTI-STEM TREE IN GROUND, RE: 2/L-302 + 8/L-302
5.4 SHRUB, RE: 3/L-302
5.5 PERENNIAL, RE: 54L-302
5.6 MINERAL MULCH OVER WEED BARRIER FABRIC, RE: SPECS
5.7 MINERAL MULCH TO MATCH EXISTING MULCH AT DETENTION POND OVER WEED BARRIER FABRIC
5.8 WOOD MULCH (NO WEED BARRIER,) RE: SPECS
5.9 TREE PROTECTION FENCE, RE: 5/L-302 + SPECS
5.10 SILVA CELL, RE: 5,/L301
5.11 SOD, RE: SPECS
5.12 LANDSCAPE EDGER, RE: 9/L-302

PLANTING SYMBOLS LEGEND

WOOD MULCH (NO WEED BARRIER,) RE: SPECS
MINERAL MULCH OVER WEED BARRIER FABRIC, RE: SPECS
MINERAL MULCH TO MATCH EXISTING DETENTION OVER WEED BARRIER FABRIC
SOD, RE: SPECS

PLANT LEGEND

ABBR.	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
	DECIDUOUS TREES			
AFA	ACER FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE MAPLE	2.5" CAL.	B&B, STAKE & GUY
PA	POPULUS X ACUMINATA	LANCELEAF COTTONWOOD	2.5" CAL.	B&B, STAKE & GUY
PT	POPULUS TREMULOIDES	QUAKING ASPEN	8'-10 CLUMP	B&B, STAKE & GUY
	DECIDUOUS SHRUBS			
CSA	CORNUS SERICEA 'ARTIC FIRE'	ARTIC FIRE DOGWOOD	5 GAL.	CONT.
LVC	LIGUSTRUM VULGARE 'CHEYENNE'	CHEYENNE PRIVET	5 GAL.	CONT.
PFS	POTENTILLA FRUTICOSA 'SUTTER'S GOLD'	SUTTER'S GOLD POTENTILLA	5 GAL.	CONT.
RT	RHUS TRILOBATA	THREE-LEAF SUMAC	5 GAL.	CONT.
SB	SYRINGA X BLOOMERANG	BLOOMERANG PURPLE LILAC	2 GAL.	CONT.
	GRASSES/PERENNIALS/VINES			
AMT	ACHILLEA MILLEFOLIUM 'TERRA COTTA'	TERRA COTTA YARROW	1 GAL.	CONT.
BGB	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLONDE AMBITION GRAMA GRASS	1 GAL.	CONT.
CKF	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	1 GAL.	CONT.
HS	HELICTOTRICHON SEMPERVIRENS	BLUE AVENA GRASS	1 GAL.	CONT.
HSO	HEMEROCALLIS 'STELLA DE ORO'	DWARF GOLD DAYLILY	1 GAL.	CONT.
PVS	PANICUM VIRGATUM 'SHENANDOAH'	SHENANDOAH RED SWITCHGRASS	1 GAL.	CONT.
PAT	PEROVSKIA ATRIPLICIFOLIA	RUSSIAN SAGE	1 GAL.	CONT.
SMN	SALVIA SYLVESTRIS 'MAY NIGHT'	MAY NIGHT PURPLE SALVIA	1 GAL.	CONT.
SSB	SCHIZACHYRIUM SCOPARIUM 'BLAZE'	BLAZE LITTLE BLUESTEM	1 GAL.	CONT.
VM	VINCA MINOR 'BOWLES VARIETY'	BOWLES PERIWINCKLE	1 GAL.	CONT.

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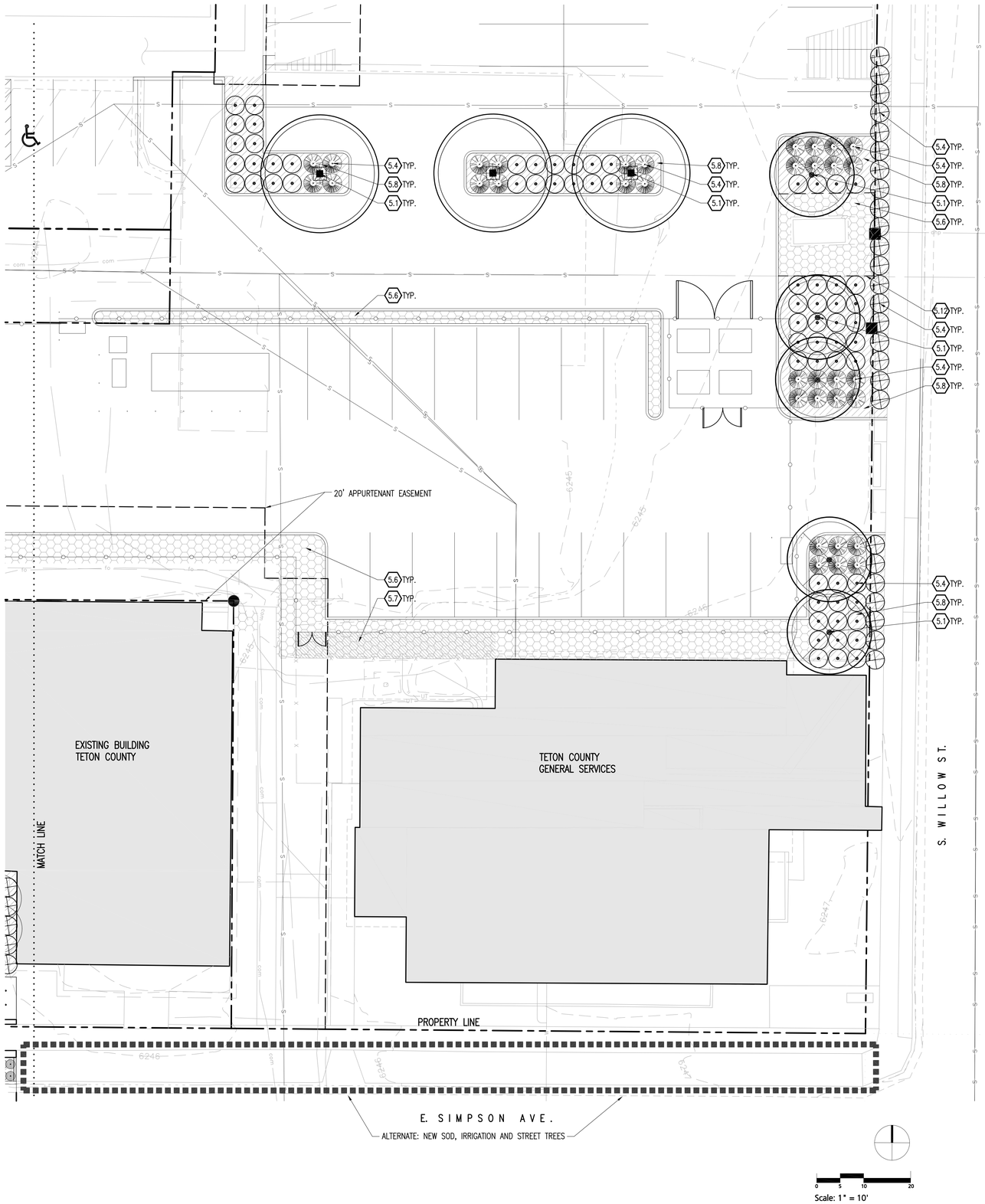
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Reviewed By:	Checker
Approved By:	Approver

Landscape Plan

L-201

6/7/2021 11:03:31



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5.1 DECIDUOUS TREE, RE: 1/L-302 + 8/L-302
5.2 MULTI-STEM TREE IN PLANTER, RE: 2/L-302 + 6/L-302
5.3 MULTI-STEM TREE IN GROUND, RE: 2/L-302 + 8/L-302
5.4 SHRUB, RE: 3/L-302
5.5 PERENNIAL, RE: 54L-302
5.6 MINERAL MULCH OVER WEED BARRIER FABRIC, RE: SPECS
5.7 MINERAL MULCH TO MATCH EXISTING MULCH AT DETENTION POND OVER WEED BARRIER FABRIC
5.8 WOOD MULCH (NO WEED BARRIER,) RE: SPECS
5.9 TREE PROTECTION FENCE, RE: 5/L-302 + SPECS
5.10 SILVA CELL, RE: 5,/L301
5.11 SOD, RE: SPECS
5.12 LANDSCAPE EDGER, RE: 9/L-302

PLANTING SYMBOLS LEGEND

WOOD MULCH (NO WEED BARRIER,) RE: SPECS

MINERAL MULCH OVER WEED BARRIER FABRIC, RE: SPECS

MINERAL MULCH TO MATCH EXISTING DETENTION OVER WEED BARRIER FABRIC

SOD, RE: SPECS

PLANT LEGEND

ABBR.	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
	DECIDUOUS TREES			
AFA	ACER FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE MAPLE	2.5" CAL.	B&B, STAKE & GUY
PA	POPULUS X ACUMINATA	LANCELEAF COTTONWOOD	2.5" CAL.	B&B, STAKE & GUY
PT	POPULUS TREMULOIDES	QUAKING ASPEN	8'-10 CLUMP	B&B, STAKE & GUY
	DECIDUOUS SHRUBS			
CSA	CORNUS SERICEA 'ARTIC FIRE'	ARTIC FIRE DOGWOOD	5 GAL.	CONT.
LVC	LIGUSTRUM VULGARE 'CHEYENNE'	CHEYENNE PRIVET	5 GAL.	CONT.
PFS	POTENTILLA FRUTICOSA 'SUTTER'S GOLD'	SUTTER'S GOLD POTENTILLA	5 GAL.	CONT.
RT	RHUS TRILOBATA	THREE-LEAF SUMAC	5 GAL.	CONT.
SB	SYRINGA X BLOOMERANG	BLOOMERANG PURPLE LILAC	2 GAL.	CONT.
	GRASSES/PERENNIALS/VINES			
AMT	ACHILLEA MILLEFOLIUM 'TERRA COTTA'	TERRA COTTA YARROW	1 GAL.	CONT.
BGB	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLONDE AMBITION GRAMA GRASS	1 GAL.	CONT.
CKF	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	1 GAL.	CONT.
HS	HELICTOTRICHON SEMPERVIRENS	BLUE AVENA GRASS	1 GAL.	CONT.
HSO	HEMEROCALLIS 'STELLA DE ORO'	DWARF GOLD DAYLILY	1 GAL.	CONT.
PVS	PANICUM VIRGATUM 'SHENANDOAH'	SHENANDOAH RED SWITCHGRASS	1 GAL.	CONT.
PAT	PEROVSKIA ATRIPLICIFOLIA	RUSSIAN SAGE	1 GAL.	CONT.
SMN	SALVIA SYLVESTRIS 'MAY NIGHT'	MAY NIGHT PURPLE SALVIA	1 GAL.	CONT.
SSB	SCHIZACHYRIUM SCOPARIUM 'BLAZE'	BLAZE LITTLE BLUESTEM	1 GAL.	CONT.
VM	VINCA MINOR 'BOWLES VARIETY'	BOWLES PERIWINCKLE	1 GAL.	CONT.

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24-031

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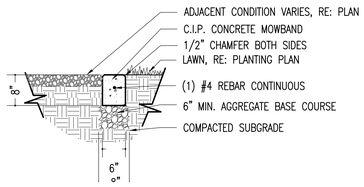
Project Number:	24-031
Drawn By:	Author
Reviewed By:	Checker
Approved By:	Approver

Landscape Plan

L-202

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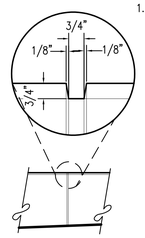
NOTE:
1. FINISH ON CURB TO BE LIGHT BROOM FINISH, BRUSH ALONG LENGTH OF CURB.
2. CONTROL JOINTS TO BE 10' O.C. MAX.



5 CONCRETE MOWBAND

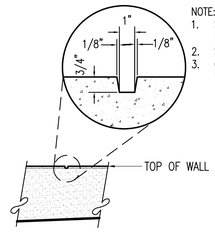
3/4" = 1'-0"

CONTROL JOINT NOTE:
1. JOINT/REVEAL ALONG ALL VERTICAL AND TOP SURFACE WALL FACES.



A. CURB/WALL CONTROL JOINT SECTION

NOTE:
1. SKATEBOARD DETERRENT GROOVES TO BE CAST INTO TOP OF WALLS WHERE INDICATED ON PLANS.
2. SPACE GROOVES +/- 36" APART.
3. ON CURVING WALLS, INSTALL GROOVES PERPENDICULAR TO WALL EDGE.

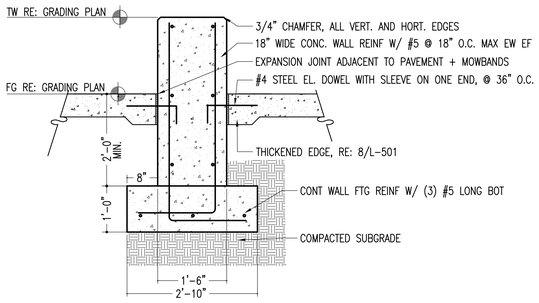


B. WALL SKATE BOARD DETERRENT

2 WALL JOINT AND WALL SKATE BOARD DETERRENT

NTS

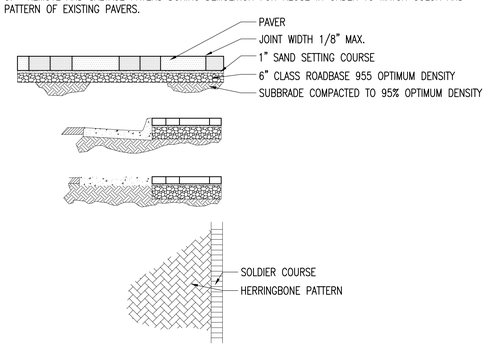
NOTES:
1. FINISH SHALL BE SMOOTH AS-CAST (NO RUBBED OR SKIM COAT) VERTICAL SURFACES, SMOOTH FLOAT FINISH HORIZONTAL SURFACES.



3 CIP SEAT WALL

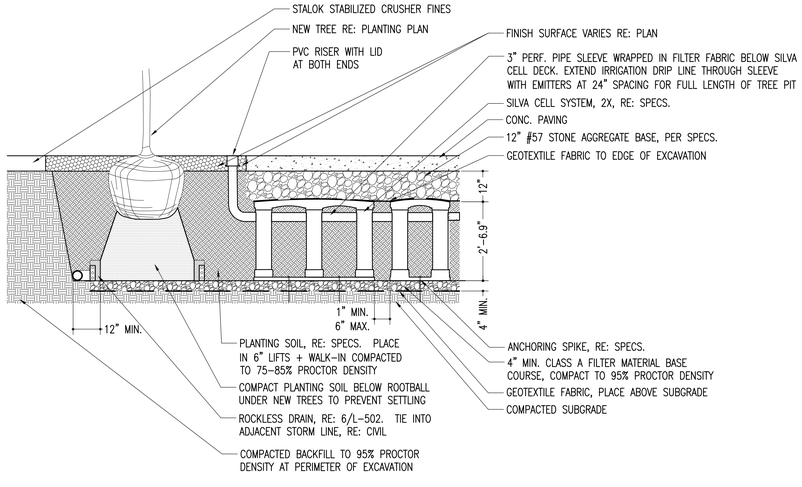
SCALE: 3/4" = 1' - 0"

NOTES:
1. CONCRETE EDGE TREATMENTS INCLUDE CURB AND GUTTER, GUTTER PAN AND CONCRETE BANDS. CONCRETE SHALL BE REINFORCED WITH FIBROUS CONCRETE REINFORCING AT THE RATE OF 1.5 LB/CY.
2. PAVERS, ASPHALT OR OTHER HARD PAVING SURFACES SHALL BE FLUSH WITH THE TOP OF CONCRETE EDGES. PLATING AND GRASS AREAS SHALL BE 1" BELOW TOP OF CONCRETE EDGES.
3. BASE AND SUBGRADE COMPACTION TO BE 95% OPTIMUM DENSITY.
4. UNIT PAVERS AND EDGE TREATMENTS SHALL BE APPROVED BY THE TOWN'S PUBLIC WORKS DEPARTMENT PRIOR TO INSTALLATION.
5. REMOVE AND SALVAGE PAVERS DURING DEMOLITION FOR REUSE IN ORDER TO MATCH COLOR AND PATTERN OF EXISTING PAVERS.

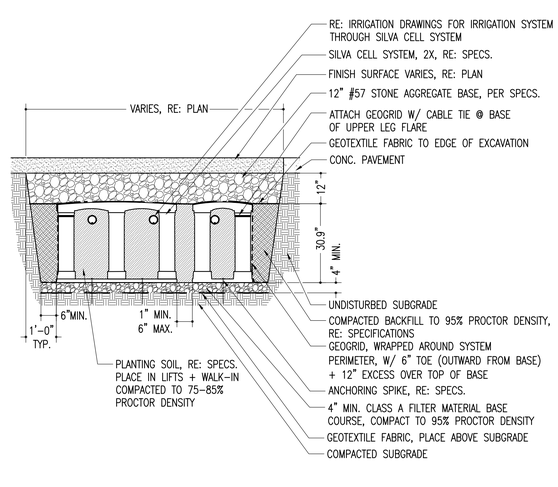


4 TOWN OF JACKSON PAVER

NTS



SECTION A



SECTION B

5 SOIL CELLS (SILVA CELLS) - SECTION

1/2" = 1'-0"

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24-031

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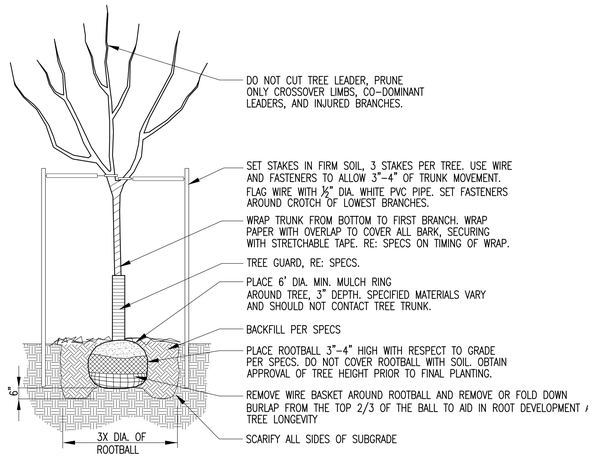
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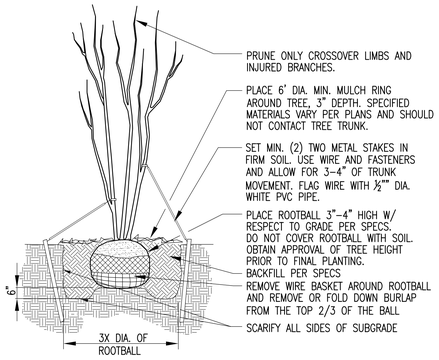
Landscape Details

L-301



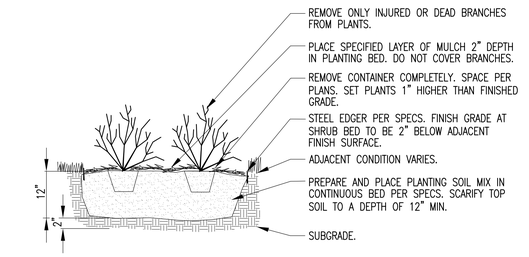
1 DECIDUOUS TREE PLANTING

NTS



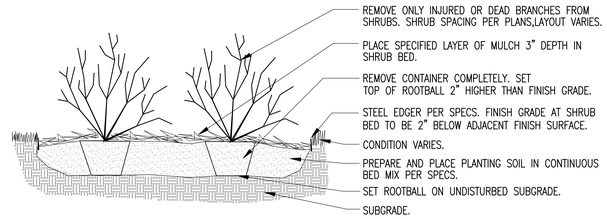
2 MULTI-STEM TREE PLANTING

NTS



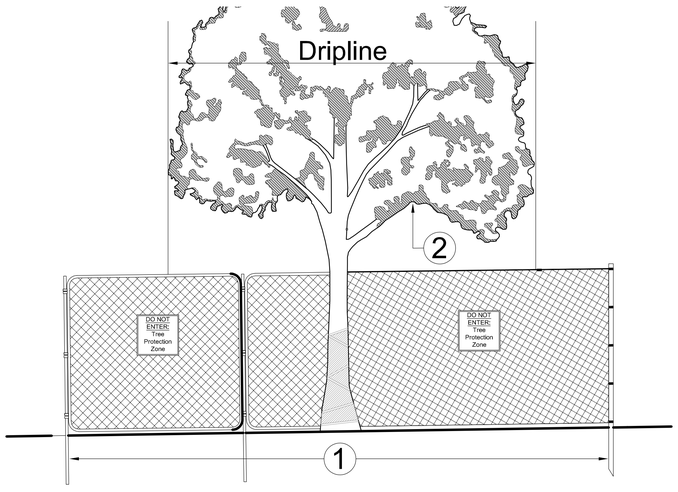
3 SHRUB PLANTING

NTS



4 PERENNIAL PLANTING

NTS



Any work in these areas must have written approval of OCF prior to commencement of activity. Contact OCF for instruction.

Area 1: Tree Protection Zone and Critical Root Zone Protection
The Tree Protection Zone (TPZ) shall be equal to dripline or 1.5 feet radially from the tree for every one inch of trunk diameter at breast height (DBH = 4.5' above soil line), whichever is greater.

A. Min 6' in height steel chain link fence is required unless otherwise approved by the Office of the City Forester (OCF). Steel chain link fence panels or rolls are acceptable.
   1. When chain link rolls are installed, it shall be fastened to heavy duty steel posts with safety caps at minimum five (5) attachment points with 12-gauge wire, including points at top and bottom. Weave wire through top of roll to eliminate sag.
   2. Posts shall be driven 2' to 3' below grade and spaced at max. five to ten foot (5' - 10') o.c. intervals. Fencing must be kept taut at all times.
   3. "Tree Protection Zone" signs shall be placed one (1) per each tree protection zone minimum or more per direction of City Forester; maintain in the location and condition in which approved.
   4. TPZ, including signage, shall be maintained in the location and condition in which approved.

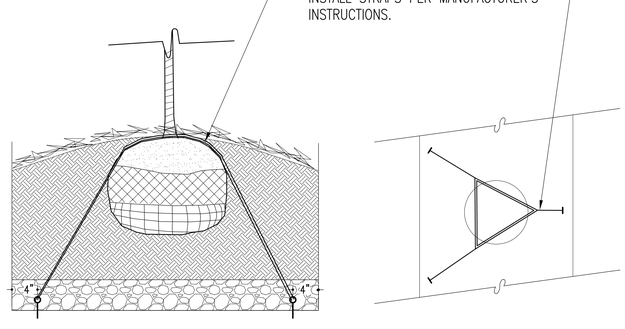
The Critical Root Zone (CRZ) shall be equal to one foot radially from the tree for every one inch of trunk diameter at breast height.

Area 2: Canopy Protection
Contact OCF if potential for damage exists and/or if pruning is needed for any clearance issues prior to performing work.

Notes
1. OCF Tree Retention and Protection Specifications shall be followed throughout duration of work.
2. After TPZ is approved;
   A. TPZ shall not be resized, modified, removed, or altered in any manner without prior written approval. TPZ shall be maintained in place as approved until removal is authorized by OCF.
   B. Entrance/access to the TPZ is not permitted without prior written approval from the OCF.
   C. No materials, debris, equipment, or site amenities shall be stored within the TPZ without prior written approval from the OCF.
3. While TPZ fencing is in place, trees shall be deep-root watered at an interval of once every two weeks when temperatures are at or above 40 degrees F. Trees shall be watered at the rate of twenty-five (25) gallons per inch DBH. OCF may ask for proof of watering.
4. Violation of TPZ or damage to protected trees is subject to penalty per City Ordinance.

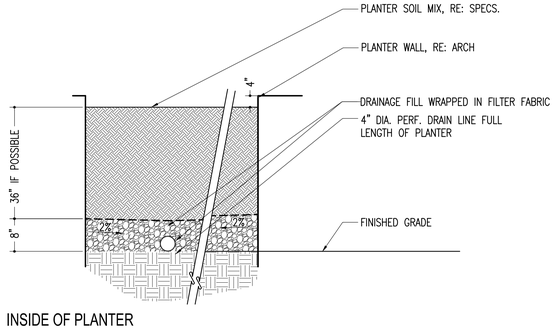
5 TREE PROTECTION FENCE

NTS



6 PLANTER TREE STRAP

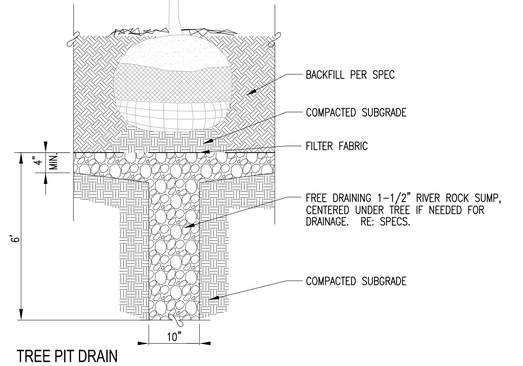
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7 INSIDE OF PLANTER

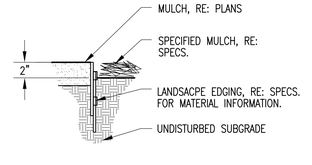
1/2" = 1'-0"

NOTE:
1. PROVIDE UNIT COST PER TREE TO OWNER FOR SUMP.
RE: SPECS FOR CIRCUMSTANCES REQUIRING INSTALLATION.



8 TREE PIT DRAIN

NTS



9 LANDSCAPE EDGER

NTS

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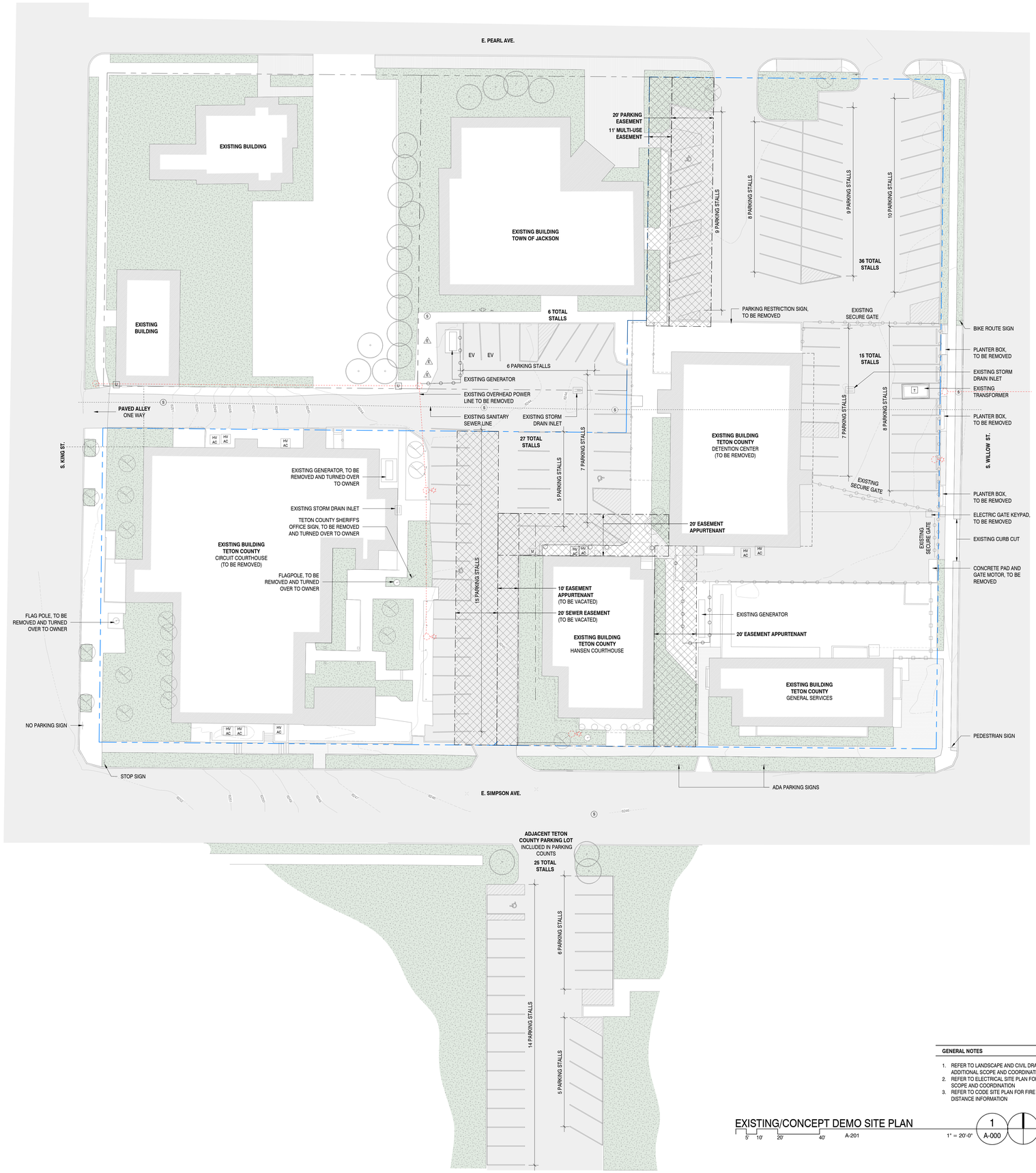
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Reviewed By:	Checker
Approved By:	Approver

Site Details

L-302



EXISTING/CONCEPT DEMO SITE PLAN

5' 10' 20' 40' A-201 1" = 20'-0" 1 A-000

GENERAL NOTES

1. REFER TO LANDSCAPE AND CIVIL DRAWINGS FOR ADDITIONAL SCOPE AND COORDINATION
2. REFER TO ELECTRICAL SITE PLAN FOR ADDITIONAL SCOPE AND COORDINATION
3. REFER TO CODE SITE PLAN FOR FIRE SEPARATION DISTANCE INFORMATION

ZONING | 4.2.1 PUBLIC / SEMI-PUBLIC - TOWN (P/SP-ToJ)

1. STRUCTURE LOCATION AND MASS
- A. LSR (MIN): N/A
- B. LOT COVERAGE (MAX): N/A
- C. STREET SETBACK (MIN): N/A
- D. SIDE SETBACK (MIN): N/A
- E. REAR SETBACK (MIN): N/A
- F. HEIGHT (MAX): N/A
- G. STORIES (MAX): N/A
- H. STORIES (LO) (MAX): N/A
- I. FAR (MAX): N/A

2. MAXIMUM SCALE OF DEVELOPMENT: N/A

3. BUILDING DESIGN
NON-RESIDENTIAL BUILDING DESIGN GUIDELINES (DIV.5.8)
- North Half of Lot 2 in "Downtown Design Area 2

4. SITE DEVELOPMENT: N/A
5. LANDSCAPING (DIV. 5.5): N/A
6. FENCING: N/A
7. ENVIRONMENTAL STANDARDS
NATURAL RESOURCE BUFFERS
- CACHE CREEK 20': N/A
- FLAT CREEK NORTH OF HANSEN AVE. 25': N/A
- FLAT CREEK SOUTH OF HANSEN AVE. 50': N/A
- WETLAND 30':

IRRIGATION DITCH SETBACK (MIN) (7.7.4.D): N/A
NATURAL RESOURCE OVERLAY (NRO) (SEC 5.2.1) N/A

8. SCENIC STANDARDS
EXTERIOR LIGHTING
- LIGHT TRESPASS PROHIBITED
- LIGHTS OVER 600 INITIAL LUMENS FULLY SHIELDED
- LUMENS PER SF OF DEV. (MAX): 3 LUMENS
- LUMEN PER SITE (MAX):
- ALL FIXTURES: 100,000 LUMENS
- UNSHIELDED FIXTURES: 5,500 LUMENS
- LIGHT COLOR: ≤3000 KELVIN

9. NATURAL HAZARDS TO AVOID
PROJECT IS **NOT** LOCATED WITH:
- STEEP SLOPES (LOT AVERAGE CROSS-SLOPE ≥ 10%)
- AREAS OF UNSTABLE SOILS
- FAULT AREAS
- FLOODPLAIN
- WILDLAND URBAN INTERFACE

10. SIGNS (DIV. 5.6): N/A

11. GRADING, EROSION CONTROL, STORMWATER
GRADING (SEC. 5.7.2)
EROSION CONTROL (SEC. 5.7.3.)
- EROSION SHALL BE CONTROLLED AT ALL TIMES
- STORM WATER MANAGEMENT (SEC. 5.7.4)
- NO INCREASE IN PEAK FLOW RATE OR VELOCITY ACROSS PROPERTY LINES

12. REQUIRED PHYSICAL DEVELOPMENT PERMITS
- SKETCH PLAN (SEC. 8.3.2)
- DEVELOPMENT PLAN (SEC 8.3.3)
- BUILDING PERMIT (SEC 8.3.4.
- DRC REVIEW (SEC 8.2.6)

PARKING REQUIREMENTS (TABLE 4-5)
INSTITUTIONAL & ASSEMBLY USES (COURTS, INSTITUTIONAL OFFICES, DETENTION CENTER)

RATIO: INDEPENDENT CALCULATION BASED ON EXISTING USE

EXISTING ON-SITE PARKING COUNT
105 STANDARD STALLS
4 ACCESSIBLE STALLS
109 TOTAL STALLS
SHARED TOWN & COUNTY LOT: 36 STALLS
INCLUDING TOJ PARKING EASEMENT: 9 STALLS
TOWN LOT: 6 STALLS
TETON COUNTY LOTS: 67 STALLS

PROPOSED ON-SITE PARKING COUNT
115 STANDARD STALLS
5 ACCESSIBLE STALLS (INCLUDING 1 VAN SPACE)
120 TOTAL STALLS
SHARED TOWN & COUNTY LOT: 51 STALLS
INCLUDING TOJ PARKING EASEMENT: 10 STALLS
TOWN LOT: 9 STALLS
TETON COUNTY LOTS: 60 STALLS

TOTAL PROPERTY PARKING INCREASED BY **11 STALLS**.

NO ANTICIPATED CHANGE OF USE OR DEMAND

EVSE REQUIREMENTS (DIV 6.2.2)
USE: OTHER NON RESIDENTIAL
- EVSE CAPABLE: 30% **36 STALLS**
- EVSE INSTALLED: 5% **6 STALLS**

LEGEND
- PROJECT PROPERTY LINE
- ADJACENT PROPERTY LINES
- EXISTING EASEMENTS
- EXISTING SANITARY SEWER LINE
- (S) SEWER MANHOLE
- (E) ELECTRIC TRANSFORMER
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- CHAIN LINK FENCE
- WOOD FENCE
- METAL FENCE
- SITE LIGHT POLE
- OVERHEAD POLE
- PROPOSED BUILDING ENTRY/EXIT
- SNOW STORAGE

WORK NOTES

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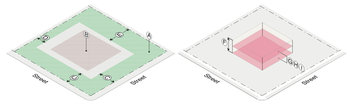
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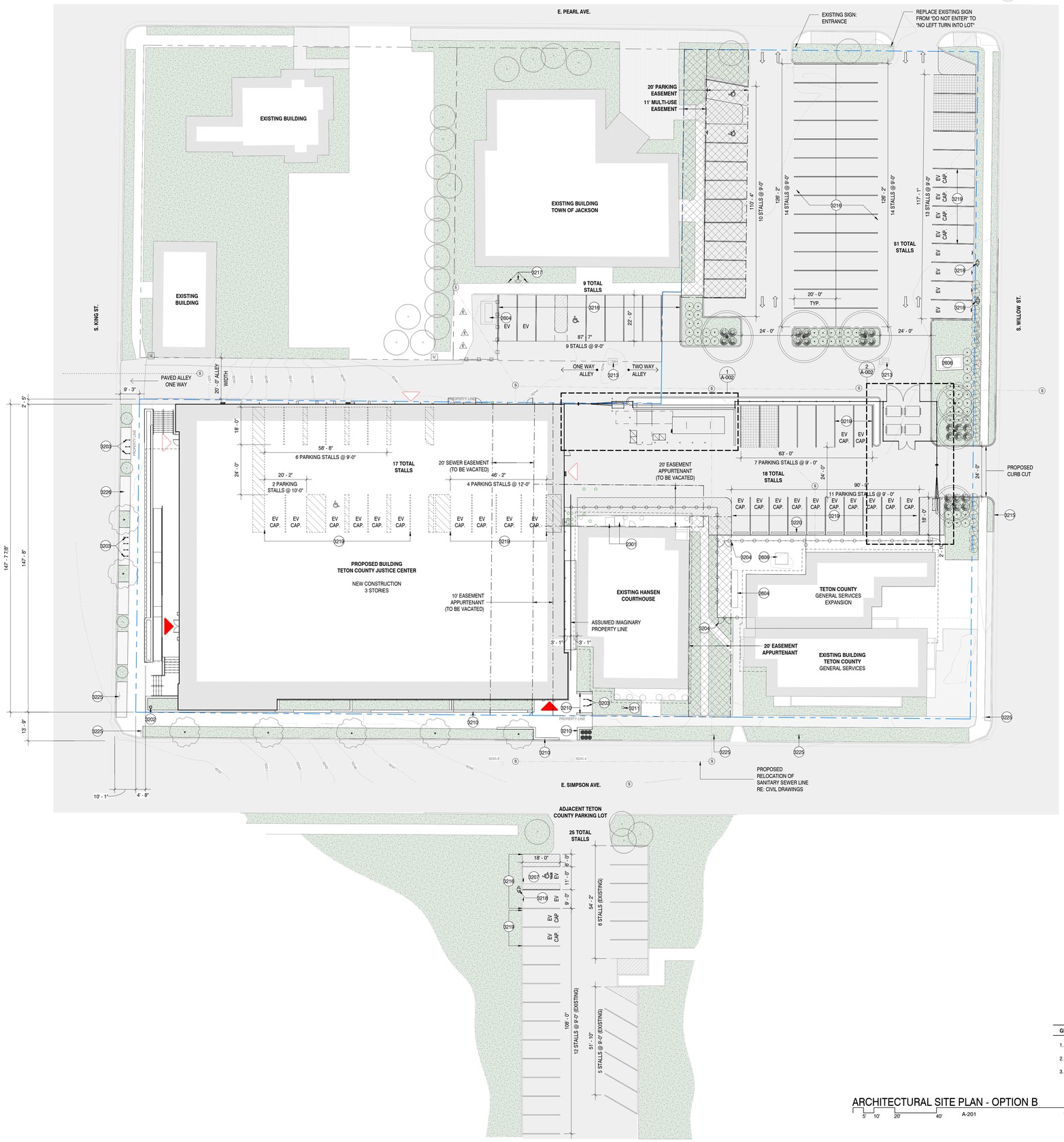
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EXISTING/CONCEPT DEMO SITE PLAN

A-000

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ARCHITECTURAL SITE PLAN - OPTION B

5' 10' 20' 40' A-201 — 1" = 20'-0" — 1 / A-001

GENERAL NOTES

1. REFER TO LANDSCAPE AND CIVIL DRAWINGS FOR ADDITIONAL SCOPE AND COORDINATION
2. REFER TO ELECTRICAL SITE PLAN FOR ADDITIONAL SCOPE AND COORDINATION
3. REFER TO CODE SITE PLAN FOR FIRE SEPARATION DISTANCE INFORMATION

ZONING | 4.2.1 PUBLIC / SEMI-PUBLIC - TOWN (P/SP-ToJ)

1. STRUCTURE LOCATION AND MASS
- A. LSR (MIN): N/A
- B. LOT COVERAGE (MAX): N/A
- C. STREET SETBACK (MIN): N/A
- D. SIDE SETBACK (MIN): N/A
- E. REAR SETBACK (MIN): N/A
- F. HEIGHT (MAX): N/A
- G. STORIES (MAX): N/A
- H. STORIES (LO) (MAX): N/A
- I. FAR (MAX): N/A

2. MAXIMUM SCALE OF DEVELOPMENT: N/A

3. BUILDING DESIGN
NON-RESIDENTIAL BUILDING DESIGN GUIDELINES (DIV.5.8)
- North Half of Lot 2 in "Downtown Design Area 2

4. SITE DEVELOPMENT: N/A
5. LANDSCAPING (DIV. 5.5): N/A
6. FENCING: N/A
7. ENVIRONMENTAL STANDARDS
NATURAL RESOURCE BUFFERS
- CACHE CREEK 20': N/A
- FLAT CREEK NORTH OF HANSEN AVE. 25': N/A
- FLAT CREEK SOUTH OF HANSEN AVE. 50': N/A
- WETLAND 30':

IRRIGATION DITCH SETBACK (MIN) (7.7.4.D): N/A
NATURAL RESOURCE OVERLAY (NRO) (SEC 5.2.1) N/A

8. SCENIC STANDARDS
EXTERIOR LIGHTING
- LIGHT TRESPASS PROHIBITED
- LIGHTS OVER 600 INITIAL LUMENS FULLY SHIELDED
- LUMENS PER SF OF DEV. (MAX): 3 LUMENS
- LUMEN PER SITE (MAX):
- ALL FIXTURES: 100,000 LUMENS
- UNSHIELDED FIXTURES: 5,500 LUMENS
- LIGHT COLOR: ≤3000 KELVIN

9. NATURAL HAZARDS TO AVOID
PROJECT IS **NOT** LOCATED WITH:
- STEEP SLOPES (LOT AVERAGE CROSS-SLOPE ≥ 10%)
- AREAS OF UNSTABLE SOILS
- FAULT AREAS
- FLOODPLAIN
- WILDLAND URBAN INTERFACE

10. SIGNS (DIV. 5.6): N/A

11. GRADING, EROSION CONTROL, STORMWATER
GRADING (SEC. 5.7.2)
EROSION CONTROL (SEC. 5.7.3.)
- EROSION SHALL BE CONTROLLED AT ALL TIMES
- STORM WATER MANAGEMENT (SEC. 5.7.4)
- NO INCREASE IN PEAK FLOW RATE OR VELOCITY ACROSS PROPERTY LINES

12. REQUIRED PHYSICAL DEVELOPMENT PERMITS
- SKETCH PLAN (SEC. 8.3.2)
- DEVELOPMENT PLAN (SEC 8.3.3)
- BUILDING PERMIT (SEC 8.3.4.
- DRC REVIEW (SEC 8.2.6)

PARKING REQUIREMENTS (TABLE 4-5)
INSTITUTIONAL & ASSEMBLY USES (COURTS, INSTITUTIONAL OFFICES, DETENTION CENTER)

RATIO: INDEPENDENT CALCULATION BASED ON EXISTING USE

EXISTING ON-SITE PARKING COUNT
105 STANDARD STALLS
4 ACCESSIBLE STALLS
109 TOTAL STALLS
SHARED TOWN & COUNTY LOT: 36 STALLS
INCLUDING TOJ PARKING EASEMENT: 9 STALLS
TOWN LOT: 6 STALLS
TETON COUNTY LOTS: 67 STALLS

PROPOSED ON-SITE PARKING COUNT
115 STANDARD STALLS
5 ACCESSIBLE STALLS (INCLUDING 1 VAN SPACE)
120 TOTAL STALLS
SHARED TOWN & COUNTY LOT: 51 STALLS
INCLUDING TOJ PARKING EASEMENT: 10 STALLS
TOWN LOT: 9 STALLS
TETON COUNTY LOTS: 60 STALLS

TOTAL PROPERTY PARKING INCREASED BY **11 STALLS**.

NO ANTICIPATED CHANGE OF USE OR DEMAND

EVSE REQUIREMENTS (DIV 6.2.2)
USE: OTHER NON RESIDENTIAL
- EVSE CAPABLE: 30% **36 STALLS**
- EVSE INSTALLED: 5% **6 STALLS**

LEGEND

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- E — ELECTRIC TRANSFORMER
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- SNOW STORAGE

WORK NOTES

2301	EXISTING MECHANICAL UNIT TO REMAIN
2604	EXISTING GENERATOR TO REMAIN
2606	EXISTING TRANSFORMER TO REMAIN
3202	FLAG POLE
3203	BIKE RACKS, RE: LANDSCAPE
3204	GATE AT CHAIN LINK FENCE
3207	ACCESSIBLE PARKING SPACE AND SIGNAGE
3210	BOARD FORM CIP CONCRETE SITE WALL
3211	EXISTING FLAG POLE TO REMAIN
3213	EXISTING STORM DRAIN INLET, RE: CIVIL
3215	INFILL CURB AND GUTTER AT CURB CUT, RE: CIVIL
3216	RE-STRIPE PARKING STALLS AT EXISTING PARKING LOT, RE: PLANS FOR STALL DIMENSIONS
3217	EXISTING ELECTRIC VEHICLE CHARGING STATION, AND ASSOCIATED PARKING SIGN
3218	ELECTRIC VEHICLE CHARGING STATION, AND ASSOCIATED PARKING SIGNS
3219	ELECTRIC VEHICLE CHARGING STATION CAPABLE. PROVIDE CONDUIT ROUTE TO PARKING STALL. RE: ELEC
3220	WHEEL STOP
3225	EXISTING STREET SIGN
3226	BRICK PAVING, RE: LANDSCAPE

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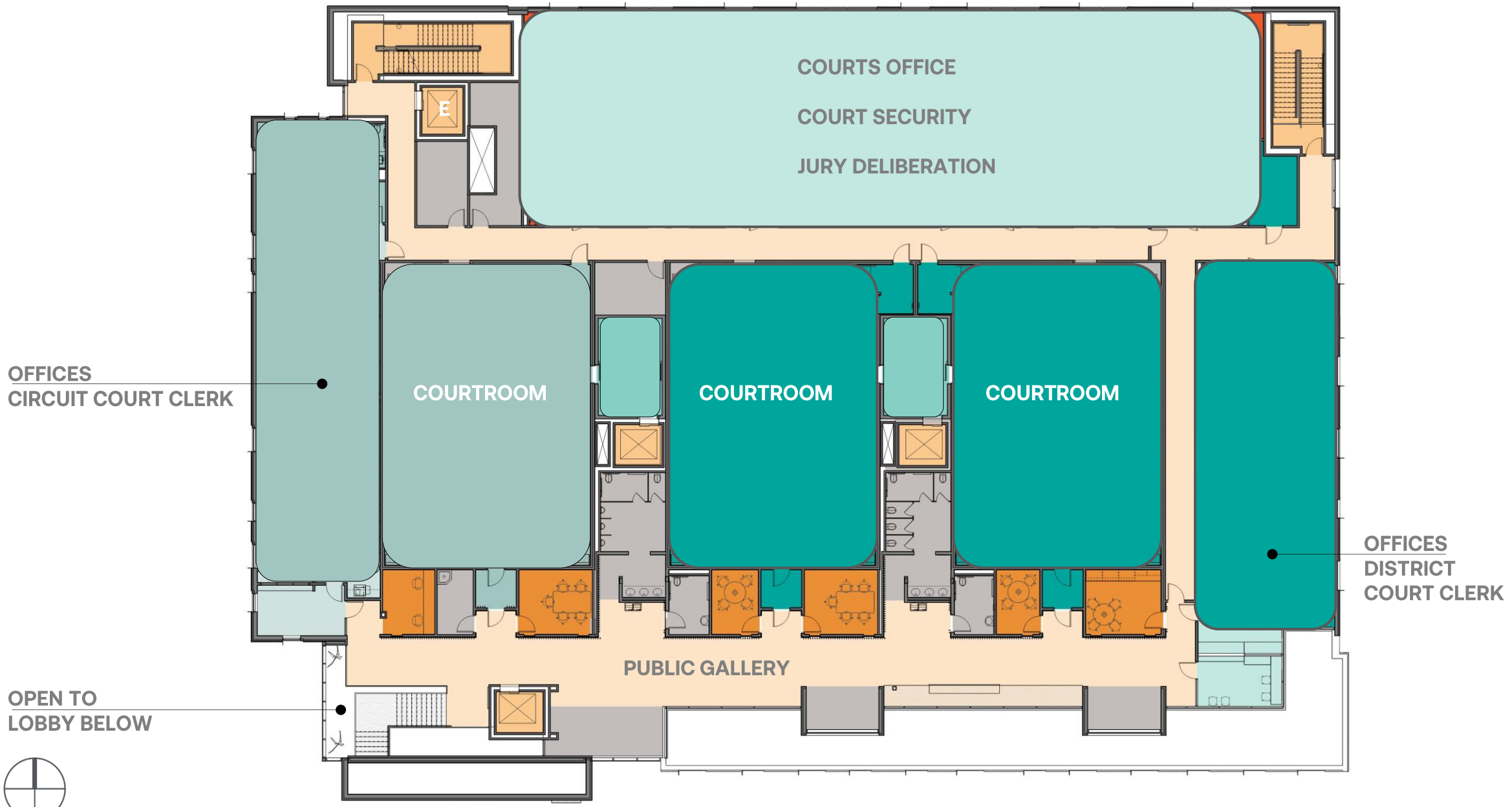
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ARCHITECTURAL SITE PLAN

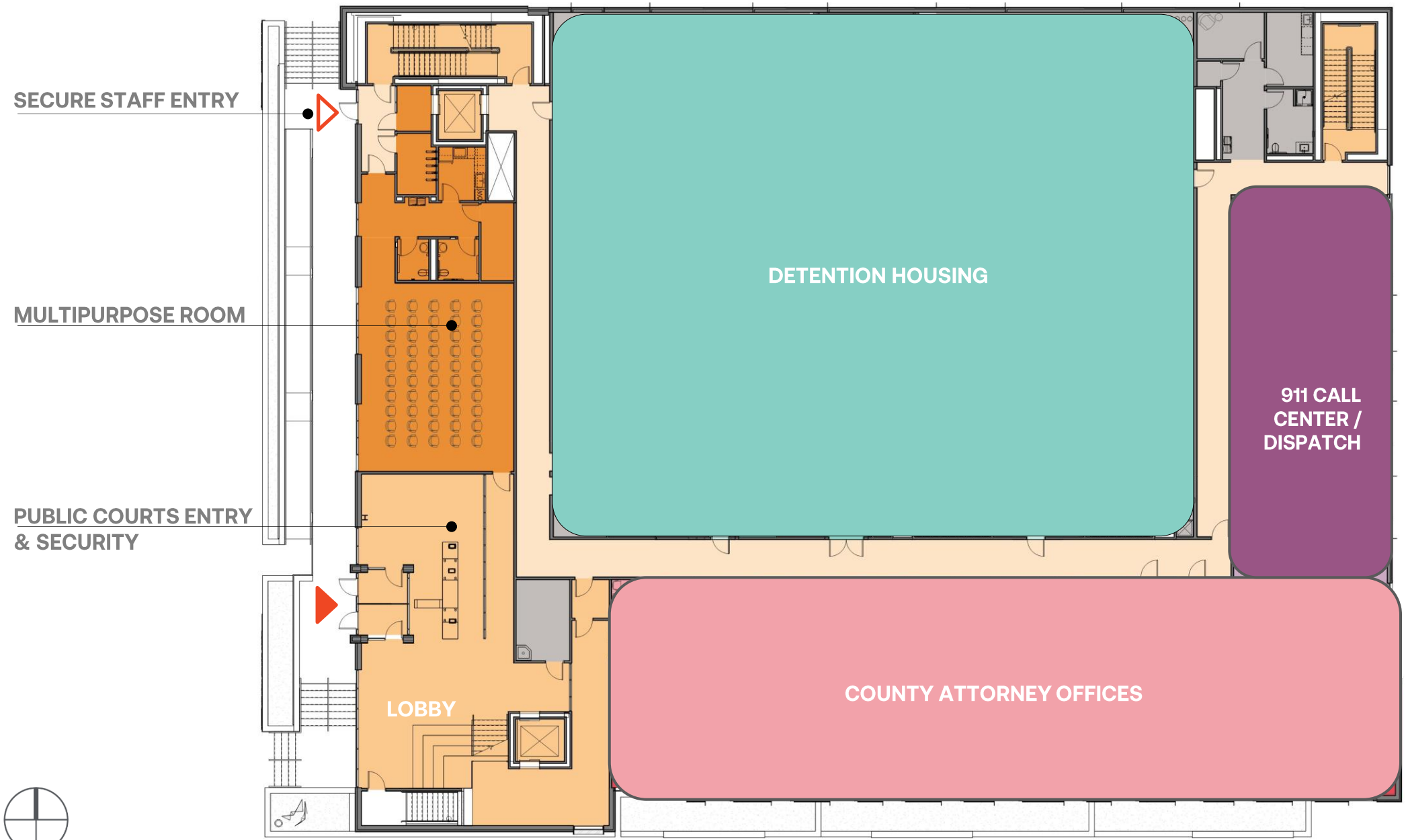
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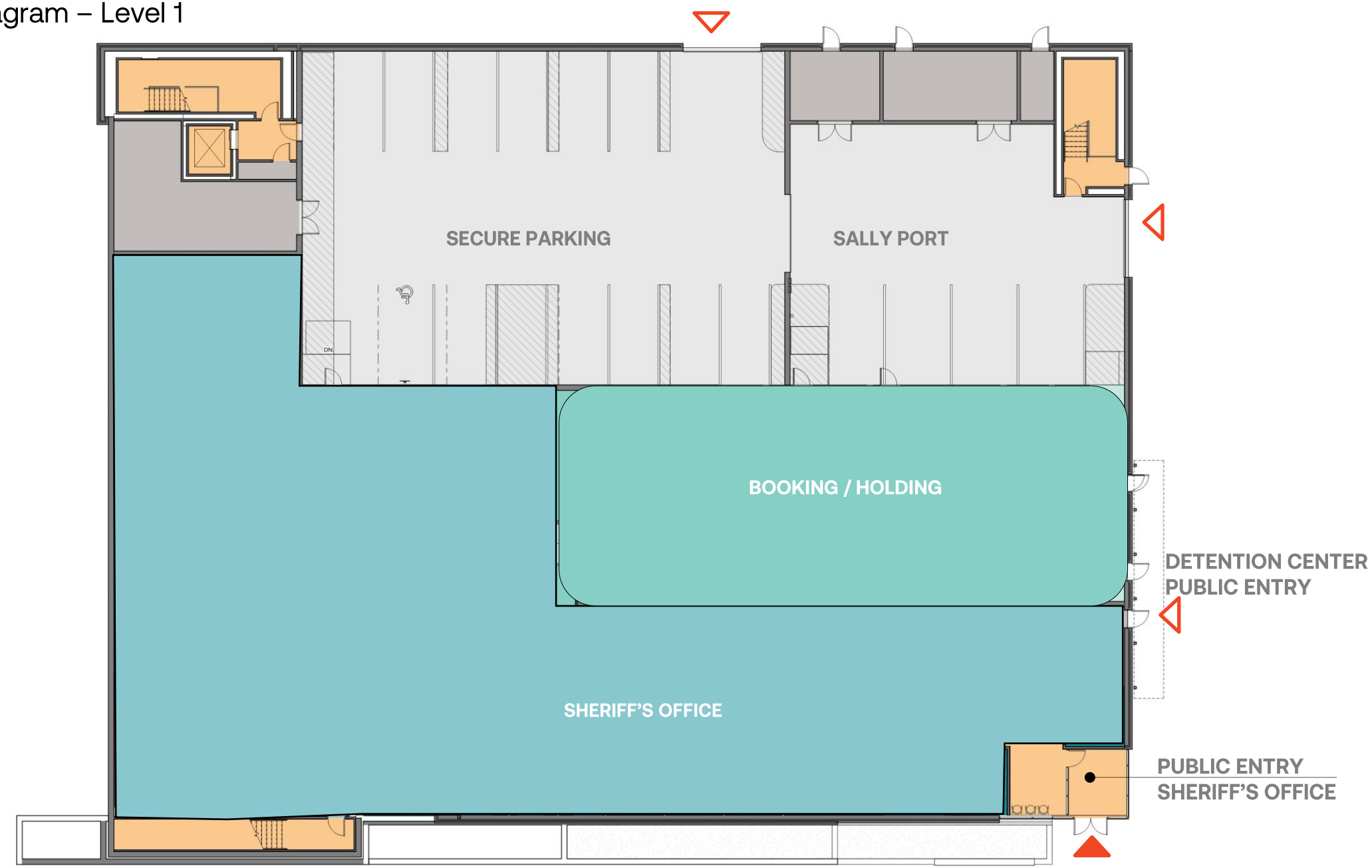
Program Plan Diagram – Level 3



Program Plan Diagram – Level 2

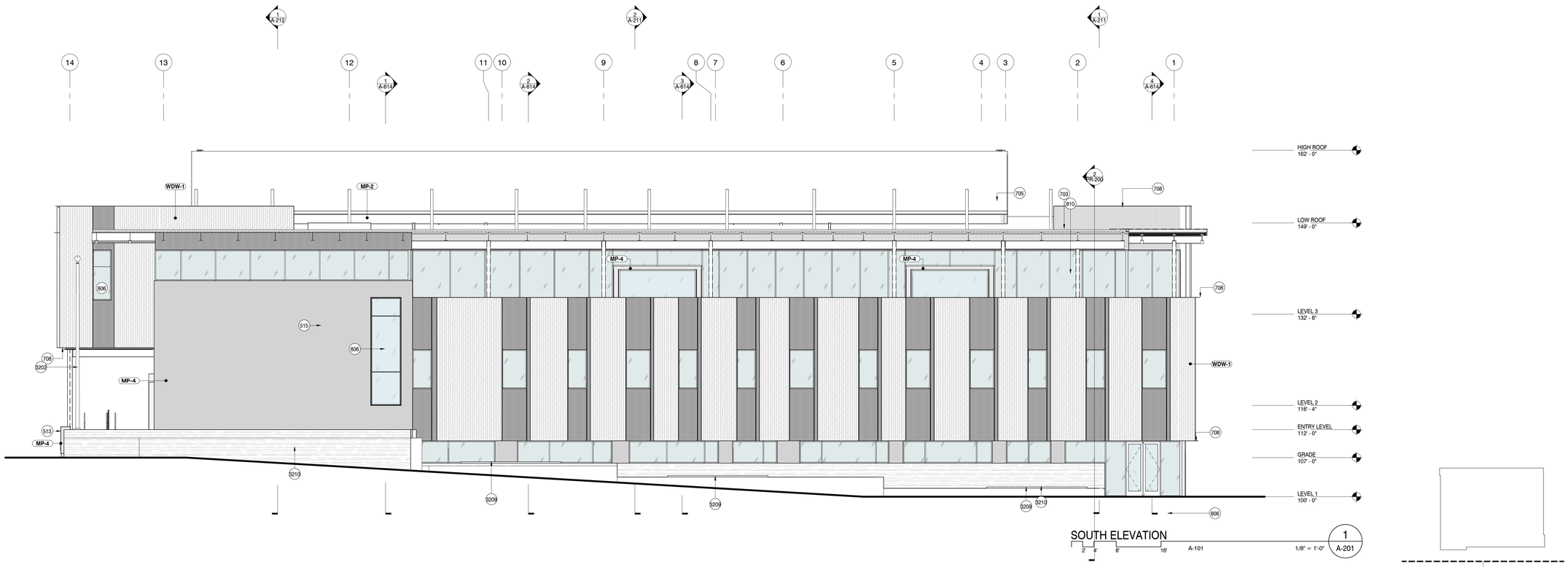


Program Plan Diagram – Level 1









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WORK NOTES

513	HOT ROLLED STEEL BUILDING IDENTITY SIGN
515	STEEL PLATE TRIM AT CURTAINWALL OPENING
703	ROOF EDGE, METAL GRAVEL STOP DETAIL
705	GUTTER AND RAIN LEADER TO LOW ROOF
708	STEEL PLATE AND METAL COPING DETAIL
806	GLAZED ALUMINUM CURTAINWALL ASSEMBLY
810	GLAZED ALUMINUM STOREFRONT ASSEMBLY
3202	FLAG POLE
3209	WOOD BOARD SEAT AT SITE WALL
3210	BOARD FORM CIP CONCRETE SITE WALL

LEGEND

BRK-1	BRICK UNIT MASONRY VENEER
TR-1	FLAT TERRA COTTA PANEL
BRK-1	ALTERNATE - ANCHORED STONE VENEER
TR-2	FLUTED TERRA COTTA PANEL
BRK-1	ALTERNATE - ANCHORED STONE VENEER
WDW-1	WOOD LOOK ALUMINUM SIDING ALTERNATE - THERMALLY MODIFIED T&G WOOD SIDING
MP-1	METAL PANEL - DARK
MP-2	METAL PANEL - LIGHT
MP-3	PERFORATED METAL PANEL
MP-4	BLACKENED HOT ROLLED STEEL

GENERAL NOTES

1. RE: PPD FOR MATERIAL QUALITY AND BASIS OF DESIGN MATERIALS / PRODUCTS
2. RE: PPD FOR DESCRIPTION OF SILLS, COPINGS, FLASHING, AND TRIM

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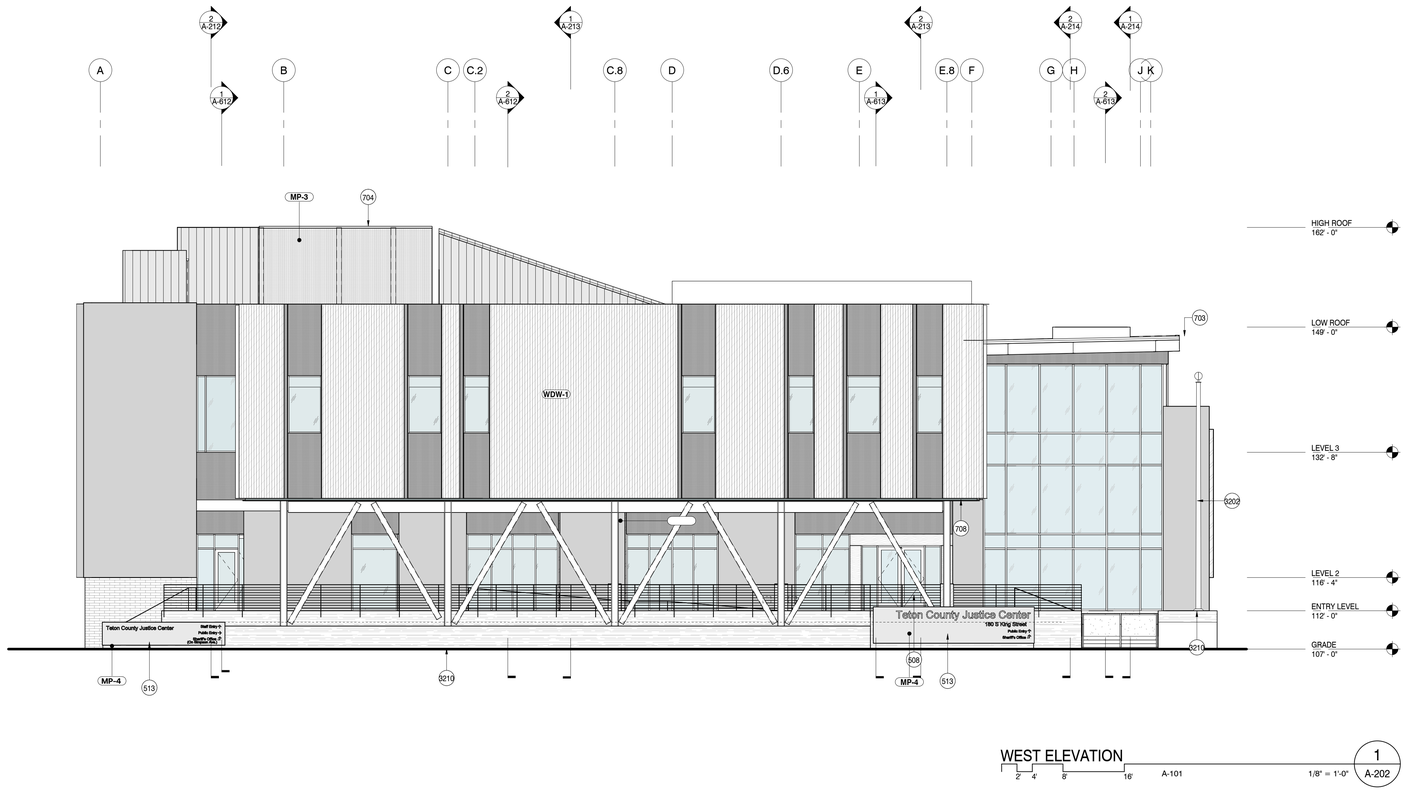
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EXTERIOR ELEVATION - SOUTH

A-201







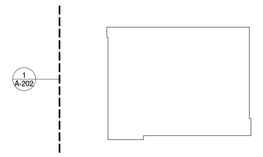
WEST ELEVATION

2' 4' 8' 16'

A-101

1/8" = 1'-0"

1 A-202



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WORK NOTES

508	DECORATIVE METAL GUARDRAIL
513	HOT ROLLED STEEL BUILDING IDENTITY SIGN
703	ROOF EDGE, METAL GRAVEL STOP DETAIL
704	METAL COPING
708	STEEL PLATE AND METAL COPING DETAIL
3202	FLAG POLE
3210	BOARD FORM CIP CONCRETE SITE WALL

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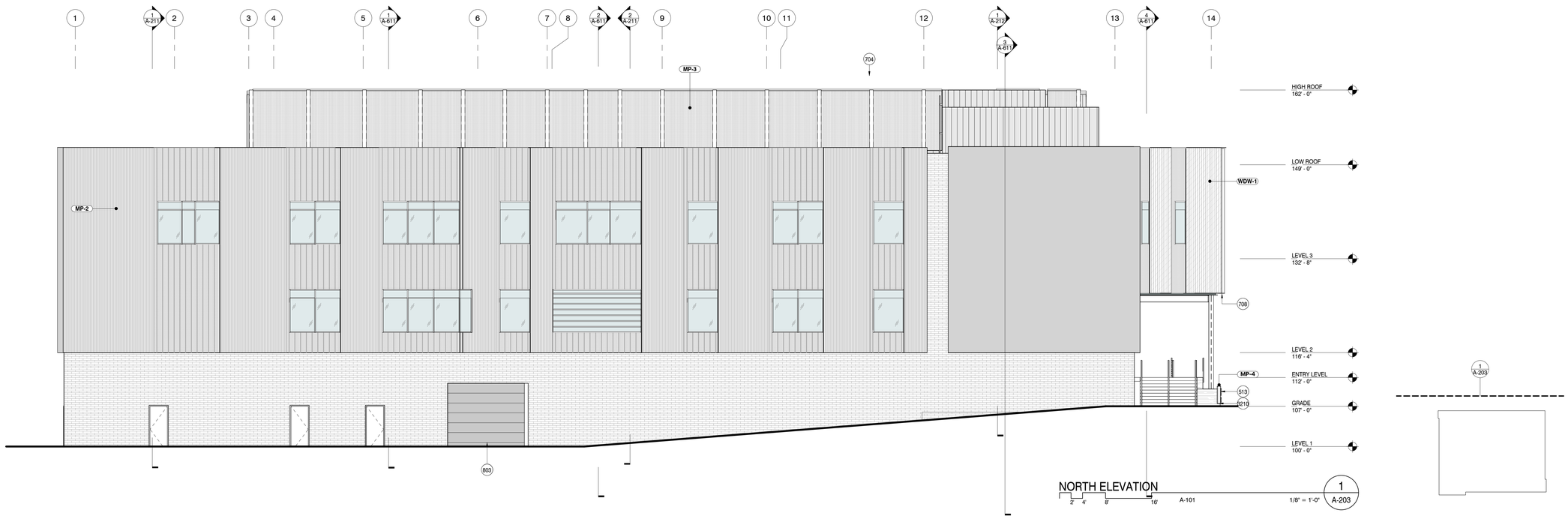
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EXTERIOR ELEVATION - WEST

A-202







WORK NOTES

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704	METAL COPING
708	STEEL PLATE AND METAL COPING DETAIL
803	AUTOMATIC OVERHEAD COILING DOOR
3210	BOARD FORM CIP CONCRETE SITE WALL

LEGEND

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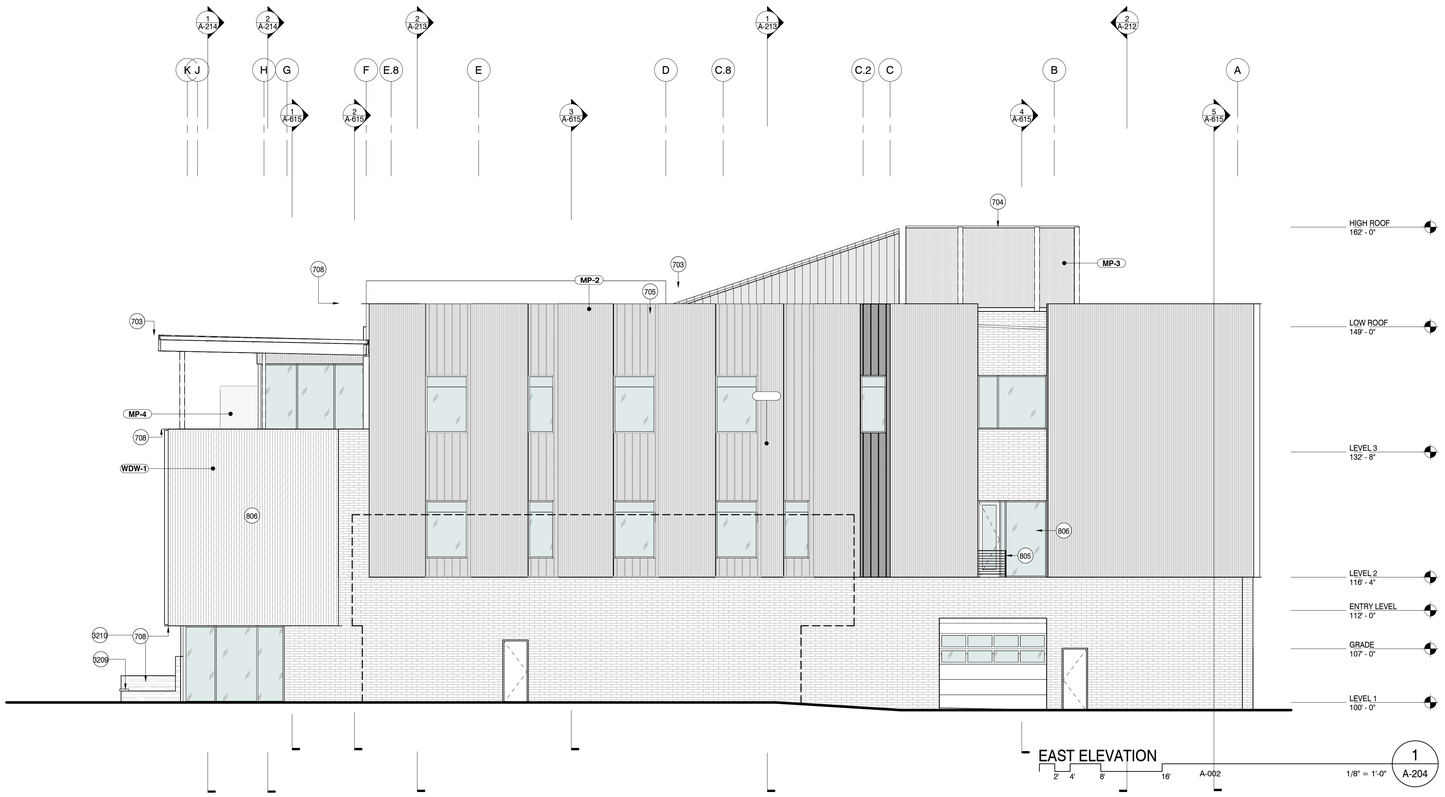
EXTERIOR ELEVATION - NORTH

A-203

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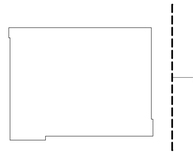
EAST ELEVATION

2' 4' 8' 16'

A-002

1/8" = 1'-0"

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WORK NOTES

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704	METAL COPING
705	GUTTER AND RAIN LEADER TO LOW ROOF
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805	JULIET BALCONY, METAL GUARDRAIL AND DOOR
806	GLAZED ALUMINUM CURTAINWALL ASSEMBLY
3209	WOOD BOARD SEAT AT SITE WALL
3210	BOARD FORM CIP CONCRETE SITE WALL

LEGEND

BRK-1	BRICK UNIT MASONRY VENEER
TR-1	FLAT TERRA COTTA PANEL
BRK-1	ALTERNATE - ANCHORED STONE VENEER
TR-2	FLUTED TERRA COTTA PANEL
BRK-1	ALTERNATE - ANCHORED STONE VENEER
WDW-1	WOOD LOOK ALUMINUM SIDING ALTERNATE - THERMALLY MODIFIED T&G WOOD SIDING
MP-1	METAL PANEL - DARK
MP-2	METAL PANEL - LIGHT
MP-3	PERFORATED METAL PANEL
MP-4	BLACKENED HOT ROLLED STEEL

GENERAL NOTES

1. RE: PPD FOR MATERIAL QUALITY AND BASIS OF DESIGN MATERIALS / PRODUCTS
2. RE: PPD FOR DESCRIPTION OF SILLS, COPINGS, FLASHING, AND TRIM

AndersonMasonDale
3198 SPEER BOULEVARD
DENVER, COLORADO 80211
303.294.9448
AMDARCHITECTS.COM

TETON COUNTY JUSTICE CENTER

180 S King Street
Jackson, WY 83001

24-031

TETON COUNTY
Teton County
P.O. Box 3594
185 S. Willow Street
Jackson, WY, 83001
307 732 8409

Architect
Anderson Mason Dale
3198 Speer Boulevard
Denver, Colorado 80211
303 294 9448
www.amdarchitects.com

Associate Architect
CLB Architects
215 S. King Street
Jackson, WY 83001
307 733 4000
www.clbarchitects.com

Structural Engineer
KL&A
215 North 12th St, Unit E
Carbondale, CO 80623
970 510 5703
www.klaa.com

Mechanical, Electrical & Plumbing Engineers
Cator, Ruma & Associates, Co.
896 Tabor Street
Lakewood, CO 80401
303 232 200
www.catorruma.com

Technology, AV & Security Engineers
BCER Engineering Inc
5420 Ward Road
Arvada, CO 80002
719 533 1112
www.bcer.com

Detention Specialist
HMN Architects
7400 W. 110th St. Suite 200
Overland, KS, 66210
913 451 9075
www.hmnarchitects.com

Civil Engineer
Jorgensen Associates
1315 HWY 89 S., Suite 201
PO Box 9550
Jackson, WY 83002
307 733 5150
www.jorgeng.com

Landscape Architect
Limegreen Design
1165 S. Pennsylvania Street
Suite 120A
Denver, CO 80210
303 733 7558
www.lgdinc.com

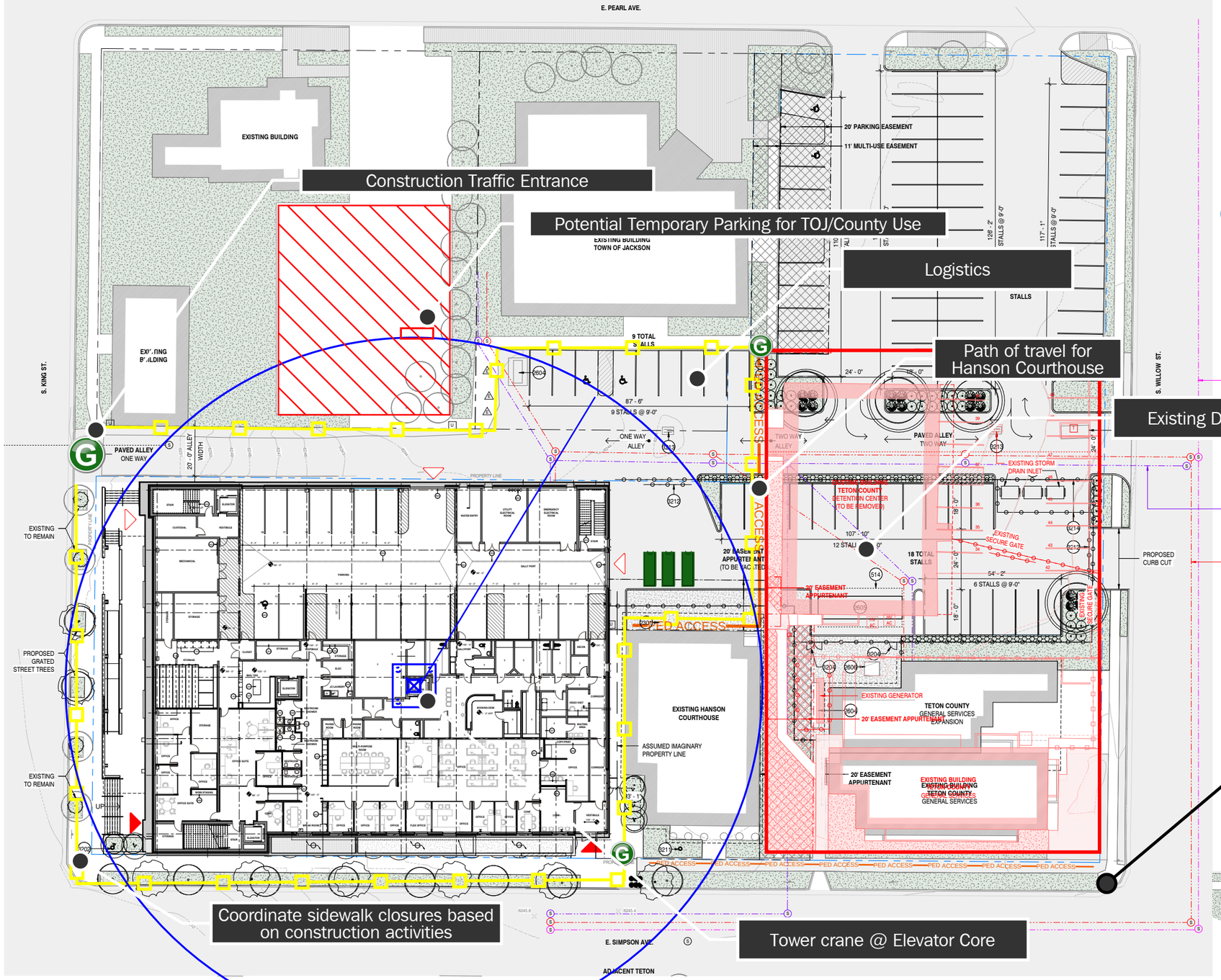
Owner's Representatives
Berning Project Management
PO Box 485
Victor, ID 83455
307 699 3733

Wember
7350 E Progress Pl #100
Greenwood Village, COO 80111
303 378 4130

ToJ: PRE-APPLICATION	26 JUNE, 2024
CONCEPT PRICING PACKAGE	11 JULY 2024
SCHEMATIC DESIGN	06 DECEMBER 2024
ToJ: SKETCH PLAN	04 MARCH 2025
ToJ: SKETCH PLAN REV. 1	JUNE 12, 2025

EXTERIOR ELEVATION - EAST

A-204



PHASE 1: DEMOLITION OF EXISTING COURTHOUSE

PHASE 2 : CONSTRUCTION OF NEW TETON COUNTY COURTHOUSE

DPR CONSTRUCTION

Legend

- Site Fencing
- Dumpsters
- Gate

Notes

Contractor Parking Offsite

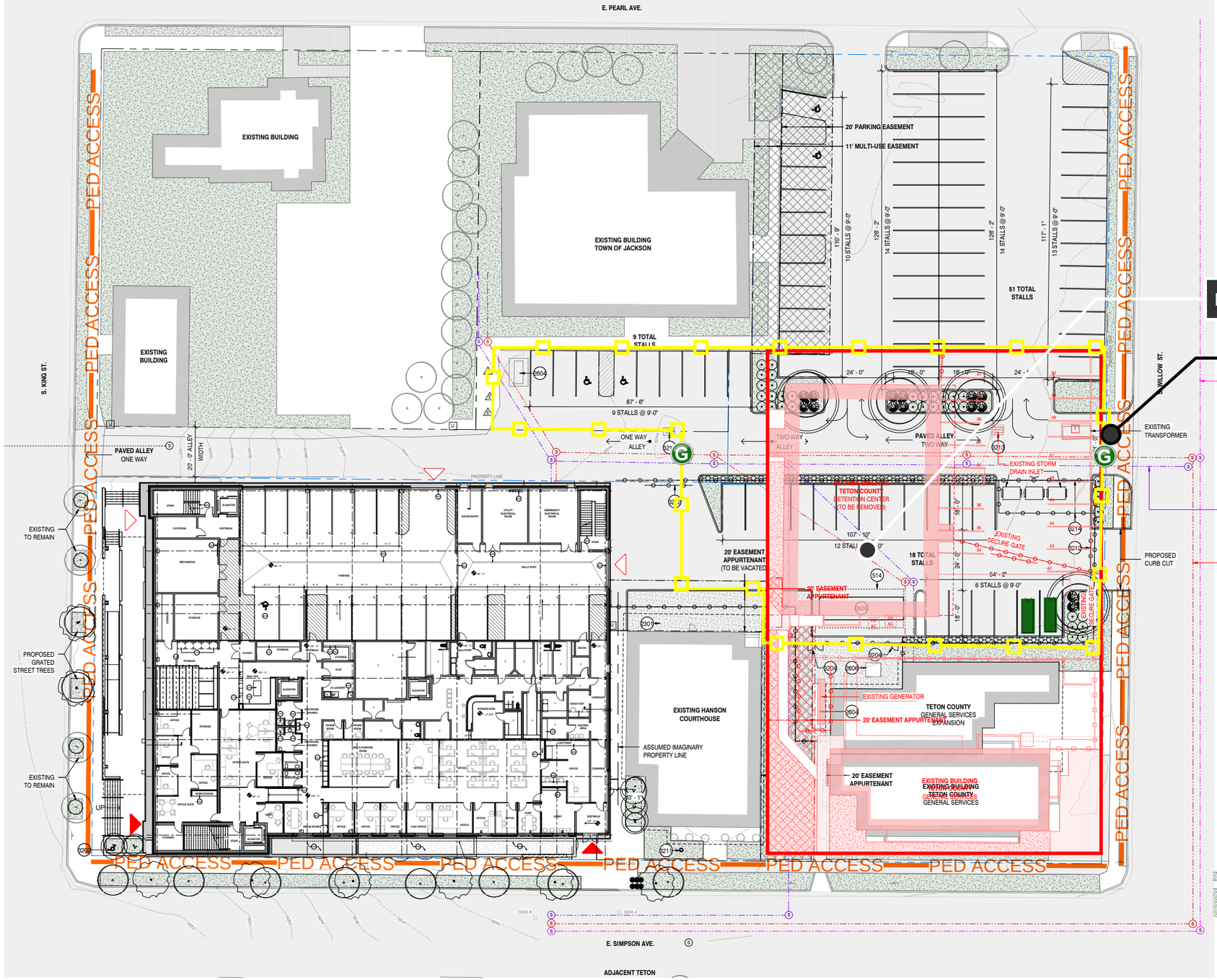
Potential use of dirt lot to north for 7 Town Hall parking spaces

Utilize lay down area East of Willow for Subcontractor Staging

Teton County Court House
Logistics Plan

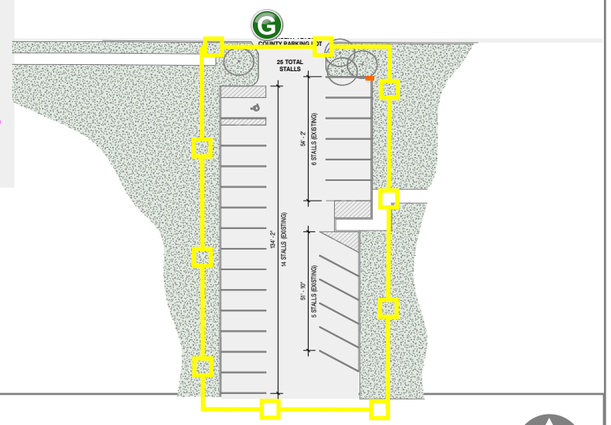
Site Logistics, Access & Management
Scale: NTS

PHASE 3 : DEMOLITION OF EXISTING DETENTION CENTER



Demo Existing Detention Center

Construction Traffic Entrance



Legend

- Unloading Zone
- Site Fencing
- Dumpsters
- Gate

Notes

Contractor Parking Offsite

Potential use of dirt lot to north for 7 Town Hall parking spaces

Utilize lay down area East of Willow for Subcontractor Staging

Site Logistics, Access & Management
Scale: NTS

Teton County Court House
Logistics Plan

WEMBER

7350 E. Progress PL STE 100
Greenwood Village, CO 80111
303-378-4130

www.wemberinc.com/blog
facebook.com/Wemberinc
wemberinc.com

BPM
BERNING PROJECT MANAGEMENT

PO Box 485
Victor, ID 83455
307-699-3733

www.berningpm@gmail.com

Meeting Agenda

Project Name:	**Teton County Justice Center**
Wember Inc. Project Number:	2023.18
Meeting Date:	December 10, 5:30 PM
Location:	Firehouse #1 Training Room, 60 E. Pearl Ave. Jackson WY, On-line
Purpose:	Neighborhood Meeting (pre-sketch plan submittal)

1. **Introduction**

a. Teton County
   i. Introduction
   ii. Sarah Mann – Director – General Services
   iii. Josiah Nash – Fcilities Maintenance Manager

b. Wember / Berning Project Management
   i. Tom Farrens – Main Contact (307) 677-2219
   ii. Jason Berning – (307) 699-3733

c. Anderson Mason Dale - Architect
   i. Introduction
   ii. Role on Project
   iii. James Taylor – Principal
   iv. Stephan Hall – PM
   v. CLB Architects – Cary Lakeman – Senior PM

2. **PROJECT INTRODUCTION/DESCRIPTION**

a. This meeting is required to be held prior to the submittal of the sketch plan review to the Town of Jackson. Additional meetings will be held prior to the start of construction with the CMAR to inform the neighborhood of timelines and possible distruptions.

b. This project will require a Conditional Use Permit and will include Public Hearing that will be advertised.

c. All addresses within 200' of the site were invited to this meeting.

d. The project is located at 180 S King Street. Jackson, WY 83001

e. The Teton County Justice Center is projected to be approximately 78,000 to 83,000 sf. It will involve the demolition of the existing Teton County Courthouse and the construction of a new facility that will also include three courtrooms, a Detention Center, a Sheriff's Office, a Dispatch Center, and the County Attorney offices, along with other Courthouse-related functions. Additional small remodel projects at temporary office space, as identified by the owner, may be required prior to the start of the Justice Center project.

3. **COMMUNICATIONS**

a. All questions are to be addressed to the Owner's Representative – Tom Farrens – Project Manager. tfarrens@wemberinc.com

4. SCHEDULE

a. Proposed Project Timeline:

Schematic Design	June 2024 – December 2024
CMAR Selected	December 2024 – February 2025
Design Development	January 2025 - June 2025
Construction Documents	August 2025 – January 2026
Permitting/ GMP	December 2025 – February 2026
Construction	Spring 2026 – Fall 2028 (30 Months)

(subject to change)

5. Presentation

a. Review of the project drawings.

6. QUESTIONS

7. WRAP UP AND NEXT STEPS

a. Major Questions and comments will be incluced in the Sketch Plan Submittal.

8. ADJURNMENT

WEMBER

7350 E. Progress PL STE 100
Greenwood Village, CO 80111
303-378-4130

www.wemberinc.com/blog
facebook.com/Wemberinc
wemberinc.com

Teton County Justice Center Neighborhood Meeting
December 10, 5:300 PM

Name	Address	Phone	E-mail Address
Kathleen Simpson Lea Kuvinka	70E Simpson	3076906611	lea@kuvinka.com

NOTICE OF NEIGHBORHOOD MEETING

December 10th, 5:30 pm -6:30 pm

Location of Meeting: Jackson Hole Firehouse #1 training room at 60E. Pearl Ave, Jackson, WY

A neighborhood meeting will be held to inform interested parties about:

REQUEST: Information prior to Sketch Plan submission

PROPOSAL: Teton County Justice Center construction project

For information regarding this meeting or the proposal, please contact:

Teton County Owner's Representative - Tom Farrens at (307) 677-2219

Posting Date: December 3rd, 2024

Workflow Notes

Permit Number	Begin Date	Step Type	Text	Created By	End Date
P25-019		BUILDING DEPARTMENT COMMENTS	The structure must meet the most current adopted building codes of the Town of Jackson at the time of permitting.		
P25-019		DETERMINATION OF SUFFICIENCY	The application request for a Sketch Plan was determined insufficient by the Planning Department. The application failed to provide the following information required for a Sketch Plan submittal: 1.Narrative description of the project including response to Findings of Approval of Sketch Plan (LDR Sec. 8.3.2.C). The narrative needs to describe the entire project, its square footage breakdown totals and by level, describe uses by level and who uses the building, provide a full master parking analysis that justifies the proposed parking meeting the needs of the new building/Town Hall/Teton County General Services Building (please see condition of approval for TCGSB CUP), discuss how the site access and circulation work, describe changes to the alley and state which sections are one way or two way, describe preliminarily how snow storage/management will be handled, list all applicable LDR standards and whether the project complies (i.e., FAR, LSR, height, stories, parking requirements, parking dimensions, setbacks, bike parking, EVSE parking, etc.), a statement how housing requirements even though this project is exempt, description of proposed materials and architecture inspiration, describe the proposed pedestrian frontage changes, describe how loading/trash will work and where it is located, etc. Essentially, the applicant needs to go through the LDRs and list all applicable standards and provide a written response to whether the project complies or not. The applicable sections are listed in the Pre-application Conference Checklist attached (P24-125). Even though this project is in the P/SP zone which is exempt from many standards, the applicant needs to show what is proposed. For example, even though there are no street or alley setbacks, provide in writing the setbacks proposed on each street, setbacks from the alley, and separation from the Federal courthouse. In general, the narrative should assume that the Town knows nothing about the use of a courthouse/jail or its demands and needs for employees, parking, peak busy times during the week, hours of operation, etc. 2.Provide a written response to all items identified in the Pre-Application Conference (see P24-125 final checklist attached). 3.Neighborhood Meeting Provide confirmation/proof that the required Neighborhood Meeting was held (LDR Sec. 8.2.3) and provide a meeting summary. 4.Conceptual Construction Management Plan Provide a conceptual level plan for construction management, specifically addressing any expected use of the public right of way for construction. This includes a preliminary statement on how the applicant plans to deal with the temporary displacement of office workers during construction.		

Workflow Notes

Permit Number	Begin Date	Step Type	Text	Created By	End Date
P25-019		ENGINEERING DEPARTMENT COMMENTS	SEE ATTACHED PDF		
P25-019		FIRE DEPARTMENT COMMENTS	Comments from P24-125 apply and now include the following. 1.) A fire department permit is required for an automatic sprinkler system. Plans shall be submitted for review and approval prior to a permit being issued. 2.) A fire department permit is required for a fire alarm system. Plans shall be submitted for review and approval prior to a permit being issued. 3.) The provisions of the IWUIC shall apply to the construction, alteration, moving, repair, maintenance and use of any building, structure or premises within the wildland-urban interface areas in this jurisdiction. 4.) Dedicated detention elevators require security features beyond standard elevators and must meet the requirements of ASME A17.1 including but not limited to two-way communication, tactile "HELP" button with a visual indicator and compliance with ADA standards. 5.) Level 1 generator meets specific requirements of the IFC including a separate fire-rated room, independent power distribution. Installation, testing and maintenance in accordance with NFPA 110. 6.) Project may require a Class 1 standpipe per the IFC, Section 905.3.1(2). A fire department permit is required for a standpipe system. Plans shall be submitted for review and approval prior to a permit being issued. 7.) Where required by the fire code official, fire apparatus access roads shall be marked with permanent "NO PARKING - FIRE LANE" signs complying with the IFC, Figure D103.6		
P25-019		PARKS AND RECREATION DEPARTMENT COMMENTS	Request walk through with contractor prior to landscape installation and ensure oversight of planting specifications for all trees and shrubs.		
P25-019		PLANNING DEPARTMENT COMMENTS	Please see staff report.		
P25-019		POLICE DEPARTMENT COMMENTS	Primary concerns regarding the Justice Center are related to parking and prioritizing public safety, customer access, and staff needs, in that order. I am not in favor of blocking off the south side parking area owned by the Town of Jackson, as those spaces are critical for daily operations. Additionally, the EV charging station is currently located in that area do they have plans for relocating it, and if so, where?		
P25-019		REGIONAL TRANSPORTATION COMMENTS	1. Remove the Pearl Ave parking lot east corner vehicular access; Consolidate to single access curb cut 2. Provide direct pedestrian connectivity from the E-W alleyway to Willow Street 3. Remedy access issues to the proposed long term bike parking located on floor 1.5 4. Add showers/locker rooms in/adjacent to several restrooms in the Justice Center employee areas		

Workflow Notes

Permit Number	Begin Date	Step Type	Text	Created By	End Date
	02/21/2025	LEGAL DEPARTMENT COMMENTS		TVALENTINE@JACKSONWY.GOV	03/07/2025
	03/11/2025	PC ROUGH DRAFT		KSLUDER@JACKSONWY.GOV	03/11/2025
	03/18/2025	TC PUBLIC NOTICE		LPOTZ@JACKSONWY.GOV	03/18/2025
	03/27/2025	JOINT HOUSING DEPARTMENT COMMENTS		MTIPPETTS@JACKSONWY.GOV	03/27/2025
	04/18/2025	PC KEY ISSUES		AERSKIN@JACKSONWY.GOV	
	04/24/2025	INITIAL REPORT		TVALENTINE@JACKSONWY.GOV	04/24/2025
	04/28/2025	PC FINAL DRAFT		TVALENTINE@JACKSONWY.GOV	
	05/01/2025	PLANNING COMMISSION REVIEW AND RECOMMENDATION		BTLENZ@JACKSONWY.GOV	05/01/2025
		FINAL REPORT			
		TOWN COUNCIL MEETING			
		PC PUBLIC NOTICE			
		COMPLETENESS REVIEW			
		FINAL LETTER			
		START DEPARTMENT COMMENTS			
		COMPLETE REPORT			
		PATHWAYS DEPARTMENT COMMENTS			

From: Ed Beddow
To: Town of Jackson Planning Department
Subject: Opposition to Justice Center Proposal
Date: Thursday, May 15, 2025 3:35:17 PM

Ladies and Gentlemen:

I write to voice my strong objection to the construction of a massive "justice center" in the heart of Old Jackson. A three-story, 80,000 square foot municipal building would be a travesty to the heritage of our small town community and would represent such a significant change from the current character of the existing Town Facilities that Jackson as we know it would no longer be recognizable.

The hazy "sketch" which was provided appears to take out what little green and open space remains on this parcel of land. Besides removing 100 year old cottonwood trees that line Pearl Avenue, the 3-story building would create a canyon effect on Pearl Ave.

As a business owner and occupant of property bordering the proposed project, the current view corridor to Snow King that my building now has will be forever removed. It is very likely that a structure of this magnitude would have a significant, material negative impact to the value of our building and each unit, particularly those on Pearl Avenue where my office is located.

I request the Justice Center be significantly scaled down to a more appropriate size for a town of 10,000 people that takes into consideration the character of the existing facilities. There must be a balance between maintaining open space and increasing green space, while not obstructing the view corridors. If an 80,000 building is deemed necessary,

The citizens and residents of Jackson demand that town elected officials prioritize the Western character of Jackson – where the West begins. A gigantic government complex of the sort proposed should not be built. There are many better options which officials should pursue.

Sincerely,

Edward G. Beddow
Beddow Capital Management
307.734.7300

From: erexbarnes@gmail.com
To: Town of Jackson Planning Department
Subject: Justice center, No!
Date: Thursday, May 15, 2025 3:18:36 PM

Regarding Item P25-019 Sketch Plan

To whom it may concern. I object to the proposed Sketch Plan for a new three story, 80,000 square foot Justice Center.

The building as described, would be a significant change from the current character of the existing Town Facilities. It appears to take out what little green and open space is left, including 100 year old cottonwood trees that line Pearl Ave. It would create a canyon effect on Pearl Ave.

The construction project will likely take years, congesting Pearl Ave., and be loud and annoying.

As a resident/owner of property bordering the proposed project, the current view corridor to Snow King that my building has will be forever removed. There would be a significant, material impact to the value of our building and each unit, particularly those on Pearl Ave.

I request the Justice Center be significantly scaled down to something more appropriate to a town of 10,000 people that is in character with the existing facilities, that maximizes open space, that increases green space, that does not obstruct existing view corridors. If an 80,000 building is deemed necessary, I request the the town live up to its suggestions to other real estate developments, and build South of Town to relieve congestion and to keep the beauty of our little town intact.

Sincerely,

From: Jodi Forsyth
To: Town of Jackson Planning Department
Subject: Opposing Initiative / Pearl building
Date: Thursday, May 15, 2025 3:35:41 PM

Dear Planning Commission,
I am a 35+ year resident of Teton County. It has come to my attention that there is a proposed 80,000 square foot building to be built on the corner of Pearl Ave and Willow.
Part of the character and beauty of our town is that we can see and enjoy mountain views from our city center. The size of this building is totally out of character for our town. I am not anti-building, but let's keep things in check before we start to ruin our town's charm and allure.
I am also concerned about what a project of this size and scope will do to this busy corridor.
Please say no.
I strongly oppose this initiative.

Jodi Forsyth
Forsyth & Brown LLC
Po Box 12285
1160 Alpine Ln #2C
Jackson, WY 83002
307-200-6608
307-200-6610 (fax)

From: Gmail
To: Town of Jackson Planning Department
Subject: Regarding Item P25-019 Sketch Plan
Date: Thursday, May 15, 2025 2:12:10 PM

To whom it may concern. I object to the proposed Sketch Plan for a new three story, 80,000 square foot Justice Center.

The building as described, would be a significant change from the current character of the existing Town Facilities. It appears to take out what little green and open space is left, including 100 year old cottonwood trees that line Pearl Ave. It would create a canyon effect on Pearl Ave.

The construction project will likely take years, congesting Pearl Ave., and be loud and annoying.

As a resident/owner of property bordering the proposed project, the current view corridor to Snow King that my building has will be forever removed. There would be a significant, material impact to the value of our building and each unit, particularly those on Pearl Ave.

I request the Justice Center be significantly scaled down to something more appropriate to a town of 10,000 people that is in character with the existing facilities, that maximizes open space, that increases green space, that does not obstruct existing view corridors. If an 80,000 building is deemed necessary, I request the the town live up to its suggestions to other real estate developments, and build South of Town to relieve congestion and to keep the beauty of our little town intact.

Sincerely,

Katie Rose
Program Manager
EcoTour Adventures
Jackson Hole, Grand Teton and Yellowstone Wildlife Tours
Top Rated on TripAdvisor.com

P.O. Box 10872
Jackson, WY 83002
(307) 690-9533
www.jacksonholewildlifetours.com

Visit our Facebook Page and "Like Us" to view some great PHOTOS!
http://www.facebook.com/pages/EcoTour-Adventures/80135374102?ref=tn_tnmn

From: Larry pine
To: Town of Jackson Planning Department; Laely Jackson
Subject: P25-019
Date: Thursday, May 15, 2025 8:43:39 PM

Regarding Item P25-019 Sketch Plan

To whom it may concern. I object to the proposed Sketch Plan for a new three story, 80,000 square foot Justice Center.

The building as described, would be a significant change from the current character of the existing Town Facilities. It appears to take out what little green and open space is left, including 100 year old cottonwood trees that line Pearl Ave. It would create a canyon effect on Pearl Ave.

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I request the Justice Center be significantly scaled down to something more appropriate to a town of 10,000 people that is in character with the existing facilities, that maximizes open space, that increases green space, that does not obstruct existing view corridors. If an 80,000 building is deemed necessary, I request the the town live up to its suggestions to other real estate developments, and build South of Town to relieve congestion and to keep the beauty of our little town intact.

Sincerely,

Laely Heron and Larry Pine
199 East Pearl

From: Lea Kuvinka
To: Tyler Valentine
Subject: RE: Comment on 180 S. King St. project
Date: Sunday, June 8, 2025 9:07:45 AM

Hello Tyler:

Sorry for the tardy response. I was out of town for a bit. I believe this project will be coming up soon in a meeting in the next week or two.

First, I did mention in the submittal that the building is too large. I am fairly realistic about anyone listening to any of the concerns the public has on the sketch plan design because it seems like a "done deal". But, to that extent, that is my comment.

Second, to your point that there would be other opportunities to comment on the construction process, I'm happy to hear my comment is too early! My experience with the town has been that whenever folks on our block are asked to comment, we are told we should have brought the issue up sooner. This happened years ago with regard to our neighboring property (King St. Building) as well as the Bear Creek building. More recently, we heard the same from the town staff when concerns were raised about the sidewalk construction in 2021 on Simpson. We were sent a notice to comment, then told it was too late because we should have commented on the Safe Streets plan adopted years before. In order to have any effect, we had to annoy a lot of folks just to have our concerns addressed about some pretty simple issues. We were castigated for wasting the time of public officials and town employees because we responded to the notice. Therefore, my philosophy has been to show up to comment at every stage of the game so I would no longer hear the response that it is too late to comment.

In the case of this project, those of us who attended the initial neighborhood meeting were very surprised that none of the town planning staff showed up to hear our concerns. One town employee did attend but none of the planners or council members saw fit to attend a meeting about an 80,000 square foot building. Therefore, I assume that the planning staff was never informed of the concerns raised.

Finally, my request which I believe will be shared by others with regard to stringent regulation on noise, staging and the like, is that the Town consider imposing ***more*** restrictive provisions than those which might be in a handbook in order to get an 80,000 square foot building sketch plan approved. Please consider that this is on the fringe of an area which is residential mixed use with no commercial use as opposed to many of the other projects in town. Please consider that noise, parking and staging regulations are not enforced or, at most, loosely enforced. There is literally nothing a resident can do at the time of the offense (or even later) if there is a problem and contractors tend to know how to stretch boundaries.

So, if you hear this time and time again from me while the courthouse project proceeds, the

reason that I am doing so is because of experience. I don't want to be told I did not bring forward these issues and told it is too late to raise them. When someone calls to report a problem, the problem should be effectively addressed and enforced.

Finally, I appreciate that being a planner or enforcing restrictions is not an easy job. Like law practice, there are frequent conflicts of interest which may be perceived as impeding progress. In the instance of the new courthouse, this project was turned down by the voters once and passed with an incredibly small margin in the next vote. This history of approval would support enhanced measures to mitigate the disturbance during construction as being consistent public interest.

Thank you.

Lea Kuvinka

From: Tyler Valentine <tvalentine@jacksonwy.gov>
Sent: Monday, May 19, 2025 8:35 AM
To: Lea Kuvinka <lea@kuvinka.com>
Subject: RE: Comment on 180 S. King St. project

The town will have the opportunity to discuss construction and noise in the context of the currently adopted ordinances. But this project is at the Sketch Plan stage, which is conceptual in nature. Discussions over noise and construction occur later during the Development Plan (the second public review of the project) and Building Permit. Just to set expectations, all commercial projects have the same noise ordinance rules to follow (see Municode link below). The applicant will need to provide a preliminary construction staging plan with the final Development Plan that will lay out their phasing plan, storage of trailers and materials, employee parking, best management practices, dust control, etc.

https://library.municode.com/wy/jackson/codes/code_of_ordinances?nodeId=TIT9PUPEMOWE_CH9.44EXNO

From: Lea Kuvinka <lea@kuvinka.com>
Sent: Friday, May 16, 2025 9:03 AM
To: Tyler Valentine <tvalentine@jacksonwy.gov>
Subject: RE: Comment on 180 S. King St. project

Thanks. Just to reiterate, I think the folks in the neighborhood would appreciate anything the town could possibly do to minimize noise and disruptions. The folks on the east side of Simpson are not in commercial zoning.

Lea

From: Tyler Valentine <tvalentine@jacksonwy.gov>
Sent: Friday, May 16, 2025 8:47 AM
To: Lea Kuvinka <lea@kuvinka.com>
Subject: RE: Comment on 180 S. King St. project

Received. Thank you!

-Tyler V

From: Lea Kuvinka <lea@kuvinka.com>
Sent: Thursday, May 15, 2025 7:00 AM
To: Town of Jackson Planning Department <planning@jacksonwy.gov>
Subject: Comment on 180 S. King St. project

Good Morning:

Please find the attached letter for incorporation into the Staff Report for the Planning Commission as requested on your April 28, 2025 notice.

I would appreciate an acknowledgement of your receipt.

Thank you,

Lea Kuvinka
lea@kuvinka.com
(307) 690-6611

May 15, 2025

To: Town of Jackson Planning Commission
From: K&K on Simpson, LLC
RE: Comment for 180 S. King St. Courthouse Development

To the Members of the Town of Jackson Planning Commission:

The members of K&K on Simpson, LLC ("K&K"), owner of 70/72 E. Simpson Ave., request the following be considered in the application for approval of sketch plan and all future permitting for development of the proposed Courthouse complex to be located at 180 S. King St., Jackson, WY.

Before discussing the details of the proposed Courthouse plan, I would like to point out that the basis for K&K's perspective is largely the result of having been located on East Simpson Ave. for over 43 years. The members of K&K are George and Lea Kuvinka. For 40 years we operated our law office at 70 E. Simpson. Since our retirement, the property has been a mixed-use rental property. We continue to have nearly daily contact with the property as we perform much of the maintenance on the property. From the top of Snow King, you might notice that our property includes the largest and greenest backyard in the area. We have chosen not to develop but, rather, to preserve and renovate. During the same period, there have been several long term major construction projects at the 180 S. King St. location which include the current jail, the Hansen Courthouse and the renovation of the current courthouse.

The comments in this letter are limited to practical matters which I raised at the neighborhood meeting this past winter. Nobody from the Town planning office or commission attended the meeting. We may have opinions regarding the size and necessity for such a large building. However, it appears that there is already a commitment to a single 80,000 square foot building.

1. Construction Noise and Hours. This project is in the fringe between a commercial area and a residential area. 70 E. Simpson is an office and 72 E. Simpson is a residential rental. Many other properties in the area are mixed use or residential. During the previous courthouse remodel, jackhammering was constant for hours each day over lengthy periods of time. Much more noise and disruption will likely occur considering the proposed structure is 80,000 square feet to be constructed over the three years. It would seem appropriate that strict time limits on the days and hours of construction

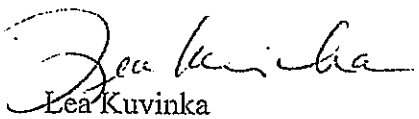
including a maximum number of hours per day during which the noisier activities can occur. For instance, noisier construction activities could be limited to a few hours per day. The contractor should be required to inform those who request notification of a schedule of expected noise and other disruptions on a regular basis before they occur so that businesses can plan their activities and residents know what to expect.

2. Staging. At the neighborhood meeting, there was brief mention of the proposed staging area being in the parking area across from the Hansen Courthouse. This 50'X150' lot seems inadequate for such a large project. My understanding is that some of the parking near the jail and general services building will remain in service further limiting on-site staging. The result of inadequate staging areas will likely be that construction materials will be stored in trailers on the local streets and other areas which interfere with the current use of the streets and sidewalks. A plan for adequate staging should be required which considers the current neighborhood use of these areas.

3. Parking. On any given day, the streets around the current courthouse are solidly parked. Even if the current courthouse offices are moved, the parking problem will not resolve as parking is being pushed into this area. Visitors as well as employees of the commercial area park where limits are more generous. Similar to the current construction area on Pearl Street, street parking will be further limited and pushed in every direction due to closed curb parking. No doubt, the Town staff as well as the neighborhood occupants will find the parking issue an incredible challenge when the construction gets going. One obvious strategy would be to require the contractor to prohibit workers from parking anywhere in the area by providing parking elsewhere with transportation to the construction site. The Town might also consider strategies to redirect visitor and downtown employee parking away from this area. I am sure there are other strategies as well. The point being that this issue needs to be addressed in detail with a specific traffic and parking plan for the area.

We realize there is no way to completely mitigate the effect of an 80,000 square foot building with a three year construction timeline, our request is that the Town do as much as possible to retain the character and quality of our neighborhood, from the design of the project to the disruption the construction process may cause.

Very truly yours,



Lea Kuvinka
On behalf of K&K on Simpson, LLC

From: Scott Kirkpatrick
To: Town of Jackson Planning Department
Subject: Item P25-019 Sketch Plan
Date: Thursday, May 15, 2025 1:49:52 PM

To whom it may concern. I object to the proposed Sketch Plan for a new three story, 80,000 square foot Justice Center.

The building as described, would be a significant change from the current character of the existing Town Facilities. It appears to take out what little green and open space is left in the heart of Town, including 100 year old cottonwood trees that line Pearl Ave. It would create a canyon effect on Pearl Ave.

The construction project will likely take years, congesting Pearl Ave., and be loud and annoying.

As a resident/owner of property bordering the proposed project, the current view corridor to Snow King that my building has will be forever removed. There would have a significant, material negative impact to the value of my property and our building.

As a thirty-five year tax paying resident of Teton County, I request the Justice Center be significantly scaled down to something more appropriate to a town of 10,000 people that is in character with the existing facilities, that maximizes open space that increases green space, that does not obstruct existing view corridors. If such significant space is deemed necessary, I request the town live up to its suggestions to other developments, and build South of Town to relieve congestion and to keep the beauty of our little town intact.

Sincerely,

Scott Kirkpatrick

Scott Kirkpatrick
199 East Pearl Ave
Jackson, WY 83001