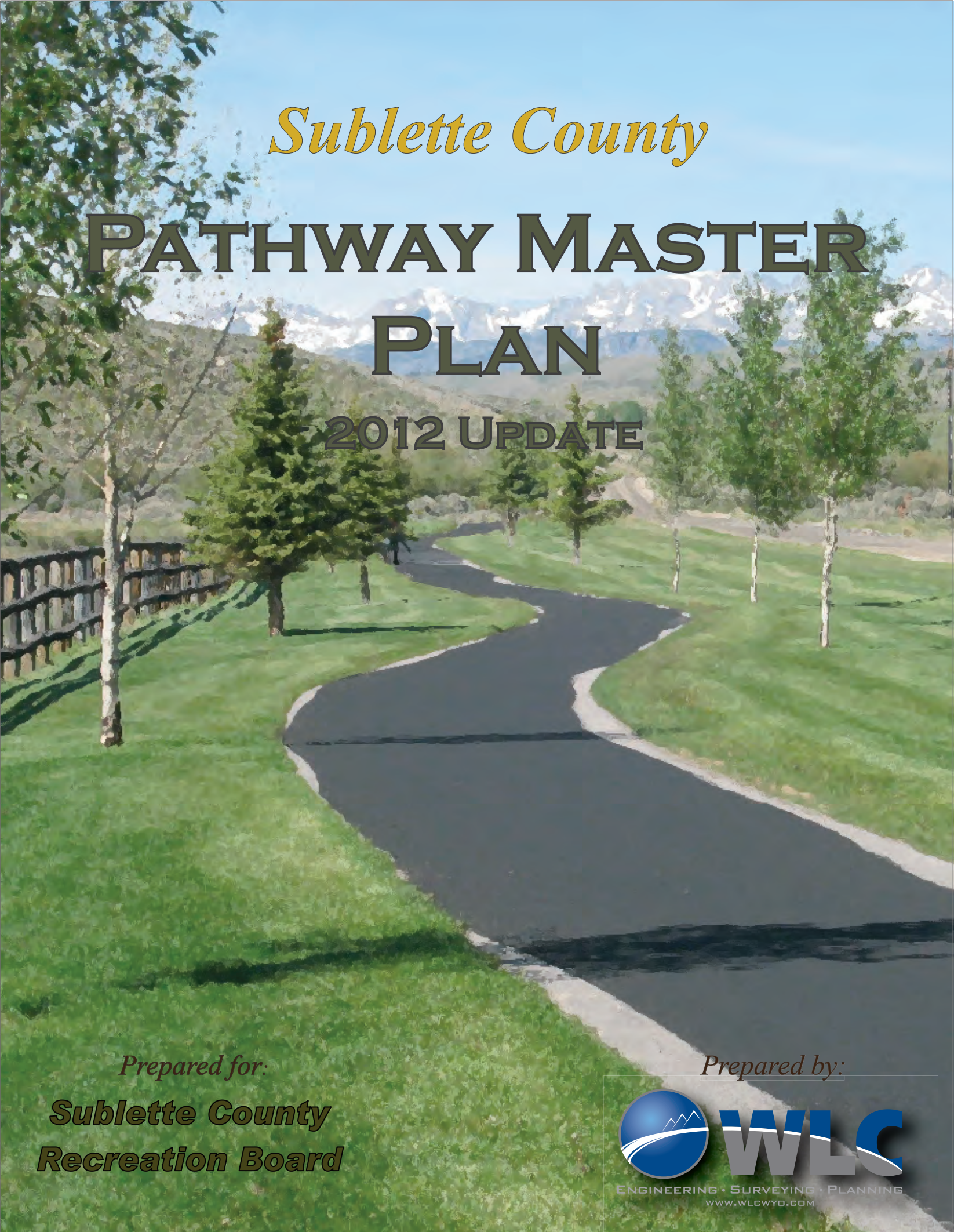

Sublette County

Pathway Master Plan

- 2012 Update

Prepared for:

Sublette County Recreation Board

Prepared by:

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Engineering · Surveying · Planning

www.wlcwyo.com

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FINAL DRAFT

NOVEMBER, 2012

Sublette County Pathway Master Plan

Introduction

Over the last several years the desire for pathway facilities has greatly increased. People are choosing to bike/walk rather than drive to their destination; they are looking for more areas to exercise and stay physically active while enjoying the outdoors. To help facilitate and provide design guidance for an improved pathway network, the Sublette County Recreation Board funded the ***2006 Pinedale Area Pathway Plan*** and then in 2009 the Recreation Board assembled ideas for the Big Piney and Marbleton Areas. As a continued effort the Recreation Board has chosen to update the two plans with this county wide ***Sublette County Pathway Master Plan***. The following questions and answers summarize the reasoning and goals of the Pathway Master Plan.

What is the purpose of having a pathway plan?

The purpose of this pathway plan is to assist the Sublette County Recreation Board, local governments, other agencies and residents in determining locations of logical and desired pathways in Sublette County.

What do we hope to achieve by having a pathway plan?

We hope to achieve an improved system that will provide users with transportation links between typical destinations such as home and school, greater opportunities for exercise with safer walking and biking routes and enjoyable recreation experiences with thoughtfully located and enjoyable pathways. We look to achieve this by adding both extensions to the existing paths and the development of new routes.

Who will use the plan?

Pathway users will include residents and visitors seeking alternatives to highway use and those looking for exercise or an outdoor recreational experience. The Sublette County pathway system allows users to take advantage of Sublette County's many outdoor amenities and encourages alternatives to motorized vehicle use.

The pathway system is for the benefit of the residents and visitors of Sublette County. The majority of existing and proposed pathways are/will be available year round, including winter (snow shoes, cross country skis, or walking depending upon the snow depth) and summer (bicycling, on-foot, or wheel chairs). The key is to provide people with a pathway system that makes sense and is user friendly. By doing so, Sublette County will be gaining another local amenity that the community can enjoy and be proud of for years to come.

The 2003 Sublette County Comprehensive Plan supports the development of pathways in its adopted policies. References to pathways include:

Transportation Planning

- Encourage/support construction of additional pathways and expansion of existing pathways.

Recreation

- Encourage recreational development that is compatible with County characteristics and values.
- Encourage further development and proliferation of hiking trails, walking paths, and other facilities for the pedestrian recreationist.
- Support the development of additional bike routes as doing so becomes important. This would include linking existing routes and working with relevant agencies to develop new ones.

The Sublette County Pathway Master Plan includes the following chapters:

Background Information

Summary of Existing and Proposed Paths

Sequence of Development

Construction Costs

Pathway Furniture, Signage and Parking

Sidewalks

Maintenance

Implementation and Funding Sources

Figure 1 – Willow Lake Road Pathway

The Sublette County Pathway Master Plan will lead to the orderly and fiscally sound continued development of a pathway system that is a source of local pride and enjoyment.

Chapter 1—Background

Types of Paths

The existing Sublette County pathway system consists of a limited amount of sidewalks, multiple use paths, and on-street paths. The primary focus of this plan will be on multiple use, on-street, and shared roadway paths.

Before determining what pathway routes are needed in Sublette County, it is important to first understand the types of paths that are available to users. They vary according type of use and by their location. Some of the more common and popular types of paths are as follows. The following pathway definitions are provide for the purpose of this plan and may vary slightly from other published definitions.

Figure 2 – Sidewalk

Sidewalks – These may be on both sides of a street or one side and are usually adjacent to or set back from curbs to allow separation from traffic.

Figure 3 – On-Street Path

On-Street Paths – On-street paths, also referred to as bicycle lanes or signed shared roadways, are roadway lanes designated for bicycle use only and are kept separated from the driving lanes with the use of signing and striping. On-street pathways also include shoulders that run along streets with no curbs or gutters and signed for no on-street parking.

Multiple Use Paths – Multiple use paths or "off-street" paths are typically paved or consist of an improved surface accessible for many different types of non-motorized vehicle uses. These uses include in-line skating, cross-country skiing, riding a bicycle, jogging, and walking. When properly paved, wheelchair access is also available.

Figure 4 – Multiple Use Path

Shared Roadway – Shared Roadway or Bike Routes are roadways accommodating both motorized and non-motorized vehicle traffic. These routes may or may not contain signage indicating to motorists that the area contains bicycle traffic or to bicyclists that an area is suitable for combined motorist and non-motorist traffic. Some shared roadway routes have designated lanes provided solely for non-motorized vehicle use.

Pathway Users and Functional Classifications

In addition to considering the types of paths that are appropriate for Sublette County, much consideration for pathway placement is given to the present and future pathway system users. A look at the community shows several likely (and numerically increasing) users: those who choose to ride rather than drive from destination to destination, school children, senior citizens and adults that want more fitness in their lives and people who simply enjoy being outdoors.

When considering the pathways users each pathway can be placed under three functional classifications. These pathway classifications are useful in determining the placement of future pathways and evaluating the goals of the Sublette County Recreation Board. These Classifications are as follows:

Transportation – Pathways that are used to get people from point A to point B as an alternative to motorized roadway routes. For example: these routes connect home and school, home and office or home and destination.

Exercise – Pathways used for planned physical activity such as staying fit, getting in shape or training for a race.

Recreation – Pathways used for recreational activity such as walking the dog or a family bike ride.

Socialize – Pathways used for getting out, mingling and connecting with others.

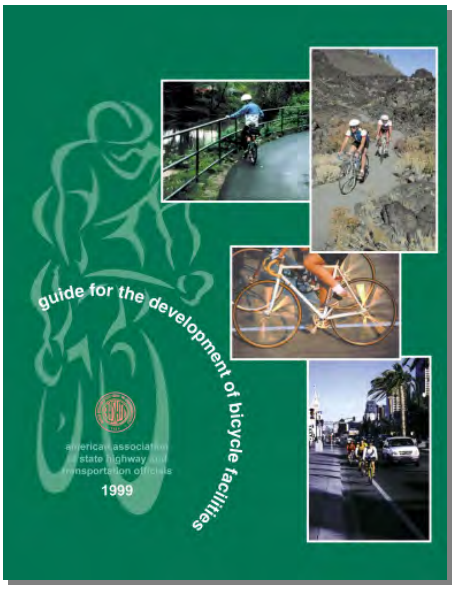


Figure 5 – AASHTO Design Guide

Pathway Construction Standards

The principal guide for bicycle and shared use pathway design criteria is the work of the American Association of State Highway and Transportation Officials (AASHTO). Their standards are a benchmark for helping to ensure public safety on shared paths, taking into account such features as path width, grade, traffic separation, and design speed. At a minimum, AASHTO standards are excellent guidelines for the development of new paths in Sublette County. For example, AASHTO recommends that the average two-direction, paved shared use path be 10 feet in width. Paths with lighter use could be 8 feet in width, while those having extensive use to be 12 or 14 feet in width. No more than a maximum grade of 5 percent is suggested. Physical barriers are recommended when paths are located closer than 5 feet to the shoulder of a roadway.

The Americans with Disabilities Act (ADA) also plays a role in pathway development. Most shared paths that are publicly funded must meet ADA requirements, meaning that cross slopes cannot exceed 3 percent and grades cannot exceed 5 percent. This will allow those in wheelchairs to use the shared paths without too much difficulty. This plan will follow AASHTO guidelines and ADA requirements in its recommendations pertaining to shared paths.

Chapter 2—Existing Pathways

Since the creation of the ***2006 Pinedale Area Pathway Plan*** the pathway network within Sublette County has grown significantly. The original plan built upon the original pathway network to create a substantial network of pathways within the county. The following pathways have been constructed since the original 2006 plan:

- Willow Lake Road Trail
- Ehman Lane Trail
- Duck Creek/Pinedale West Trail
- Old Brazzill Trail
- S Jackson Ave. Route
- PES Trail
- Mickelson Lane Trail
- North Piney-Cottonwood Road Trail
- Fairgrounds Trail
- Big Piney/Marbleton Path connectors

(See Appendix A maps for route locations)

Path Usage

The current pathway network experiences a significant amount of use. Over the past few years pathway usage information has been collected for some of the pathways within Sublette County. As the pathway network continues to grow more of the county pathways became a part of this data collection process. The following table demonstrated the high and average number of walkers/ riders per day on each of the observed pathways. More pathways usage information, including maps demonstrating pathway data collector locations, can be found in Appendix C.

High and Average Number of Walkers/Riders per Day on each Pathway*

	2009		2010		2011		2012	
	High	Avg	High	Avg	High	Avg	High	Avg
Highland Ditch Bridge	61	38	126	34	76	41	73	24
Lee Ditch Bridge	97	35			40	28	87	36
Pine Creek Bridge					78	55	59	27
Ehman Lane	N/A	N/A	32	7	50	13	21	9
Mickelson Lane	N/A	N/A	N/A	N/A	26	15	49	18
North Piney-Cottonwood	N/A	N/A	N/A	N/A			27	14
Big Piney/Marbleton							69	54
Fairgrounds	N/A	N/A	N/A	N/A			8	4
Boyd-Skinner Park							105	50
Duck Creek	N/A	N/A	N/A	N/A	N/A	N/A	3	2

*Due to the varied times at which data was gathered and locations conducive for counting, the data for some locations is limited.

Existing Paths

The Big Piney/Marbleton and Pinedale areas have firm foundational trail systems. These systems consist of a combination of all pathway types and functional classification as defined in Chapter 1. The following table identities each of the pathways in the county and demonstrates their length, type and functional classification. The maps, found in Appendix A, demonstrate the locations of the below summarized pathways as well as all proposed pathways in the Big Piney/Marbleton, Daniel and Pinedale areas.

Big Piney/Marbleton Pathways

Pathway Name	Path Length	Path Type	Functional Classification
Fairgrounds Trail	1.33 Miles	Multiple Use	Transportation & Recreation
North Piney – Cottonwood Trail	3.85 Miles	Multiple Use	Transportation & Exercise
Mickelson Lane Trail	3.91 Miles	On-Street	Transportation & Exercise
Big Piney/Marbleton Trail	3.72 Miles	Multiple Use, On-Street & Sidewalk	Transportation & Exercise
TOTAL	**12.81 Miles**		

Pinedale Pathways

Pathway Name	Path Length	Path Type	Functional Classification
Naomi Pape Trail	3.16 Miles	Multiple Use & On-Street	Transportation, Exercise & Recreation
American Legion Trail	0.5 Miles	Multiple Use	Recreation
Boyd Skinner Trail	0.4 Miles	Multiple Use	Transportation, Exercise & Recreation
Willow Lake Trail	1.76 Miles	Multiple Use	Exercise & Recreation
Ehman Lane Trail	2.2 Miles	Multiple Use	Transportation & Exercise
Duck Creek/ Pinedale West Trail	3.10 Miles	Multiple Use	Transportation & Exercise
HWY 191/ Old Brazzill Trail	1.77 Miles	Multiple Use & Shared Roadway	Transportation & Exercise
S Jackson Ave Route	0.25 Miles	On-Street	Transportation & Exercise
PES Trail	0.32 Miles	On-Street	Transportation
TOTAL	**12.59 Miles**		

Chapter 3—Proposed Pathways

During the summer of 2012 several opportunities were given for public input to determine the best locations for future pathways. These opportunities included public meetings, open comment periods, and public notices in the Sublette Examiner, an advertisement on Pinedale Online and on the Sublette County Chamber of Commerce announcement. See Appendix B for more information on public responses. The following images are examples of public notifications:

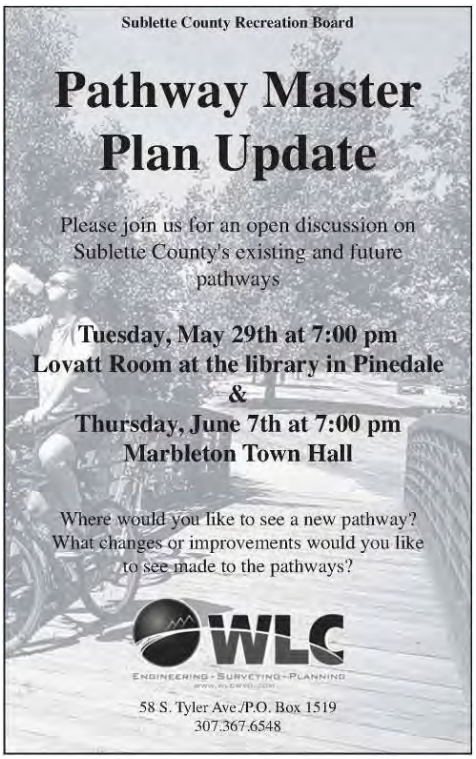


Figure 6 – Public Meeting Advertisement as posted in the Sublette Examiner

2012 Sublette County Pathway Master Plan Update

WLC Engineering, Surveying & Planning, in conjunction with the Sublette County Recreation Board, is in the process of updating the County's Pathway Master Plan and would like your input.

Where would you like to see a new path? Is there an existing path you'd like to see extended?

Maps of the existing and proposed pathways for Pinedale, Big Piney, Marbleton, and Daniel are available to view at the respective Town Halls as well as the WLC office.
Please use the comment card below and submit your comments and suggestions before Tuesday, July 10th
by mail to: WLC, PO Box 1519/58 S. Tyler Ave, Pinedale, WY 82941
or by e-mail to Allysa Booth at abooth@wlcwyo.com

Contact Information:

Name:_____

Email:_____

Phone # & Town:_____

Top 3 Pathway Routes:

1. _____
2. _____
3. _____

Additional Comments & Suggestions:_____

_____

Figure 7 – Public Input Card as posted in the Sublette Examiner

Proposed Paths

Based on the public comments received several potential pathways were identified. These pathways include extensions and linkage of existing pathways and desirable locations for new networks.

As identified by the public comment a large majority of the above summarized pathways have the potential for linkage or extension, creating a more inviting and user friendly pathways system. The following table summarizes the proposed pathways their general location, pathway type, functional classification and proposed surface type. The pathway names ending in 2006 refer to pathways first proposed in the 2006 Plan, names ending in 2012 are pathways new to the 2012 plan and pathway names ending in 2006/2012 are pathways originally proposed in 2006 with some modification or additions and still desired in 2012.

Proposed Pinedale Pathways

Pathway Name	General Location	Path Type	Functional Classification	Proposed Surface
A – 2006/2012	Pathway along S. Tyler, continuing toward the Mesa and Redstone New Fork River Road. This would also contain a branch continuing from the Pinedale South Road out to the Industrial Site and then would connect to the Duck Creek/Pinedale West pathway	Multiple Use, On-Street & Shared Roadway	Transportation, Exercise & Recreation	Asphalt
B – 2006	A loop using Granite Lane, Par Avenue, Wilson St., the Boyd Skinner Park Trail and Tyler Ave.	Multiple Use & Shared Roadway	Exercise & Recreation	Concrete & Asphalt
C – 2006/2012	Pathway along Barber Creek connecting the golf course to PES	Multiple Use	Transportation, Exercise & Recreation	TBD
D – 2006/2012	Pathway along S Fremont Ave and along Pine Creek creating a pathways loop with HWY 191 Trail/Old Brazzill Trail	Multiple Use	Transportation, Exercise & Recreation	Gravel or Asphalt
PES (E) – 2012	PES Pathway from the Trails Creek & Split Diamond Subdivisions to the Pinedale Elementary School	Multiple Use	Transportation	Asphalt

Proposed Pinedale Pathways (cont.)

Pathway Name	General Location	Path Type	Functional Classification	Proposed Surface
F – 2006	A loop along Pinedale East Road, private property, Favazzo Subdivision Road, and the Fremont Lake Road path. This would also include access to the Dudley Key Ball Fields	Multiple Use	Exercise & Recreation	Gravel & Asphalt
H – 2006	Pathway continuing north off of the existing Willow Lake Trail to then east to Fremont Lake/the CCC Ponds and creating a loop with the Naomi Pape Trail	Multiple Use & On-Street	Transportation, Exercise & Recreation	Gravel (with some asphalt)
I – 2012	Pathway linking the existing American Legion Trail and proposed Willow Lake Trail extension	Multiple Use	Exercise & Recreation	Asphalt
J – 2012	Pathway within the Boyd Skinner Park and along Pine Creek connecting Agate St, Tyler Ave and the existing Boyd Skinner Trail to the Proposed Route K	Multiple Use	Recreation	Asphalt
K – 2012	Pathway across Pine Street connecting the North and South Pathway networks via underpass	Multiple Use	Transportation & Recreation	Asphalt, Concrete, or Wood
L – 2012	Pathway connecting the existing Naomi Pape Trail with Burzlander Park	Multiple Use	Recreation	Gravel or Asphalt
M – 2012	Pathway branching off of the Naomi Pape Trail and continuing along the Fremont Lake Road then looping into the Fremont Lake access road and connecting back to the Naomi Pape Trail near the CCC Ponds	Multiple Use & On-Street	Exercise & Recreation	Asphalt

Proposed Pinedale Pathways (cont.)

Pathway Name	General Location	Path Type	Functional Classification	Proposed Surface
N – 2012	Pathway connecting the North end of the existing Naomi Pape Trail to the Fremont Lake Dam crossing and continuing North along the Fremont Lake funnel	Multiple Use	Recreation	Asphalt & Gravel
O – 2012	Around Fremont Lake up to the Upper Camp Ground	Multiple Use	Transportation Exercise & Recreation	Gravel & Asphalt
P – 2012	Loop from the end of the existing Duck Creek Pathway through the Cora Y and connecting into the Ehman Lane Trail	Multiple Use & On-Street	Transportation & Exercise	Gravel & Asphalt
Q – 2012	Along Pole Creek Road to end point	Multiple Use & On-Street	Transportation & Exercise	Asphalt
R – 2012	South of Pinedale along HWY 191 to Barger/Boulder	Multiple Use & On-Street	Transportation & Exercise	Asphalt
S – 2006/2012	Pathway heading south down N. Jackson Ave and connecting to the existing Jackson Ave Route	On-Street	Transportation & Exercise	Asphalt

Proposed Big Piney/Marbleton Pathways

Pathway Name	General Location	Path Type	Functional Classification	Proposed Surface
South Piney Trail	An extension of the existing Big Piney/Marbleton Trail South down Hwy 189 to the Mountain Village Trailer Park and man camp area	Multiple Use	Transportation	Asphalt
Big Piney West Trail	An extension of the existing Big Piney/Marbleton Trail West along county road 350	Multiple Use & Shared Roadway	Transportation & Exercise	Asphalt

Proposed Daniel Area Pathways

Pathway Name	General Location	Path Type	Functional Classification	Proposed Surface
Daniel to Daniel Jct.	A Pathway along HWY 189 connecting the Town of Daniel to the Daniel Junction (HWY 191)	Multiple Use	Transportation & Exercise	Asphalt or Gravel

Each of the above identified pathways can serve several functions. An important idea to keep in mind is the potential for each of the proposed pathways to link key destinations within the county and provide a safe alternative to motorized vehicle travel. The following is a list of key destination sites within Sublette County.

- Schools
- Retirement Centers
- Recreation Centers
- Entertainment Centers
- Ice Arena
- Grocery Stores
- Town Hall
- Post Offices
- Golf Course
- Ball Fields
- Parks
- Subdivisions/Homes
- Libraries
- Clinics
- Court House
- Museums

Figure 8 – Rendezvous Pointe - Pinedale, WY

Figure 9 – Boyd Skinner Park

Figure 10 – Pioneer Center - Marbleton, WY

Chapter 4—Sequence of Development

Numerous proposed pathway routes have been identified. While each has something unique about it, the fact is that the County must budget annually for the system development and apply for grants or donations to assist in pathway construction. All of the proposed routes will not be constructed at once. Continued phasing and funding of the pathway system is needed for the long term implementation of the plan.

Based on the linkage potential of each route and individual pathway features, the Sublette County Recreation Board has produced the following list of priorities for funding and construction considerations.

Proposed Pathway Priorities (SCRB)

1) Route E – Pinedale Elementary School Pathway

Pathway Features and Benefits

⇒ Provide a safe pedestrian/bike route for students to travel form school to school by connecting the High School, Junior High and Administration offices to the new Elementary School (Campus-Campus connection)

⇒ Create a connection between the elementary school and greater number of residential areas

⇒ Provide an extension of the existing Willow Lake Road Trail both connecting to the existing Ehman Lane Trail and producing a more cohesive pathway system

PES Pathway
Pathway Type
Multiple Use
Functional Classification
Transportation
Proposed Surface
Asphalt

2) Route K - Pine Street Crossing

Pathway Features and Benefits

⇒ Provide a safe pedestrian/bike crossing of Pine Street on the West end of town

⇒ Create a connection between the pathways and park areas North and South of Pine Street

Pine Street Crossing
Pathway Type
Multiple Use
Functional Classification
Transportation & Recreation
Proposed Surface
Concrete, Wood or Metal

3) Route M - Fremont Lake Pathway Loop

Pathway Features and Benefits

⇒ Provide a pathway loop near Fremont Lake that can double as a ski trail in the winter season

⇒ Provide additional option for high school track and field athletes to work out and train

⇒ Increase the connectivity of existing trails and provide alternative routes for other recreational destinations

Fremont Lake Area Loop
Pathway Type
Multiple Use & On-Street
Functional Classification
Exercise & Recreation
Proposed Surface
Asphalt

4) South Piney Trail Phase 1

Pathway Features and Benefits

⇒ Provide a safe pedestrian/bike route for students living in the Mountain Village Trailer Park and man camp to the Schools Big Piney

⇒ Provide better opportunity for non-motorized vehicle travel

South Piney Trail
Pathway Type
Multiple Use
Functional Classification
Transportation
Proposed Surface
Asphalt

Proposed Pathway Non-Priorities

There are several pathways that were not included in the Pathway Priority List. Even though each of the non-priority pathways will provide an additional route for non-motorized vehicle travel, provide loops for greater exercise opportunities and/or greater opportunities for outdoor socializing or recreating, there are many reasons why the remaining pathways did not make the list. These reasons include but are not limited to feasibility, cost of construction or lack of support from private and government land owners. The remaining pathways fall under two major categories Future Pathways and Low Priority Pathways.

Future Pathways - Pathways that the recreation board believes will complement the existing pathway system in the future but are not a current priority. The following is a list of future pathways with brief reasoning for not making the priority list at this time.

1) Route A – **South Tyler to Industrial Site**
   - ⇒ Requires the construction of several bridges. Pathway located on a combination of government and private lands. Requires negotiation with private and government land owners
2) Route B – **Loop from Tyler Ave to Par Ave via Granite Lane**
   - ⇒ Low priority existing unpaved and low traffic roadways
3) Route D – **South Fremont to Old Brazzill Trail**
   - ⇒ Low priority and requires negotiation with private land owners
4) Route F – **Dudley Key Ball Fields and Favazzo Subdivision Loop**
   - ⇒ Low priority existing unpaved and low traffic roadways
   - ⇒ Requires negotiation with private land owners
5) Route I – **Connection Willow Lake Tail and American Legion Trail**
   - ⇒ Low priority and easement acquisition needed
6) Route J – **Pathway within Boyd Skinner Park**
   - ⇒ Potential a town funded pathway
   - ⇒ Requires negotiation with private and public land owners
7) Route L – **Connection to Burzlander Park**
   - ⇒ Low priority at this time
   - ⇒ Requires coordination between several government agencies
8) Route N – **Path along East side of Fremont Lake**
   - ⇒ Requires negotiation with government land owners
9) Route O – **Path along Fremont Lake to Upper Camp Ground**
   - ⇒ Requires negotiation with government land owners
10) Route P – **Duck Creek-Ehman Lane Loop**
   - ⇒ Low priority and potential state funded pathway
11) Route Q – **Pole Creek Path**
   - ⇒ No high priority reason to construct pathway within the next few of years
12) Route R – **Barger/Boulder Path**
   - ⇒ Pathway currently a part of the WYDOT STIP and will be funded in part with TEAS funding

Low Priority Pathways - Pathways that are desired by the County Recreation Board and the citizens of Sublette County but are not possible at this time. The following list identifies the pathways and the specific hurdles affecting each.

1) **Route H – Loop between Naomi Pape and Willow Lake Trails**
   ⇒ Pathway located on a combination of government and private lands. Currently unable to get permission from either entity to construct this pathway.
2) **Route C – Barber Creek Pathway**
   ⇒ The majority of the proposed pathway is located on private lands with some of the pathway located on government lands. Currently unable to get permission from certain land owners along this route.

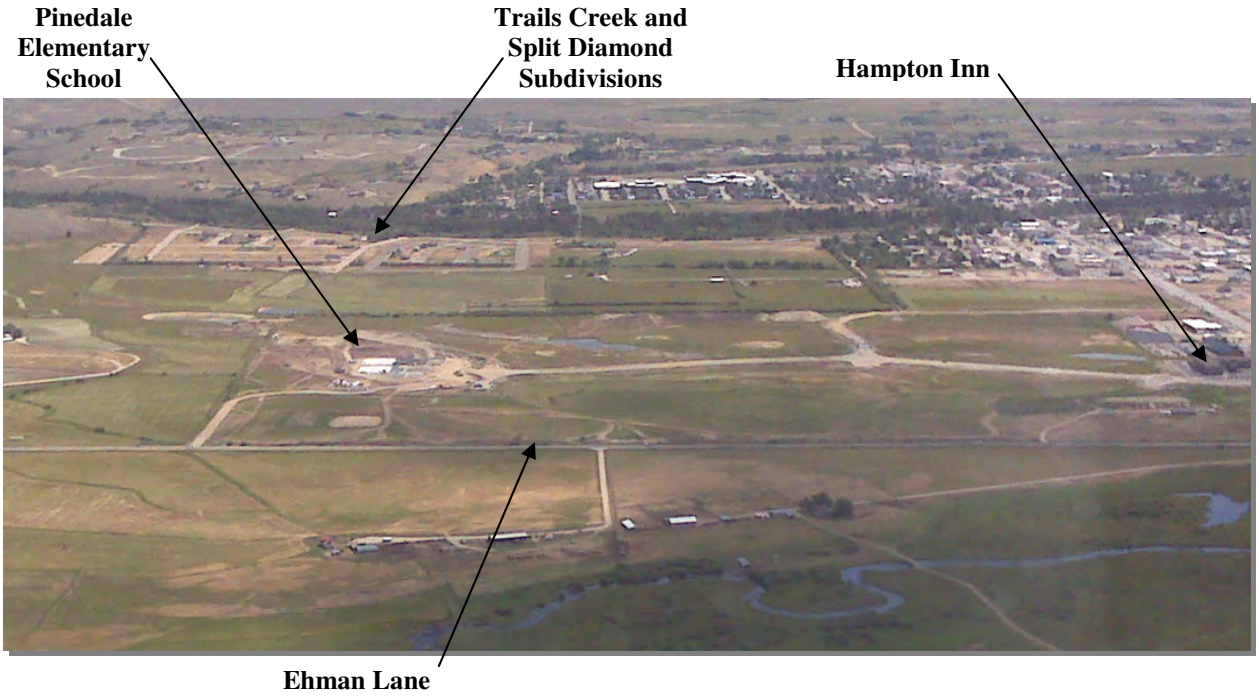


Figure 11 – Aerial View of PES Pathway Area

Chapter 5—Construction Costs

Preliminary construction cost estimates have been prepared for each route. These should be considered as informational only and are subject to actual 'on the ground' survey work and engineering based upon final designs and route selections. For example, it may be necessary to work around existing irrigation ditches and wetlands.

The estimates do not include the cost of acquisition of rights of ways and easements. Permits and major grading will also impact the final construction cost.

ESTIMATED Construction Cost

Pinedale Elementary School Pathway (Route E):	**$ 439,950.00**
Pine Street Crossing (Route K):	**$ 447,900.00**
Fremont Lake Pathway Loop (Route M):	**$ 675,000.00**
South Piney Trail Phase 1:	**$ 621,000.00**

The detailed estimates are attached in Appendix D. Included in each estimate is the approximate length of the route; estimated site grading, topsoil replacement, asphalt paving, crushed base and subbase, and geotextile separation; storm drain work; signs, erosion control, seeding, and pedestrian bridges. Estimated are based on a proposed 10 feet path width.

Figure 12 – Pathway Paving on Duck Creek Trail

Figure 13 – Preparing to place seed along the Duck Creek Trail

Pathway Construction Cost Evaluation

Several factors are considered when estimating construction costs. These factors include current market price of individual construction items such as bridges, culverts and asphalt and cost evaluations of previously constructed projects. The following table demonstrates the pathways that were used in this cost evaluation process as well as cost per mile and a brief explanation differing costs. Current market prices for specific items can be found on the individual pathway detailed estimates.

Pathway Name	Year Constructed	Cost Per Mile ($ in thousands) Inc. Engineering Costs	Notes
Willow Lake Road Trail	2008	$418	Through wooded area, wetlands and bridge (Pine Creek)
Ehman Lane Trail	2009/2012	$202	Followed existing terrain
Duck Creek/Pinedale West Trail	2009/2012	$200	Followed existing terrain, bridge (Barber Creek)
Old Brazzill Trail	2012	$286	Part of a larger project, some imported material and earth work
Mickelson Lane Trail	2011	$546	Required wetland mitigation, imported grading material and bridge (N Piney Creek)
North Piney – Cottonwood Road Trail	2010	$182	Followed existing terrain
Fairgrounds Trail	2007	$209	Part of a larger project, Followed existing terrain
Big Piney/Marbleton Trial	2004	$207	Part of a larger project, Some imported material and earth work

Chapter 6—Pathway Furniture, Signage, and Parking

Along with a well located and developed trail system, comes the need for pathway furniture, signage and parking. These amenities allow for the occasional break, keep people traveling in the right direction safely and encourage them to select a particular starting point for their route.

Furniture

Typical pathway furniture consists of weather-resistant benches, strategically placed tables, and points of interest markers. Trash receptacles are also relatively common, although potentially more difficult to maintain. Another important feature is the location of bicycle parking facilities. Those facilities would consist of bicycle racks that allow users to lock bicycle wheels and frames. Some of the routes may need to have receptacles for dog waste disposal. This is particularly important for paths that are likely to have a high volume of use.

Figure 14 – Pathway Furniture along Willow Lake Trail

Numerous opportunities exist for placing furniture and amenities along the proposed routes, mostly in the form of benches and interpretive or points of interest markers.

Signage

The Pathway Master Plan focuses on a few different forms of paths, and their requirements for signage vary. In all cases, the posting of well placed and appropriately worded signs will generate pathways that are much more user friendly.

Figure 15 – Bike Route Sign along Willow Lake Trail

Paths developed as on-street paths, multi-use paths, or shared roadway need signs to provide directional assistance, maintain a sense of continuity to other routes, and to provide evidence that it is better to use the designated route than an unmarked route. These are informational signs that guide path users toward their destinations. Route signs should be placed at intersections to help path users figure out the correct direction to continue on the path. Route signs are intended to be double sided. Supplemental signs may be appropriate as well. For example, they may be used to give the distance to certain destination sites or the name of the route. Directional arrows may also be suitable complementary signs.

Regulatory and warning signs are also appropriate for pathways, and the national recommendations for their use should be followed as established by The Manual on Uniform Traffic Control Devices (U.S. Department of Transportation). An example of a regulatory sign is a stop sign and any other sign that involves traffic laws. Warning signs focus on potentially hazardous conditions that should be paid attention to. Both regulatory and warning signs may be a reduced size (18" by 18" or 12" by 9") for use on trails and off-street paths. However, standard sized signs should be used for on-street paths or shared roadway (30"by 30" or 24" by 18").

Figure 16 – Mile Marker along Old Brazzill Trail

Along with route signs and safety signs the Sublette County Recreation Board has acknowledged the need for mile markers along the continually growing pathway network. These mile markers are in the form of both a painted distance on the pathway surface and a wooden post. Mile markers along with route signs aid in keeping non-motorized traffic on track with the safest route. These mile markers also serve to indicate to pedestrians the distance they have traveled.

Figure 17 – No Parking Bike Lane Sign along S Jackson Ave. in Pinedale

The following are examples of signs that should be considered when designing a bike pathway.

Bike Route sign with Directional Arrows

Parking

While a number of the proposed routes can be easily accessed from nearby residential areas, other routes will require designated vehicle parking areas for those wishing to drive, park, and then use a pathway. The need for parking areas should be established during the design of each route. The location of existing parking space and potential need for additional space is outlined below.

Figure 18 – Duck Creek Trail Parking Area

Chapter 7—Sidewalks

Along with bike pathways, sidewalks play a vital role in pedestrian safety and mobility. There are two main types of sidewalks. Both types of sidewalks provide a barrier from oncoming traffic and get pedestrians out of the roadway.

Attached - Attached sidewalks are usually attached to a raised curb adjacent to a roadway.

Figure 19 – Attached Sidewalk

Detached - Detached sidewalks are usually located adjacent to a roadway and are separated from the curb. This separation area is referred to as a boulevard and usually contains some sort of landscaping.

Figure 20 – Detached Sidewalk

Over the past several years the local communities within Sublette County have been developing and increasing their sidewalk networks. The improved network of sidewalks in has added greater connectivity and improved safety for pedestrians.

Chapter 8—Maintenance

With the ever growing network of pathways within Sublette County regular maintenance is a top priority. The existing pathway network experiences a variety of uses. These uses include biking, walking/jogging, rollerblading and in the winter skiing and snow-shoeing. Each of these uses requires a well maintained surface. The following is a list of maintenance items and the frequency at which they should be executed.

Summer Maintenance

Type of Maintenance	Description	Frequency
Sweeping	Sweep sand, gravel, debris and grass clipping from the pathway surface	Monthly (or more often)
Weed Spraying	Spray weeds within the vicinity of the pathway including encroaching on the pathway or growing up through the asphalt	Annually
Mowing	Mow down or weed eat any grass within the vicinity of the pathway	Annually
Sign Evaluation and Repair	Inspect sign and sign posts for missing signs, damage and/or vandalism. Repair/replace signs as necessary	Annually
Furniture Evaluation	Inspect pathway furniture for damage and/or vandalism. Repair/replace furniture as necessary	Annually
Striping / Painting	Repaint mile post marking, stop bars, bike lane marking and bike lane delineation line	2 to 4 years
Pathway Surfacing Repair	Evaluate pathways for any surface damage pot holes, cracking, etc. Repair any pot holes, cracks or major damage to the pathway surfacing	3 to 5 years
Pathway Sealing	*Seal pathways with asphalt sealing product to maintain surface life	3 to 5 years

**Detailed information on pathway sealing products used in the past can be found in Appendix E*

Winter Maintenance

Type of Maintenance	Description	Frequency
Plowing and/or Grooming	Plow and/or groom the snow on the pathways	As Needed

Current Maintenance Status

Several of the pathways within the Sublette County pathway network are either new, have recently received some sort of maintenance or are in need of some maintenance. The following table demonstrates the status of the existing pathways.

Figure 21 – New Paint Striping along Naomi Pape Trail

Figure 22 – Pathway Sealing along Willow Lake Road Trail

Current Maintenance Status

Pathway Name	Year Constructed	Year Last Maintenance / Type
Naomi Pape Trail	2005	2007 & 2012 / Striping, Pathway Seal and Crack Sealing (Sections of the pathway along Fremont Lake Road did not receive maintenance as part of the 2012 maintenance)
American Legion Trail	Unknown	NONE
Boyd Skinner Trail	Unknown	NONE
Willow Lake Road Trail	2008	2012/Striping, Pathway Seal and Crack Sealing
Ehman Lane Trail	2009/2012	2012 & NEW / Striping, Pathway seal and Crack Sealing
Duck Creek/Pinedale West Trail	2009/2012	NONE, 2012 & NEW / Striping, Pathway Seal and Crack Sealing (The portion of the pathway East of Ehman Lane did not receive maintenance as part of the 2012 maintenance)
Old Brazzill Trail	2012	NEW
S Jackson Ave Route	2010	NONE
PES Trail	2008	NONE
Mickelson Lane Trail	2011	NONE
North Piney - Cottonwood	2010	NONE
Fairgrounds Trail	2007	NONE
Big Piney/Marbleton Trial	1998/2004	2012/Crack Sealing

Chapter 9—Implementation and Funding Sources

Several routes throughout Sublette County have been identified as potential locations for future pathways. Some build on existing paths, and several routes have overlapping links allowing access to more than one route. The identification of the routes is a critical part of this plan. However, in order for them to become a reality, implementation and funding strategies must be in place.

Implementation

The responsibility for implementing the pathway plan lies with Sublette County through the Recreation Board and the various local communities. This Pathway Master Plan includes a network of pathways throughout the local communities and unincorporated county land. It is absolutely crucial that all of the private land owner as well as governing bodies within the county are aware of and develop an understanding for the long term implementation of the plan.

Public Lands

The majority of the proposed pathways make use of road/highway rights-of-ways or government land. The following highways, county roads, streets and lands have been identified as containing potential routes.

Figure 23 – Existing Boyd Skinner Trail along Pine Creek

Wyoming Highway Right-of-Ways

- HWY 191
- HWY 189
- HWY 350

The use of Wyoming Highway right-of-ways must be approved by the Wyoming Department of Transportation.

County Road Right-of-Ways

- Pinedale South Road CR 23-123
- Granite Lane CR 23-205
- Willow Lake Road CR 23-119
- Valley Road, West CR 23-212
- Club House Drive CR 23-218
- Redstone New Fork River Road CR 23-204
- Pinedale East Road CR 23-184
- Favazzo Subdivision Road CR 23-199

The typical county road right-of-way varies from 60 to 80 feet. The suitability of using any county road right-of-way for pathways must be confirmed with the County Road and

Bridge Supervisor on a case by case basis. If they are found to be suitable for pathway development, the route's design should be approved by the County.

Town Streets (Pinedale)

- Washington Street
- Par Avenue
- Country Club Lane
- Slate Trail
- S. Ashley Avenue
- Magnolia Street

Town of Pinedale staff expressed willingness to see pathway development along local streets, again with the design input of the Town.

Government Lands

While a majority of the proposed routes make use of road/highway rights-of-ways, some of the routes will require the acquisition of easements from public agencies. These public agencies include United States Forest Service and the Bureau of Land Management. The USFS and BLM should participate in a memorandum of agreement for future pathway development that involves their approval. This agreement among government agencies would strengthen the commitment at the local, state, and federal levels in order to most successfully implement of the Pathway Master Plan.

Private Lands

Along with the public rights-of-way that have been identified above, there are routes that may require the acquisition of easements across private property. In some cases, the easements would allow for the linkage between two paths which will create a longer trail system and create opportunities for more usage between residential areas and destination sites. In other cases, the easements would help create an entirely new path.

Landowners - Routes requiring access to private land will require obtaining easements. Discussions should begin with those property owners as soon as this plan is approved and proposed route becomes a priority. If willing property owners are not found, the affected routes will need to be realigned.

Developers - Another aspect to be dealt with is the criteria for developing paths within proposed subdivisions. Proposed subdivisions are either underway or in the discussion phase along some of the pathway routes. In some cases, paths are being incorporated into the subdivision plan. While these paths are on private land, they also parallel public road easements that would otherwise be required for pathway development. In making decisions whether to help fund paths in private subdivisions, the County Recreation Board should consider the following:

- Will the path be available for public use?

- Who will be responsible for the upkeep and future maintenance of the path?

- Does the proposed subdivision path link with other public paths?

- Is there something unique about the subdivision path that warrants it being included as part of the public pathway plan?

Isolated paths that primarily serve subdivision residents should not be funded as part of the implementation of this plan. Paths on private land that exclude use by the public also should not be funded. If a decision is made by the County to assist in the construction of a subdivision path, the upkeep and maintenance of the path should be mutually agreed upon by the County Recreation Board and the developer and recorded as part of the final subdivision plat agreement.

Funding Sources

Chapter 3 included the recommended sequence of funding the proposed routes. The rationale for their selection was based on the linkage potential of each route, its special features, the necessity for private easements, and construction considerations.

Sources of funding for pathway development include the Transportation Enhancement Program administered by WYDOT and the Safe Routes to School Program also administered by WYDOT, the Recreational Trails Grant Program administered by the Wyoming State Trails Program; Sublette County specified funds, local community support and private donations.

Figure 24 – Old Brazzill Trail constructed with TEAS Funding

WYDOT Funding – A valuable source of pathway funding involves programs administered by WYDOT: The Transportation Enhancement Activities-State (TEAS) and the Transportation Enhancement Activities-Local (TEAL). TEAS projects are activities located on or adjacent to the state highway system. TEAL projects are sponsored by local entities and are generally located off or away from the state highway system.

TEAS and TEAL funds may be used for bike and pedestrian pathway facilities. The Fremont Lake Road pathway is an example of a local path that used TEAL funding. TEAL funds are a likely source of funding for some of the proposed paths found in this plan, since most of the routes are not on the state highway system. The beginning of the Boulder Pathway currently terminating at the Old Brazzill Ranch Subdivision is an example of a pathway funded by TEAS.

TEAL applications require a project description, information about public participation, description of the planning effort, and maintenance commitment. TEAL projects are 80 percent federally-funded and matched with 20 percent local funding. WYDOT will allow the use of 'in-kind' match for some items, as long as that has been agreed to up front. The

application is made for a transportation enhancement project, which in this case would be for a non-motorized pedestrian and bicycle pathway. The pathway has to have at least one of the following features:

- Function – must serve as a functional component of the overall transportation system
- Proximity – must be located or situated as to be within the view shed of the transportation system
- Impact – the proposed project must have a positive impact on the overall transportation system

Applications for TEAL funds are handled through the Cheyenne WYDOT office. It is a competitive process done on a yearly cycle with a late June deadline. The contact person for this program is:

Wyoming Department of Transportation
Attention: C.J. Brown TEAL Coordinator
5300 Bishop Boulevard
Cheyenne, WY 82009
Telephone: (307) 777-4179

Figure 25 – Pinedale West Trail constructed with TEAS Funding

The TEAS process is handled through written requests to the WYDOT District Engineer, who evaluates and reviews the proposal for its merit as an addition or enhancement to the state highway system. The project's impact on highway safety is a major consideration. TEAS projects can be matched up to 90.49 percent federal and 9.51 percent local/state.

According to the current STIP, WYDOT will be extending the most recent path on Highway 191 south of Pinedale, first to the airport in 2017 and then towards Boulder at a later date. The work in 2017 will be concurrent with the planned widen and overlay project. The County has already applied for an on system enhancement grant of $400,000 to extend that path at a later date. As of now, that is the only pathway work currently in the place with WYDOT in Sublette County. As far as possible future projects, the path from Daniel to the US 191 189 junction could be possibly attached to the 2017 Daniel Junction to Hoback Rim Mill and Overlay project.

The Safe Routes to School Program can provide grants to infrastructure improvements within a two-mile radius of targeted schools. This program offers 100% grant funding with a maximum grant award of $200,000. Applications are due by December 31st of each year. In order to receive funding for an infrastructure project a community must have a Comprehensive Safe Routes to School Plan in place.
The contact person for this program is:

Wyoming Department of Transportation
Attention: Sara Janes, Safe Routes to School Coordinator
5300 Bishop Boulevard
Cheyenne, WY 82009
Telephone: (307) 777-3938
Fax: (307) 777-4759

SafeRoutes
National Center for Safe Routes to School

State Trails Program Funding – The Wyoming State Trails Program administers the Recreational Trails Grant Fund, which is derived from federal gas taxes paid on non-highway recreation fuel used in off-highway vehicles. Local agencies can apply for funds. On average there is $750,000 available for distribution, with 30 percent going to non-motorized uses. The maximum that can be requested for non-motorized projects is $50,000. A 20 percent match is required. Grants are awarded for two-year time frames. Eligible projects include maintenance of existing trails, provision of features to facilitate access by people with disabilities; development of trail loops; construction of new trails where a need exists; and acquisition of easements and fee simple title to property for a trail.

National Scenic Byway Funding – Within the U.S. Department of Transportation, FHWA has lead responsibility for the National Scenic Byways Program. The Program is a grassroots, collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States. The program has worked to fund several pedestrian and bicycle facilities throughout Wyoming. In 2011 the National Scenic Byway Funding Program funded ***Wyoming Centennial Scenic Byway: Jackson Livability Enhancements to Improve Safety and Mobility.*** The $1,253,575 in funding helped provide Jackson with non-motorized pathways to improve safety and mobility. In 2012 over $37,000,000 were granted to 125 projects in 44 states.

County Funding – The County Recreation Board should continue its request of funding from the Sublette County Board of County Commissioners for a budget line item specifically for pathway development. This should be an ongoing budget item for the next several years, in order to fully implement this plan. The funds could be used for additional pathway construction, maintenance (snow plowing, sweeping, safety inspection, repairs, mowing, and removal of obstacles), staff time, and equipment costs for path upkeep; existing path resurfacing; local match for grants; signage replacement; and other related costs. The County has set aside a small amount of funds to prepare pathway route maps that can be distributed at Town Hall, the County Courthouse, the Chamber of Commerce, and the local sporting goods stores. The maps will be subject to continual updating, as new paths come on line.

Figure 26 – Mickelson Lane Pathway constructed with Sublette County Funding

Town/Community Funding – Local communities can provide support by assisting in the upkeep of the paths located within town limits. Town staff may also help by posting route signs and assisting the County Recreation Board in the development of route maps.

Figure 27 – Boyd Skinner Park Trail constructed with Town of Pinedale Funding

Private Funding – Private donations can be sought in support of pathway development. However, donations do not have to be sought strictly to fund pathway construction. By being creative, a number of items may be funded through private contributions. Examples of small donations that would still be beneficial include the funding of pathway furniture (tables and benches); the 'adoption' of pathway stretches for clean-up purposes; donations for signage; and funds for interpretive signs. Plaques that list donor names can be installed at key pathway locations.

Figure 28 – Willow Lake Road Pathway constructed with Private Funding (private/county partnership)

Since the publication of the 2006 Pinedale Pathway Plan and the 2009 Big Piney/Marbleton addition, several pathways have been constructed throughout Sublette County. The following table identifies these new routes and demonstrates the funding source of each.

Funding Sources for Pathways Added Since 2006

Pathway Name	Funding Source
Willow Lake Road Trail	Sublette County & Private Funding
Ehman Lane	Sublette County
Duck Creek/Pinedale West	Sublette County/WYDOT TEAS
Old Brazzill Trail	WYDOT TEAS
S Jackson Ave Route	Town of Pinedale
PES Trail	Sublette County School District #1
Mickelson Lane Trail	Sublette County
North Piney Cottonwood	Sublette County
Fairgrounds Trail	WYDOT TEAS/Sublette County

In summary, the county has a tremendous opportunity to continue to build a safe and enjoyable network of pathways. These pathways will not only keep non-motorized traffic safe but will also provide facilities to exercise and enjoy the outdoors. With the use of this plan and continued effort of residents and government agencies the county has the ability to build a network of pathways that will be enjoyed for years to come.

Appendix A - MAPS

Sublette County Recreation Board
Pathway Master Plan Update

Pinedale Area Bike Path Map

- Ehman Lane Trail (2.2 Miles)
- PES Trail (0.32 Miles)
- Pinedale West/Duck Creek Trail (3.10 Miles)
- American Legion Trail (0.5 Miles)
- Boyd-Skinner Trail (0.4 Miles)
- Naomi Pape Trail (3.16 Miles)
- Willow Lake Trail (1.76 Miles)
- Old Brazzill Trail (1.77 Miles)

- Point of Interest
- School/Civic Building
- Creeks and Rivers
- Park
- Road with Sidewalk
- Proposed Pathways

0 0.25 0.5 Mile

0 0.25 0.5 1 Kilometers

Map prepared for the Sublette County Recreation Board by:

WLC
www.wlcwyo.com

CORA "Y"

TO UPPER CAMP GROUND

TO END POINT

TO BOULDER

Fremont Lake

Lakeside Lodge

Naomi Rock

Scenic Overlook

Highland Park Bridge

Naomi Pape Trail

Willow Lake Trail

Ehman Lake Trail

Pinedale West Trail / Duck Creek Trail

American Legion Trail

Boyd-Skinner Trail

Old Brazzill Trail

0.5 Miles

0.4 Miles

Pinedale Elementary School

High School Gymnasium

Pinedale Middle School

Pinedale Aquatic Center

Dudley Key Baseball Fields

Museum of the Mountain Man

Rendezvous Pointe

Magnolia St

Chamber of Commerce

Pinedale Town Hall

Sublette County Courthouse

Burzlander Park

Rodeo Grounds

Golf Course

Tranquility Bridge

Log Pile Bridge

Murdock Mesa Rd

Skyline Ranch Rd

B D Blvd

Wild West Pl

Willow Lake Rd

Pine Creek

Barber Creek

New Fork River

Broken Hills Dr

Fremont Lake Rd (C.R. 23-154)

Orcutt Dr

Franklin Ave

Blumenfeld Ave

Pine St

Wilson St

Washington St

Jackson Ave

Madison Ave

Lincoln Ave

Tyler Ave

Sublette Ave

Bridger Ave

Country Club Ln

Fremont Ave

Pole Creek Rd

Par Ave

Granite Lane

Mesa Rd

Pinedale South Rd

Industrial Site Rd

New Fork River Rd

Duck Creek

Old Brazzill Trail

191

189

P 2012

H all-1 2006 APPROXIMATE ROUTE

H all-2 2012

H all-1 2006

H 2006

N 2012

O 2012

M 2012

PES 4 2012

PES 1 2012

PES 3 2012

PES 2 2012

C 2012

S 2006

K 2012

J 2012

C 2006

C Ctrl

A 2006

A 2012

B/C 2006

A/B/D 2006

B 2006

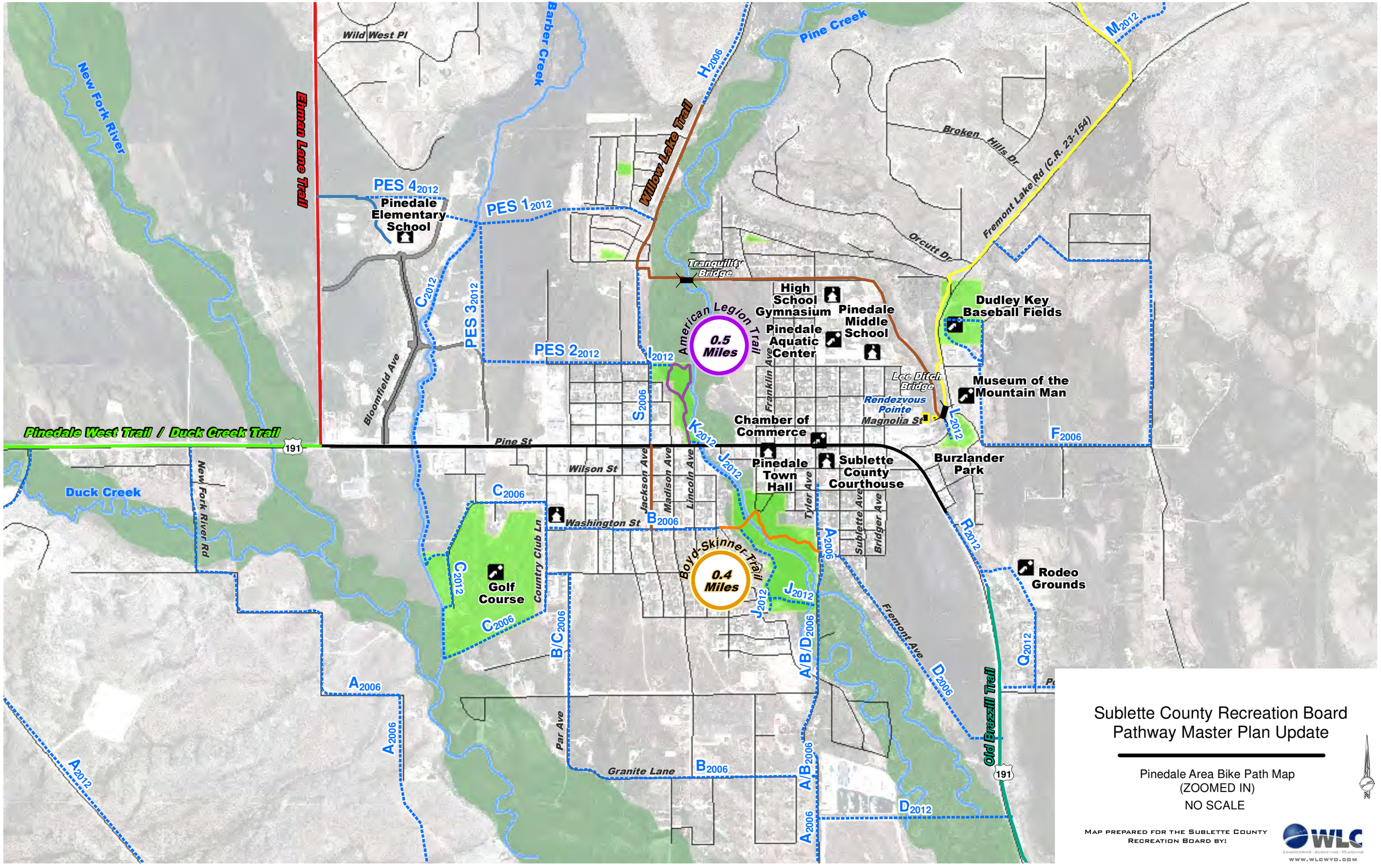
D 2006

D 2012

R 2012

Q 2012

F 2006

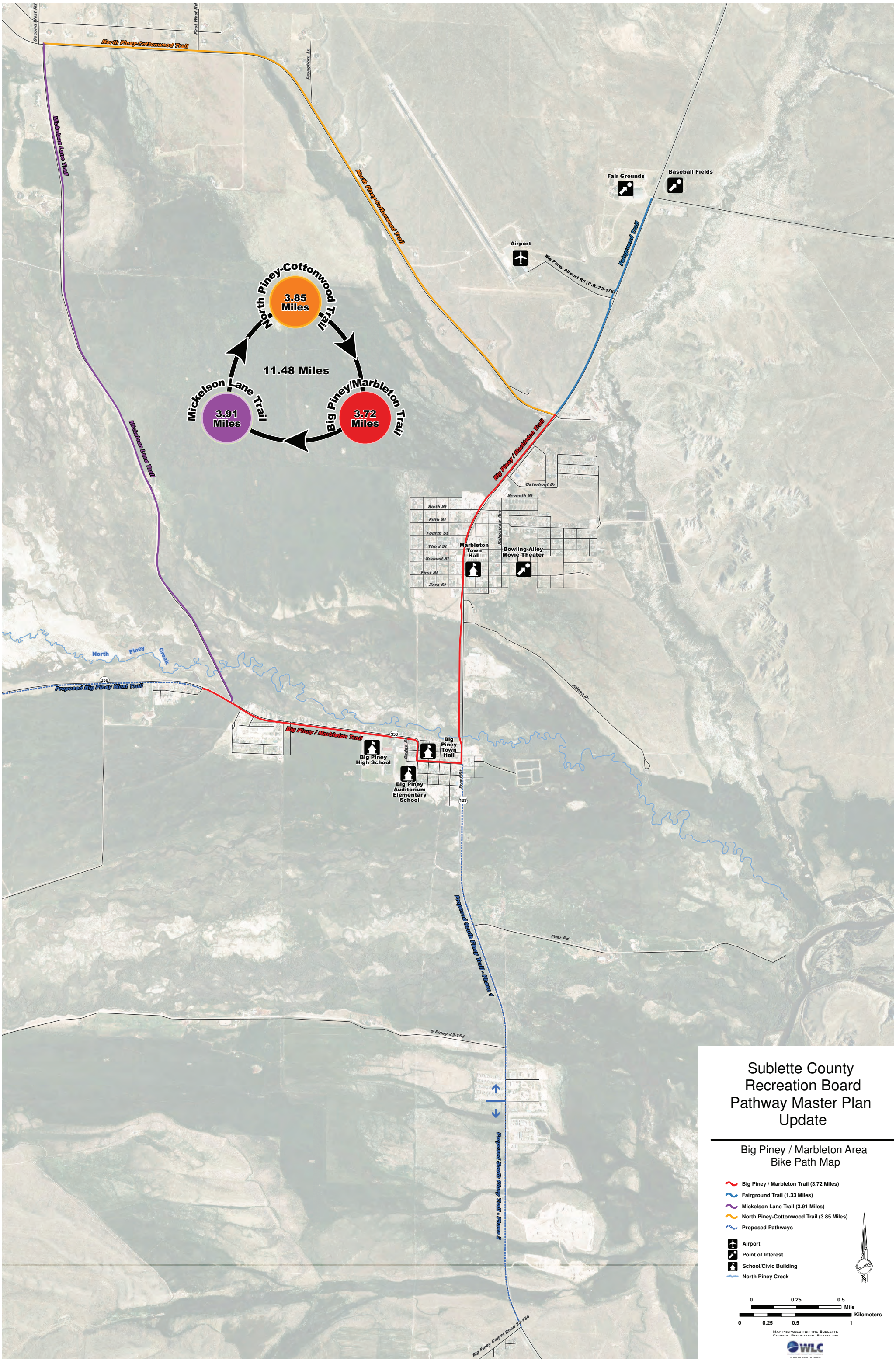


Sublette County Recreation Board Pathway Master Plan Update

Pinedale Area Bike Path Map
(ZOOMED IN)
NO SCALE

Map prepared for the Sublette County Recreation Board by:

WLC Engineering · Surveying · Planning
www.wlcwyo.com



Sublette County Recreation Board Pathway Master Plan Update

Big Piney / Marbleton Area Bike Path Map

- Big Piney / Marbleton Trail (3.72 Miles)
- Fairground Trail (1.33 Miles)
- Mickelson Lane Trail (3.91 Miles)
- North Piney-Cottonwood Trail (3.85 Miles)
- Proposed Pathways
- Airport
- Point of Interest
- School/Civic Building
- North Piney Creek

0 0.25 0.5 Mile

0 0.25 0.5 1 Kilometers

Map prepared for the Sublette County Recreation Board by:
WLC
www.wlcwyo.com

Sublette County Recreation Board Pathway Master Plan Update

Daniel Area Bike Path Map

Proposed Pathways

Roadway Centerlines

0 0.25 0.5 Mile

0 0.25 0.5 Kilometers

Map prepared for the Sublette County Recreation Board by:

WLC Engineering · Surveying · Planning
www.wlcwyo.com

St Hwy 354

U S Hwy 189 & 191

U S Hwy 191

191

Daniel to Daniel Jct

Green River

189

U S Hwy 189

Nighthawk Ln

Prairie Creek Rd

School House Ln 23-208

Daniel St

Meadow Rd

Creek Rd

Prairie Creek

HOLLIDAY ST

Horse Creek

Appendix B - PUBLIC INPUT

2012 Pathway Master Plan Update

Top 3 Pathway Options

1) Underpass at Pine Creek

2) PES 1 or 2

3) _____

Specify three route options you would most like to see constructed, either select one of the proposed routes or write in a potential new route.

Additional Comments and Suggestions:

I dont want to see a path up Willow L. Rd across to Fremont Lake Rd

WLC
ENGINEERING · SURVEYING · PLANNING
PHONE: 307-367-6548
58 SOUTH TYLER
PINEDALE, WY 82941

2012 Pathway Master Plan Update

Top 3 Pathway Options

1) Connect existing before new

2) Path in Daniel

3) _____

Specify three route options you would most like to see constructed, either select one of the proposed routes or write in a potential new route.

Additional Comments and Suggestions:

Have Daniel Community Center meeting to gain input/ ideas.

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58 SOUTH TYLER
PINEDALE, WY 82941

2012 Pathway Master Plan Update

Top 3 Pathway Options

1) Veterans to Boyd Skinner Connectivity
2) School to School connectivity
3) Path around Fremont Lake

Specify three route options you would most like to see constructed, either select one of the proposed routes or write in a potential new route.

Additional Comments and Suggestions:

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58 SOUTH TYLER
PINEDALE, WY 82941

2012 Pathway Master Plan Update

Top 3 Pathway Options

1) CONNECT CURRENTS PATHS MAKE LOOPS
2) PATH TO BOULDER
3)

Specify three route options you would most like to see constructed, either select one of the proposed routes or write in a potential new route.

Additional Comments and Suggestions:

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PINEDALE, WY 82941

2012 Pathway Master Plan Update

Top 3 Pathway Options

1) Park - Park (Pine Cr Underpass

2) School - to School ([redacted])

3)

Specify three route options you would most like to see constructed, either select one of the proposed routes or write in a potential new route.

Additional Comments and Suggestions:

Thank you for this meeting. [redacted]

Duck Cr Pullout

NON-PRIORITY

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58 SOUTH TYLER
PINEDALE, WY 82941

2012 Pathway Master Plan Update

Top 3 Pathway Options

1) PES 1 OR 2

2) BOULDER / BARRIER

3) BOYD SKINNER TO TYLER

Specify three route options you would most like to see constructed, either select one of the proposed routes or write in a potential new route.

Additional Comments and Suggestions:

CONNECTIVITY + LOOPS ARE A GREAT FOCUS

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PINEDALE, WY 82941

2012 Pathway Master Plan Update

Top 3 Pathway Options

1) Willow Lake Loop Trail H

2) (E) Trail to Boulder from Pinedale

3) Ehmen Lane to Cora Rd

Specify three route options you would most like to see constructed, either select one of the proposed routes or write in a potential new route.

Additional Comments and Suggestions:

We need a reliable additional funding source ie Special Purpose Excise Tax

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58 SOUTH TYLER
PINEDALE, WY 82941

2012 Pathway Master Plan Update

Top 3 Pathway Options

1) PES Pathway Connectivity

2) North of Town Connectivity

3) South to Boulder

Specify three route options you would most like to see constructed, either select one of the proposed routes or write in a potential new route.

Additional Comments and Suggestions:

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PINEDALE, WY 82941

2012 Pathway Master Plan Update

Top 3 Pathway Options

1) _____

2) _____

3) _____

Specify three route options you would most like to see constructed, either select one of the proposed routes or write in a potential new route.

Additional Comments and Suggestions:

Please no plowing in the winter on all paths in the winter. Please have some connecting paths.

If you have additional comments or suggestions please contact Allysa Booth at abooth@wlcwyo.com or 307-367-6548

Just so you can go from one path to another.

WLC
ENGINEERING · SURVEYING · PLANNING
PHONE: 307-367-6548
58 SOUTH TYLER
PINEDALE, WY 82941

2012 Pathway Master Plan Update

Top 3 Pathway Options

1) Loop from N. Pape trail along Fremont L. rd. to Riverside

2) Legion Park to N. Jackson tie-in

3) Split Diamond to Elem. School

Specify three route options you would most like to see constructed, either select one of the proposed routes or write in a potential new route.

Additional Comments and Suggestions:

Loop trails close to town should be priority

No one-way pathways out of town

More summer maintenance (i.e. sweeping)

WLC
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58 SOUTH TYLER
PINEDALE, WY 82941

2012 Pathway Master Plan Update

Top 3 Pathway Options

1) Connect Legion Park to N. Jackson
2) Split Diamond to Elem. School
3) Loop from end of Naomi Pope Trail along Fremont Lake Rd. to Riverside

Specify three route options you would most like to see constructed, either select one of the proposed routes or write in a potential new route.

Additional Comments and Suggestions:

No one-way pathways to no where
Don't plow paths in winter - more sweeping in summer
Loop trails close to town should be priority

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58 SOUTH TYLER
PINEDALE, WY 82941

2012 Sublette County Pathway Master Plan Update

WLC Engineering, Surveying & Planning, in conjunction with the Sublette County Recreation Board, is in the process of updating the County's Pathway Master Plan and would like your input.

Where would you like to see a new path? Is there an existing path you'd like to see extended?

Maps of the existing and proposed pathways for Pinedale, Big Piney, Marbleton, and Daniel are available to view at the respective Town Halls as well as the WLC office. Please use the comment card below and submit your comments and suggestions before Tuesday, July 10th
by mail to: WLC, PO Box 1519/58 S. Tyler Ave, Pinedale, WY 82941
or by e-mail to Allysa Booth at abooth@wlcwyo.com

Name: _____
Email: _____
Phone # & Town: Big Piney

Top 3 Pathway Routes:
1. Big Piney to Mountain Village Parks
2. + down to Man camp
3.

Additional Comments & Suggestions: Please Please Please Please Please Need so no more kids on side of busy Highway

2012 Pathway Master Plan Update

Top 3 Pathway Options

1) PES 1

2) PES 2

3) _____

Specify three route options you would most like to see constructed, either select one of the proposed routes or write in a potential new route.

Additional Comments and Suggestions:

Put some paint marks on streets where the pathway will be located for out of town guests.

WLC
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PHONE: 307-367-6548
58 SOUTH TYLER
PINEDALE, WY 82941

E-Mailed Comments

Patty Washburn gave us a brief presentation of a proposed bike path along Tyler south near our New fork Social Club Subdivision at Sunday's home owners meeting. I would hope that this portion of the area paths can be completed as soon as possible since it is frequently used by runners, hikers, and bike riders while there is also quite a bit of traffic coming off the Mesa on the same roadway. It would be much safer for all who use this area if there was a path that was separated from the roadway. The most heavily used area is between the 2 bridges across Pine Creek closer to town where there is only enough room for 2 vehicles. Placing foot bridges at those two bridges would be ideal but also much more expensive to construct not to mention property ownership issues.

I hope these comments might be helpful in your planning efforts.

It would be very convenient to have the Soda Lake path/Shelter Park path extend to the west through the Split Diamond subdivision (or close to that) through the field to the west connecting to the elementary school.

I know the challenges would be great, but the convenience would be fabulous.

- Where would you like to see a new path? ***Make a new path from the CCC Ponds that would circle around, possibly over the dam and out to the Soda Lake road? A bridge over the creek on the Highway out front of the Motel so the bikers do not have to go onto shoulder of the oncoming traffic.***
- Is there an existing path you' like to see extended? ***Extending the path from the Pine creek bridge over to the Elementary school.***
- Top Choices for new Pathway routes? **Elementary school connection, bridge over creek, connection from CCC ponds to Soda Lake road.**

I am from Big Piney and have enjoyed what we call the "loop" for bike riding. I am interested in commenting on the future of more paths. I know there has been talk of creating a path that would extend between Big Piney and Mountain Village Trailer Park. I have discovered that the paths close to the highway 189 are hard to ride with all the truck traffic. It's loud. If it is good for public safety though and if there is a lot of foot traffic then perhaps that trial would be good to create.

I would be more interested in seeing the Big Piney/ Marbleton route extended to the west of Big Piney. Heading past the LDS church perhaps to the gun range or further. I have biked on 350 many times. It is peaceful, but I am always nervous riding right on the road.

Our community is grateful for the trails and the "loop" is used frequently. I don't know the best options are, but these are my opinions.

I would like to see a new bike path between Boulder and Pinedale. Thanks for asking!

There could be a winter pathway that connects the CCC x-country trails with the ones higher up on the range

The USFS has not allowed the groomers to extend that CCC trail up to the Half Moon overlook -- The groomers tell me that it would not take much to go up the campground road and turn off on the old road to Surveyed Park once there is adequate snow-- a little summer grooming and blocking the 4x4s in the winter-- paving not necessary and it also would make a nice equine trail for the summer.. Mike Looney, Lat Straley, and Darin Binning are the ones who would know the efficacy.

Around Fremont Lake, especially up the west side where no traffic is. If they could go to the first beach on the west side. Up to the campgrounds would be a nice one too. Up the soda lake road is nice also because there isn't much traffic out that way either.

5/29/12

Pathway Master Plan Update – Pinedale Discussion Notes

Goal of the meeting was to look at the paths that have the most priority and get as much public input as possible

Scenic byway money may be available from Duck Creek to the Cora Y

- Hasn't shown up in WYDOT's strategic plan – Peter (WYDOT)

Discussion about having a meeting in Daniel to discuss a path with more of those community members

Would like to have the paths go in loops and have some sort of connectivity to one another instead of just dead ending and having to turn around

Access to certain paths is dangerous via the Town's entry points – would like better access

The road going into the Elementary School has extended areas that could be designated for bike lanes on both sides of the road

Would like to see bike lanes along Pine Street

Accessibility to get to the paths is extremely important

191 right through Town would be nice to have a bike lane that would connect to the path going out to Old Brazzil – WYDOT would do it if that's what the Town wanted and asked them to do

Willow Lake Pathway

- Several obstacles to overcome with this path, first dealing with the BLM and Forest Service and then trying to get the needed funding for it

Connecting North and South Pinedale – look into the feasibility of it, a PINE CREEK UNDERPASS would be great to have

It would be nice to be able to walk from North to South and East to West through Town

Duck Creek Path not really supported, but it's understood that if that's what the County has funding for now and it's use it or loose it then they'd rather it get built

The High School students would like to have a path between Pinedale and Boulder as an extension of the path coming from Town to Old Brazzil

School path from Elementary School to the other schools is a priority, detached path on the side of the road is one possibility. Path has grown into something much larger with the idea of maybe having a road put in as well and it just wasn't something that we could get planned out in time for this summer's construction season

A walking path map would be really nice to have available at the Chamber

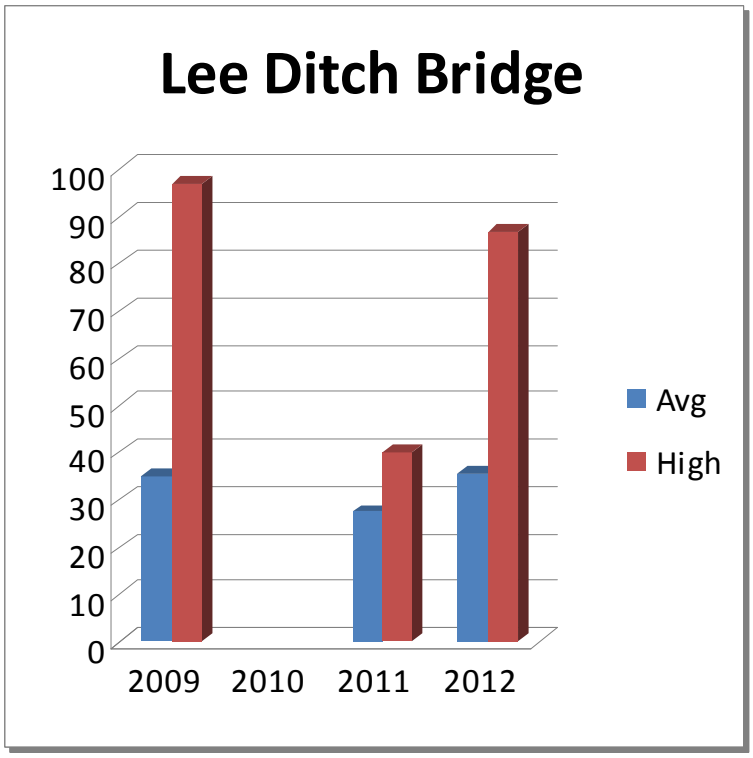
WYDOT's Funding System & Path Information

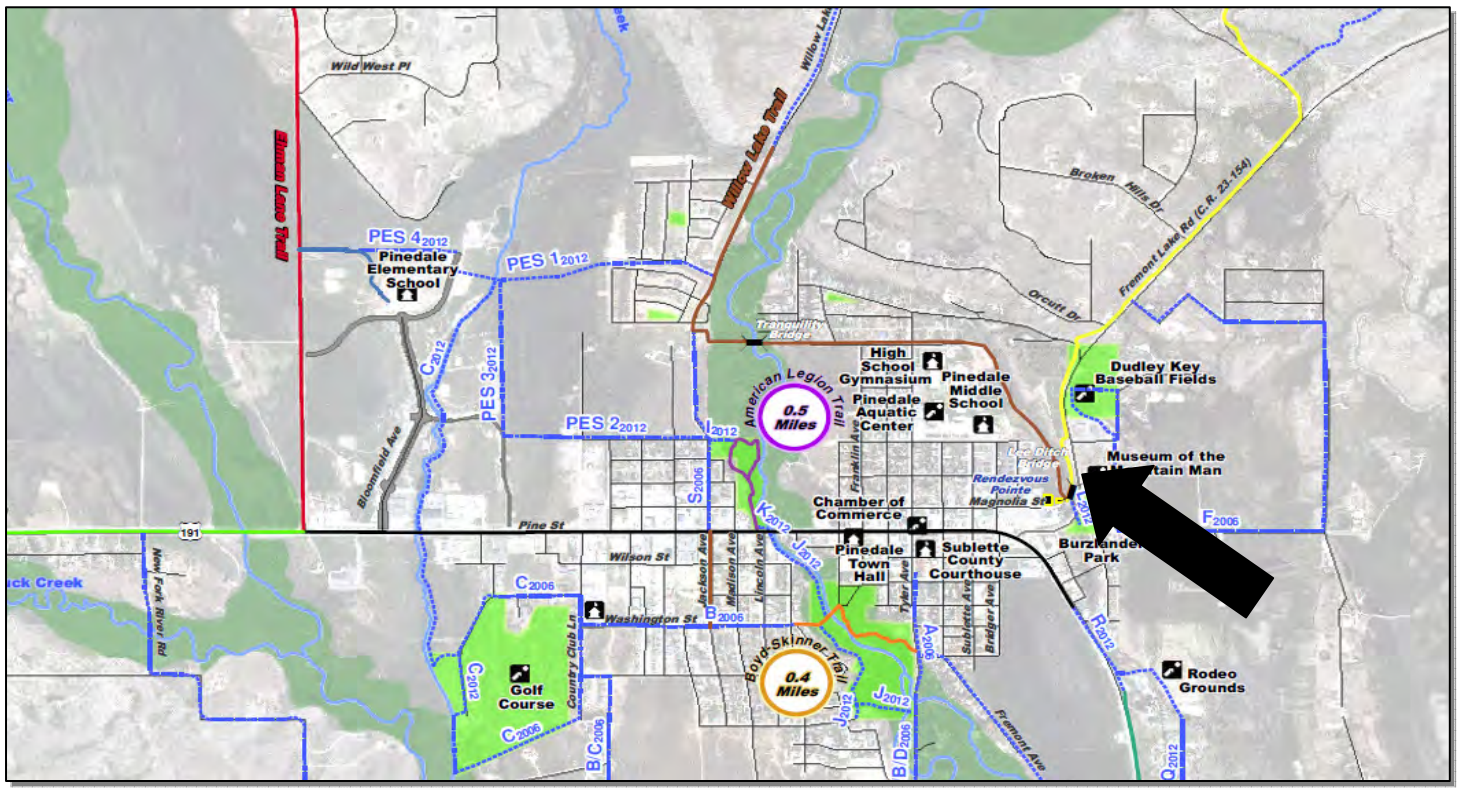
- Has Enhancement Funds that they make available to all the communities in the District.
- Sublette County is in the same District as Lincoln, Uinta, Teton, and Sweetwater Counties
- Counties apply and the District manager determines priority and funding between the Counties
- WYDOT likes to do paths in conjunction with highway projects because they cost a lot less to do than just a pathway by itself.
- Grants/funding are limited to $400,000
- Other funding is available as well
- On System Enhancements require a 10% match from Town's/Communities
- Off System Enhancements require a 20% match from Town's/Communities
- 3 Overlays in 2017 – funding in the pool for paths to correspond with those overlays. If a pathway in any one of those overlays is wanted it'd be good to get it tied into those plans.

Appendix C - PATHWAY USAGE

Pinedale Area Pathway Usage

By Trail (Continued)

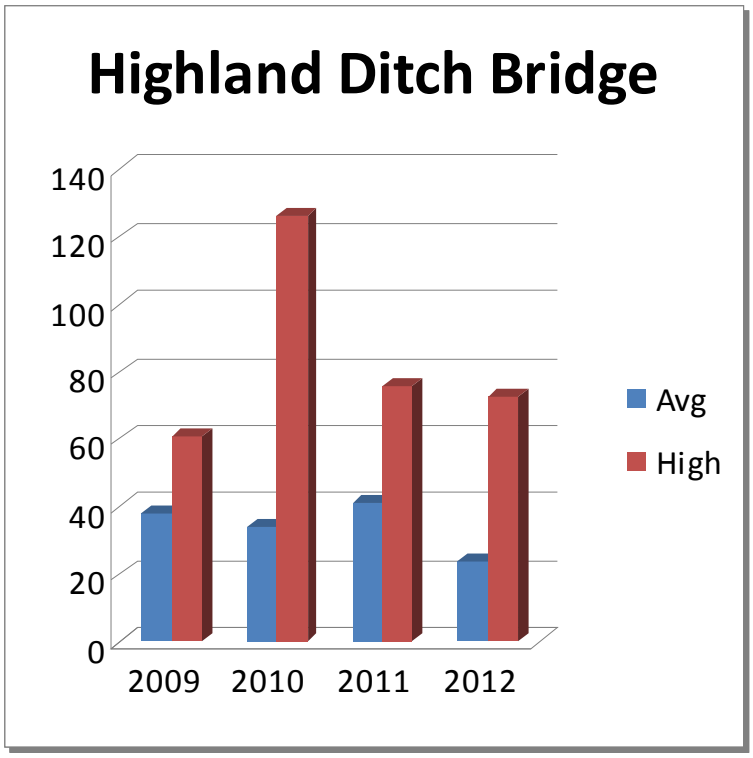


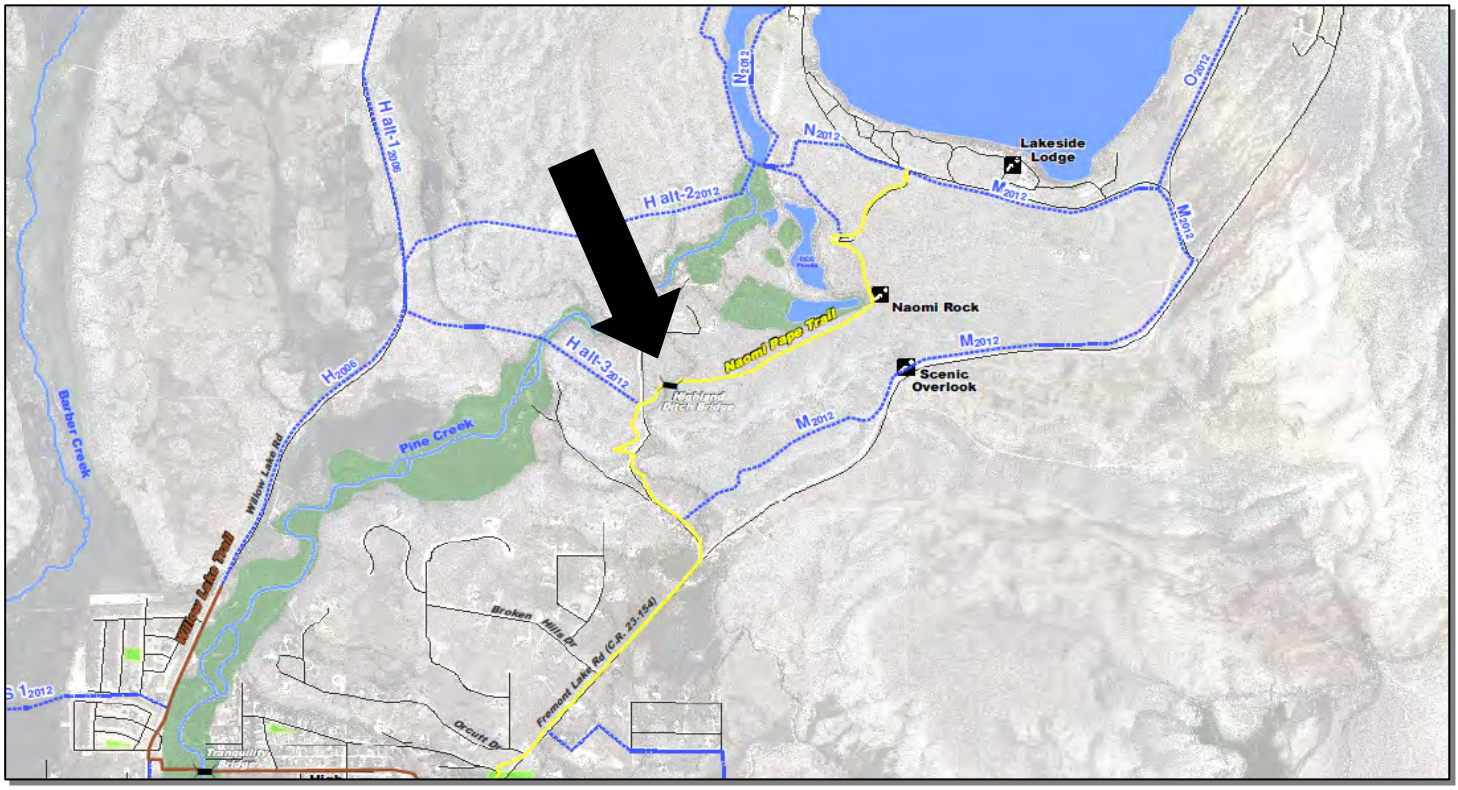


Lee Ditch Bridge

Pinedale Area Pathway Usage

By Trail (Continued)

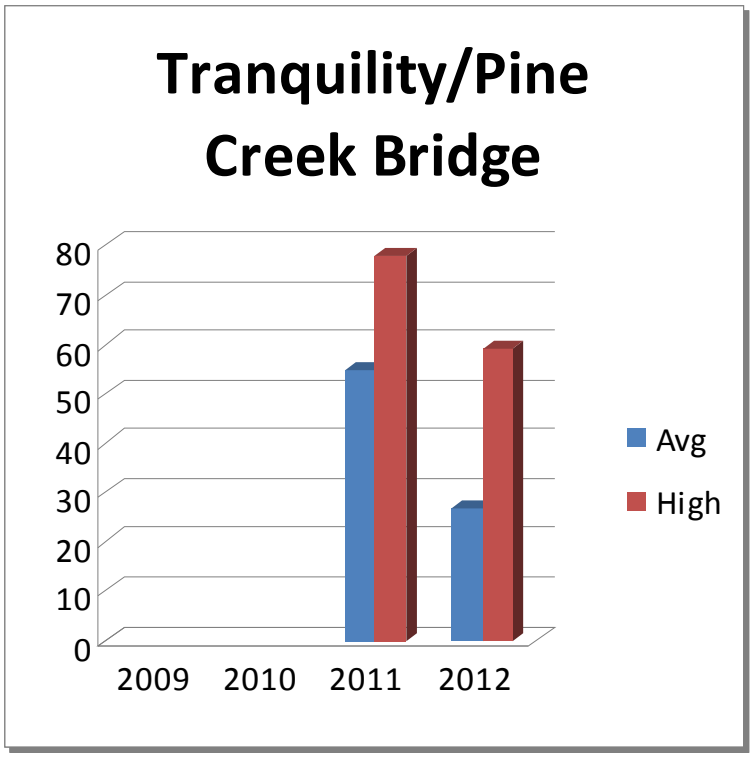


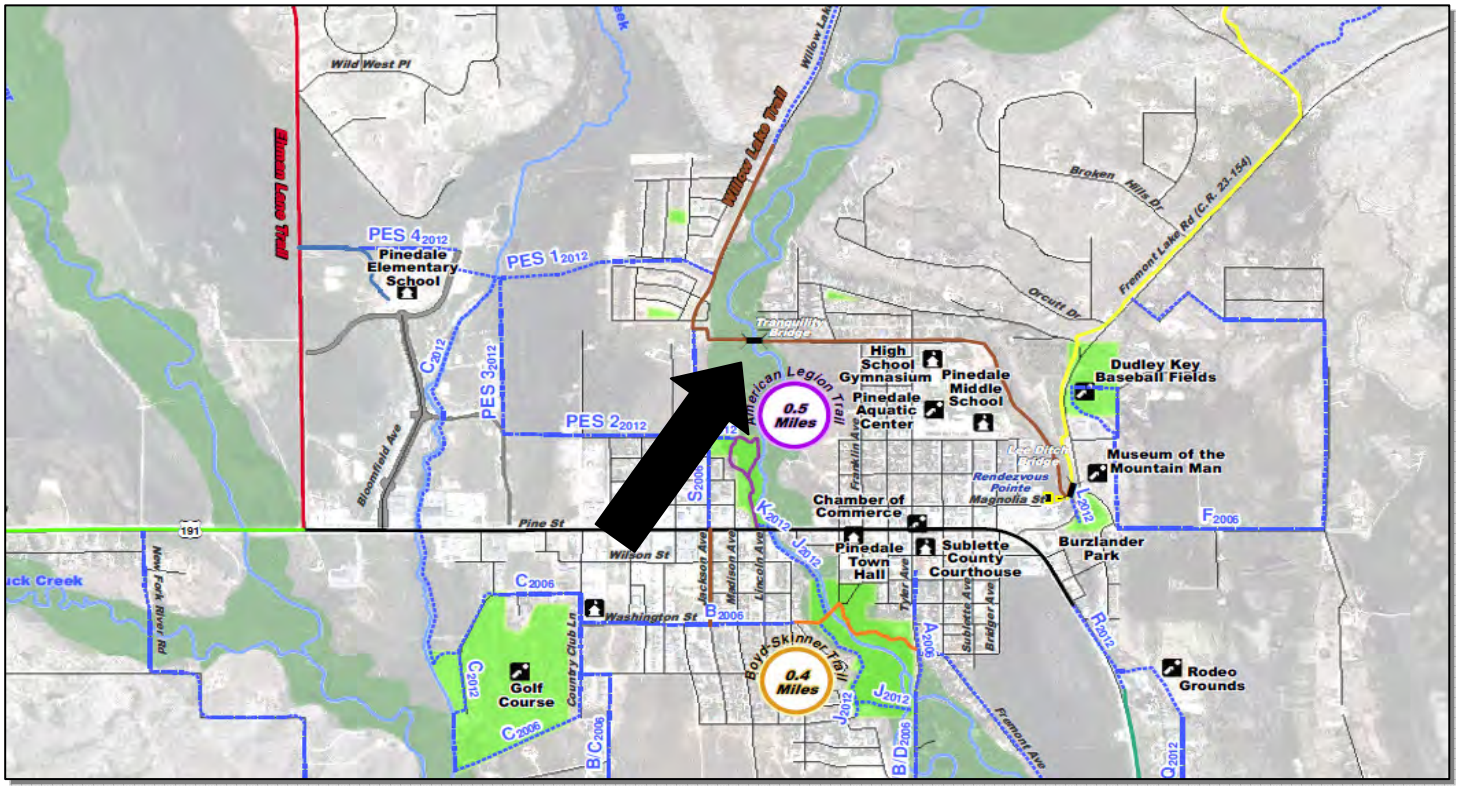


Highland Ditch Bridge

Pinedale Area Pathway Usage

By Trail (Continued)

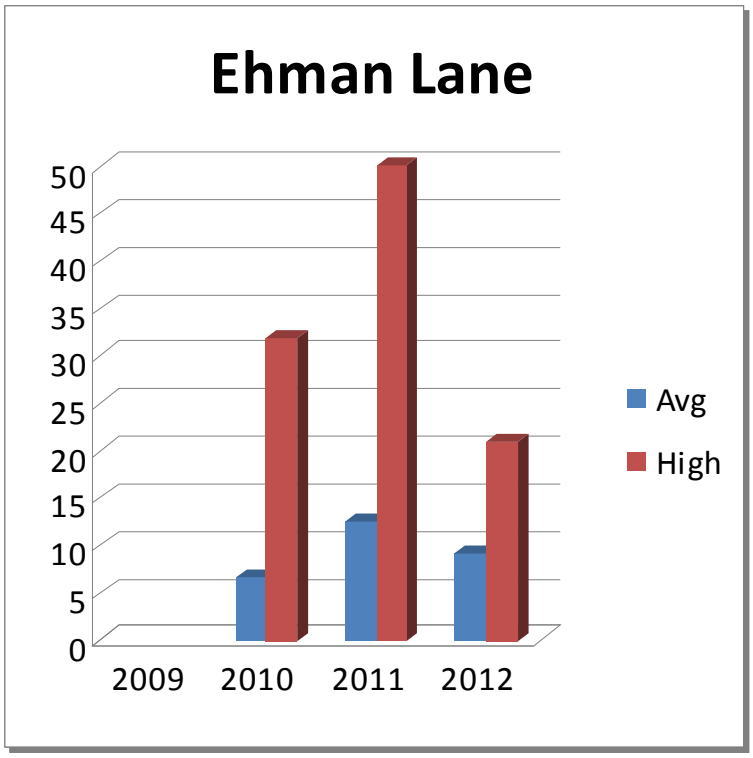


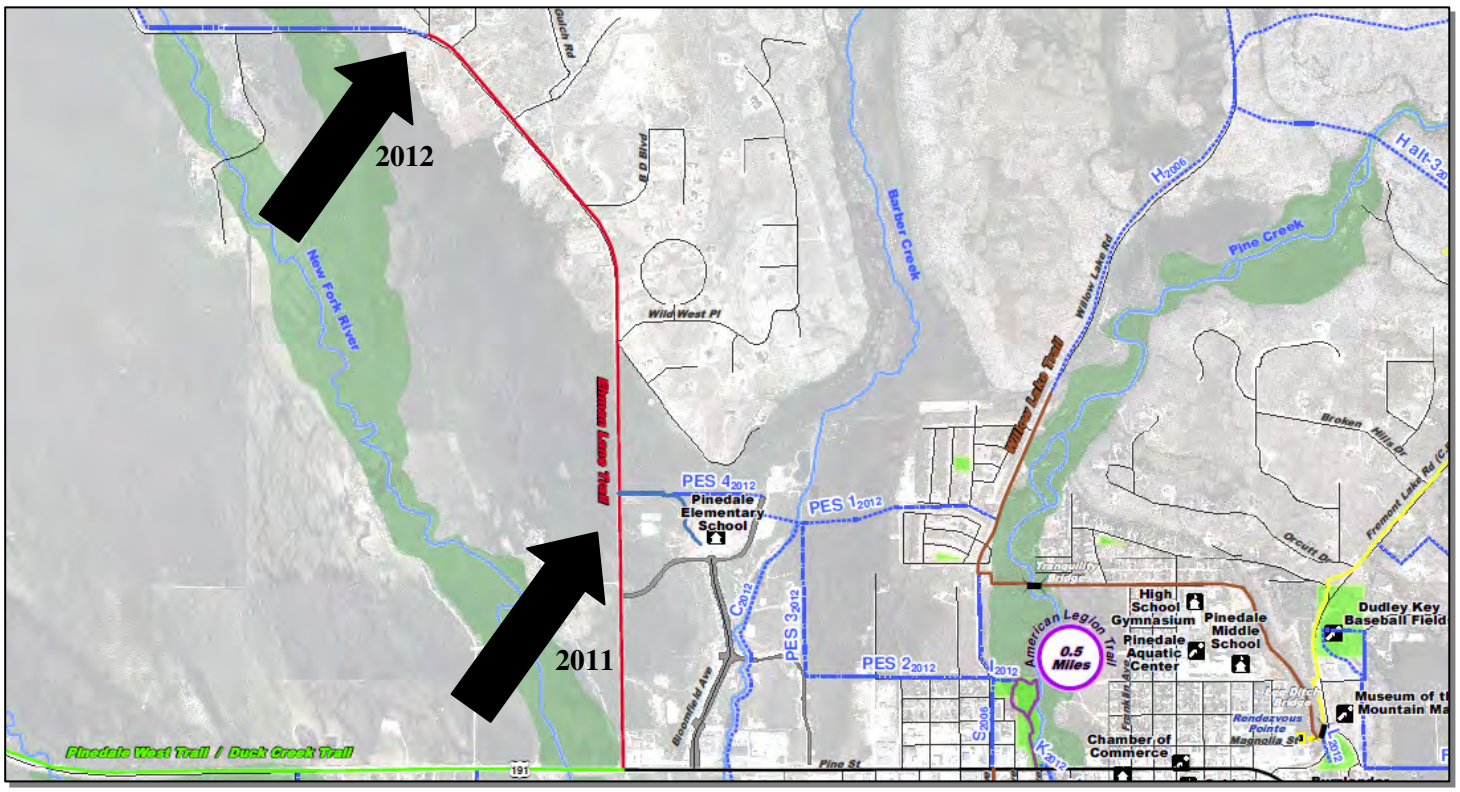


Tranquility/Pine Creek Bridge

Pinedale Area Pathway Usage

By Trail (Continued)

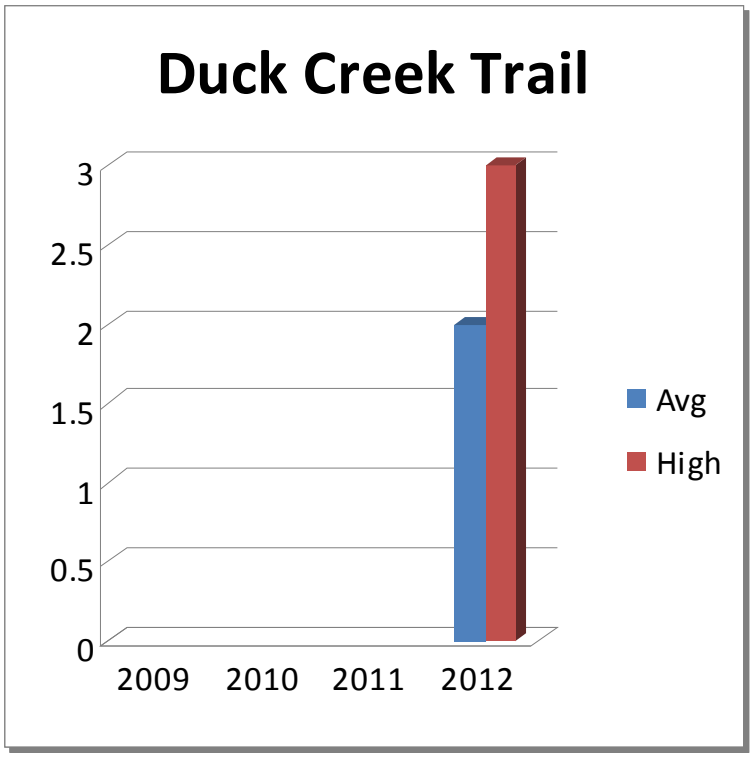


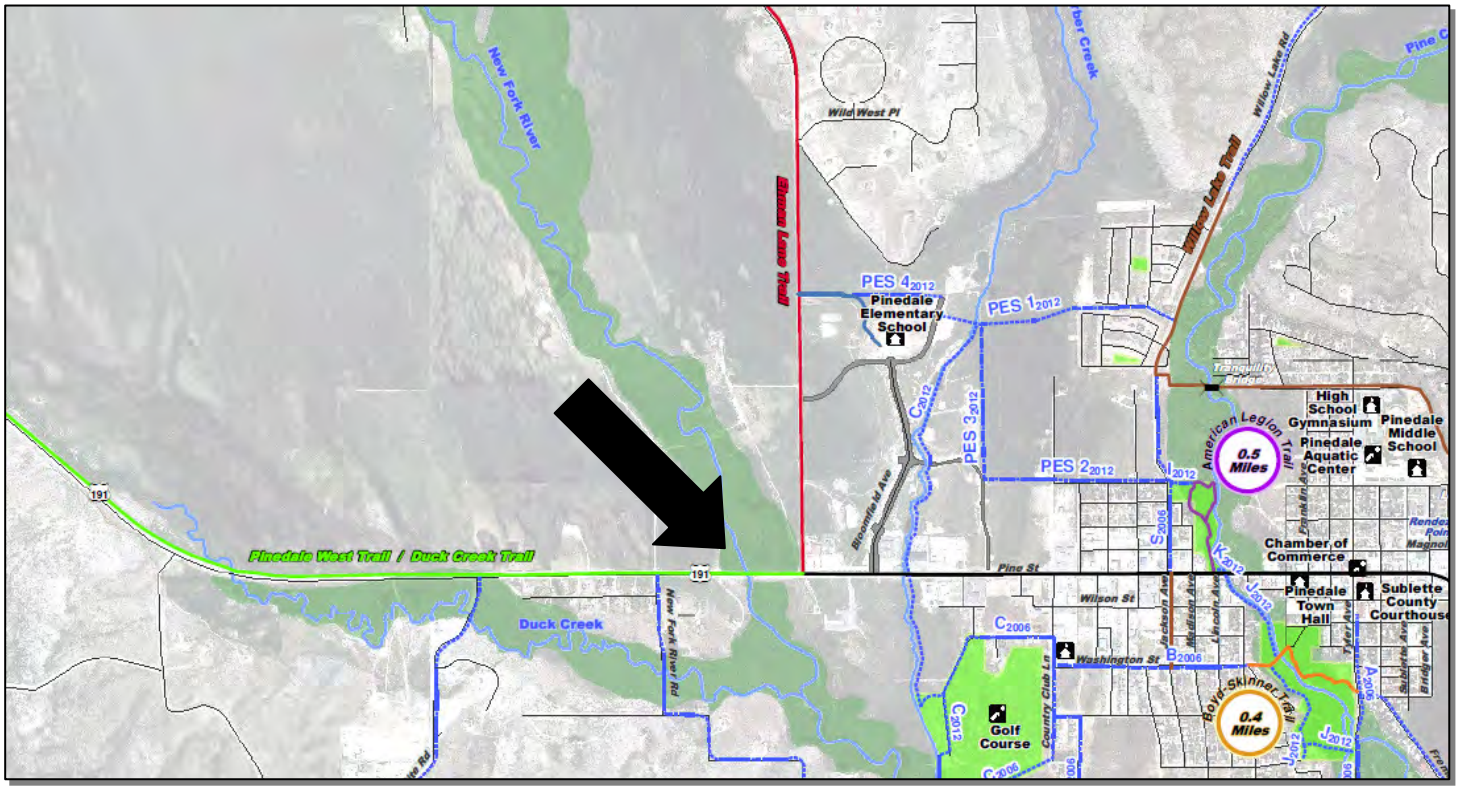


Ehman Lane

Pinedale Area Pathway Usage

By Trail (Continued)

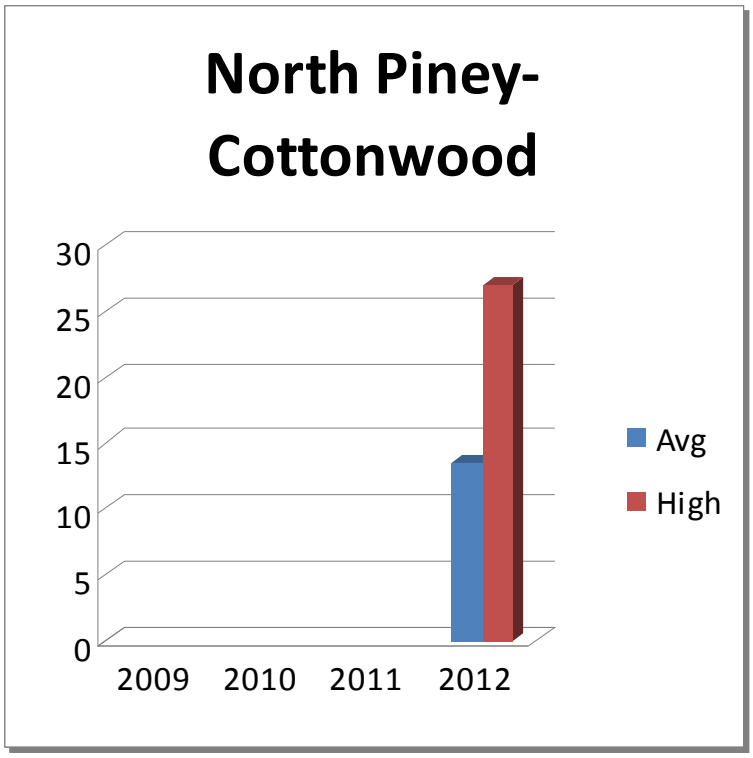


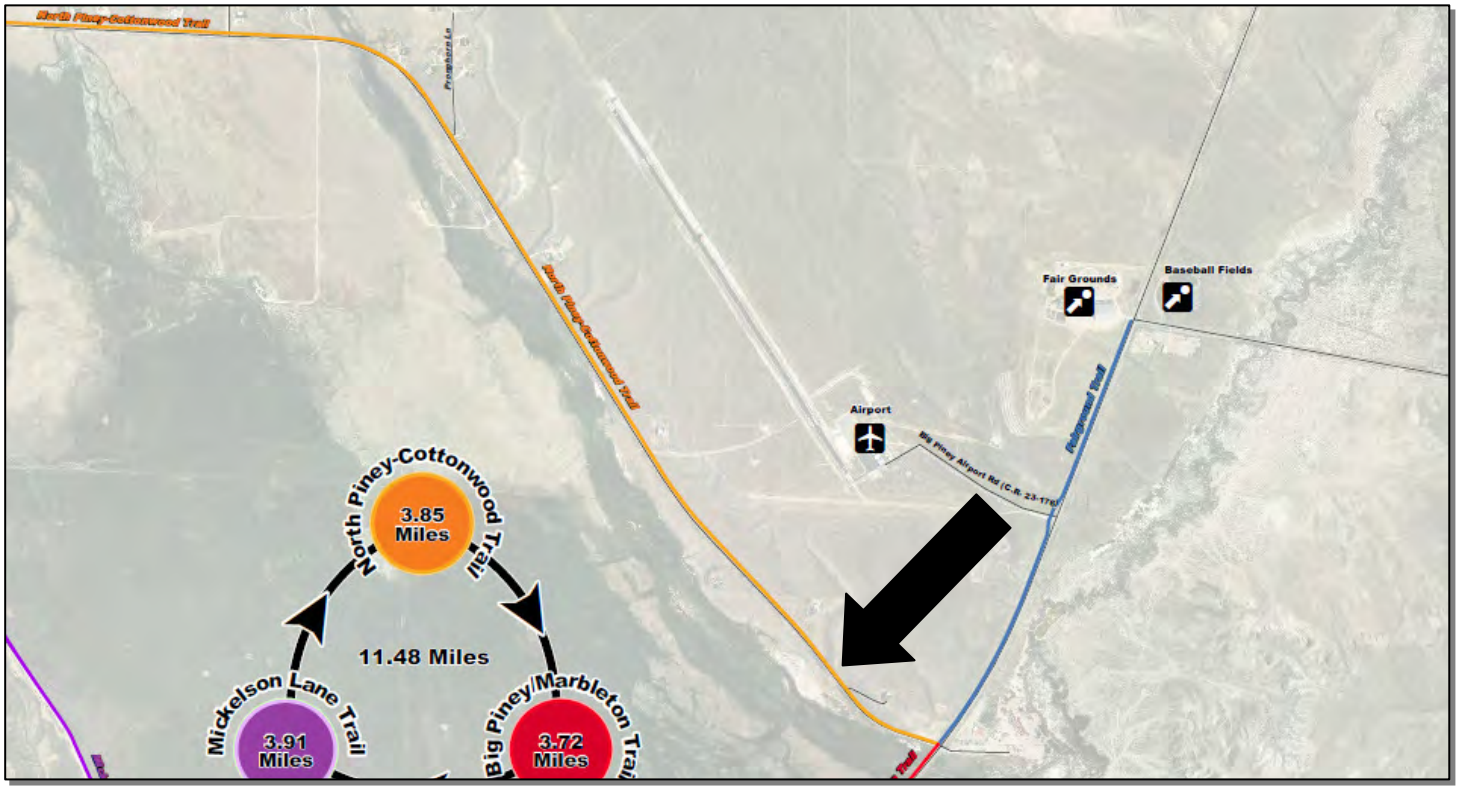


Duck Creek Trail

Big Piney/Marbleton Area Pathway Usage

By Trail

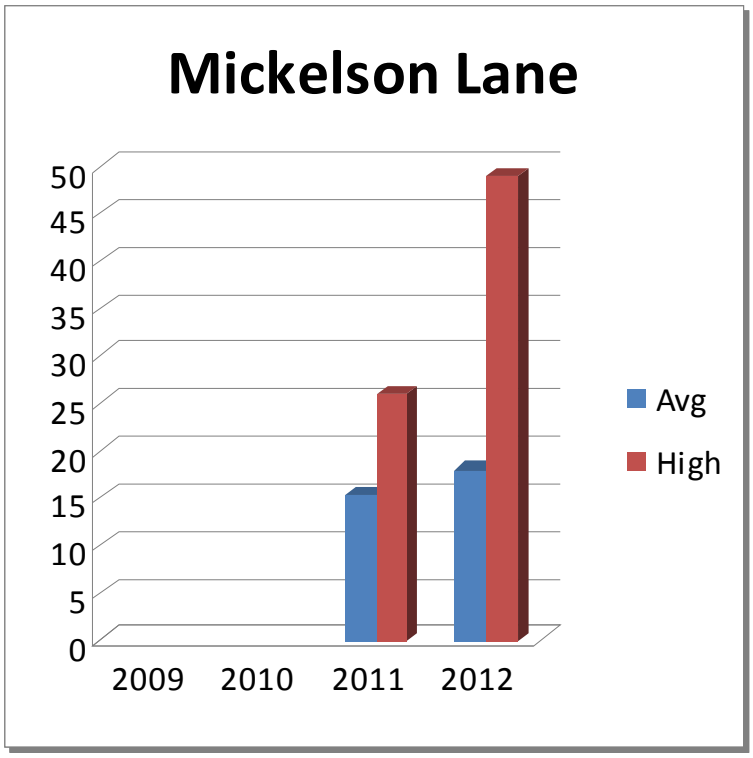


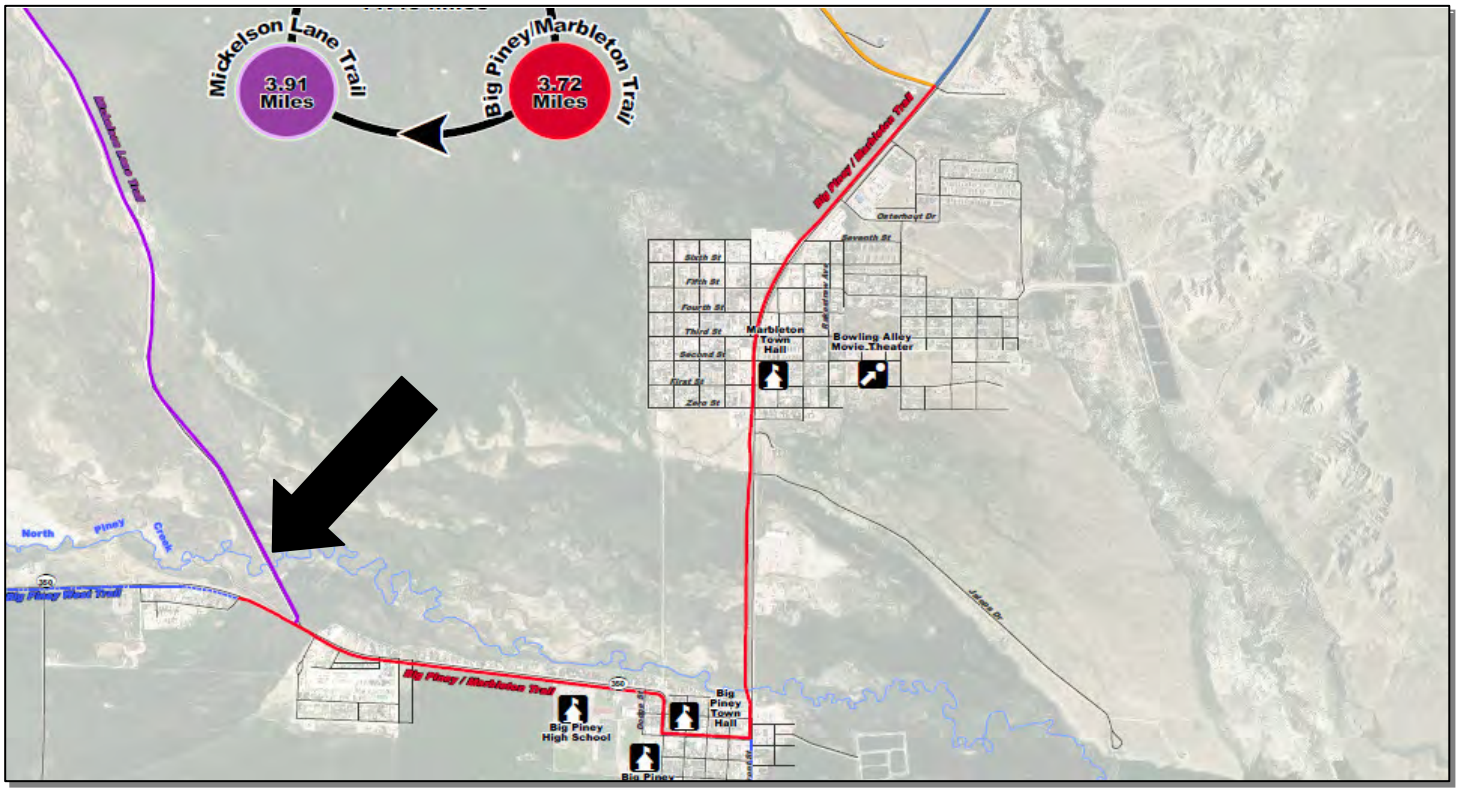


North Piney-Cottonwood

Big Piney/Marbleton Area Pathway Usage

By Trail (Continued)

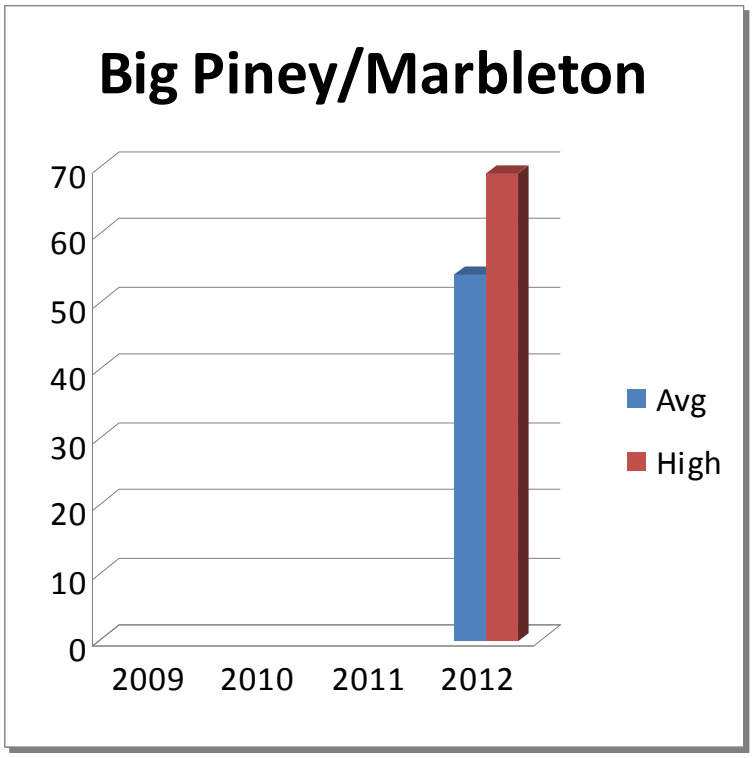


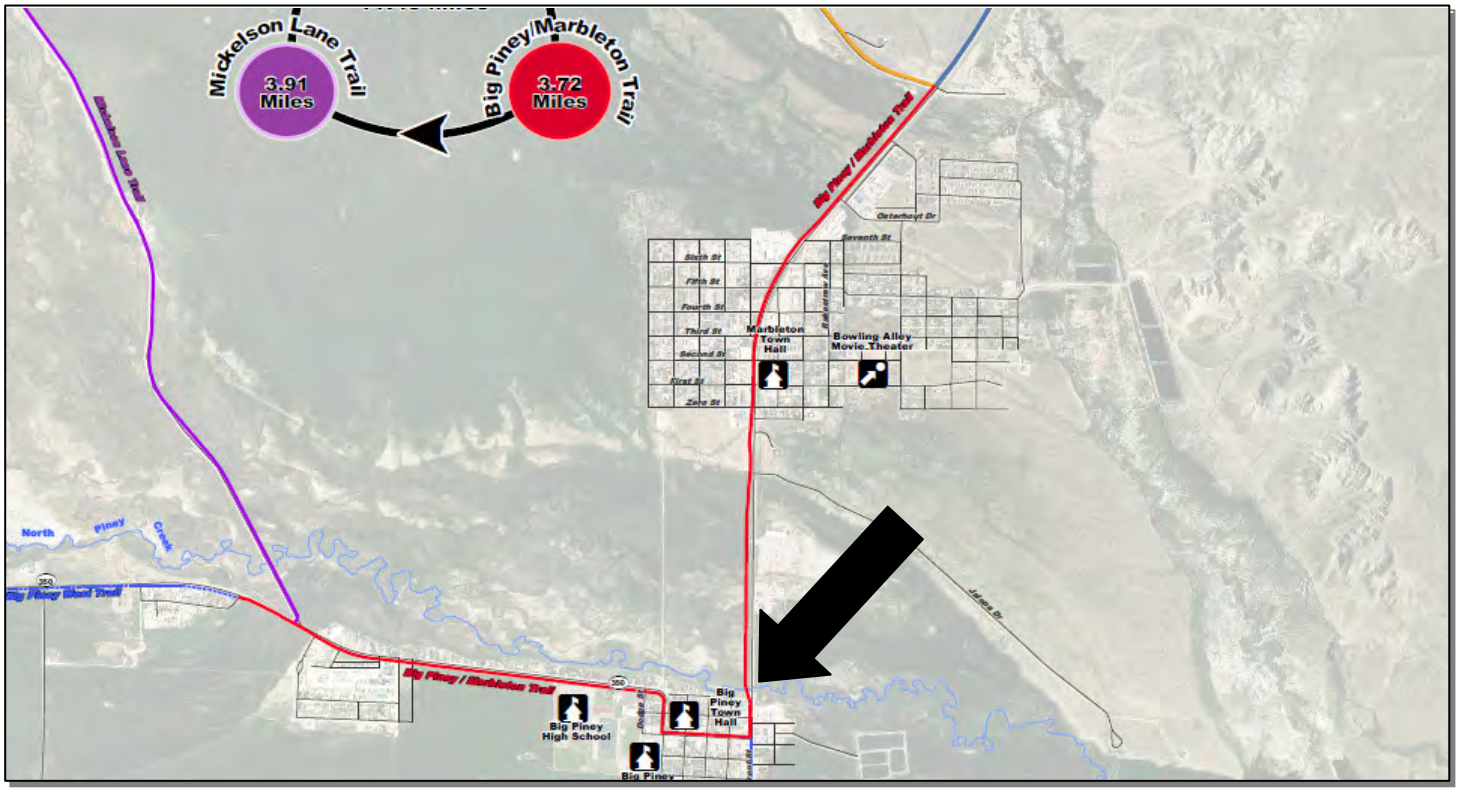


Mickelson Lane

Big Piney/Marbleton Area Pathway Usage

By Trail (Continued)

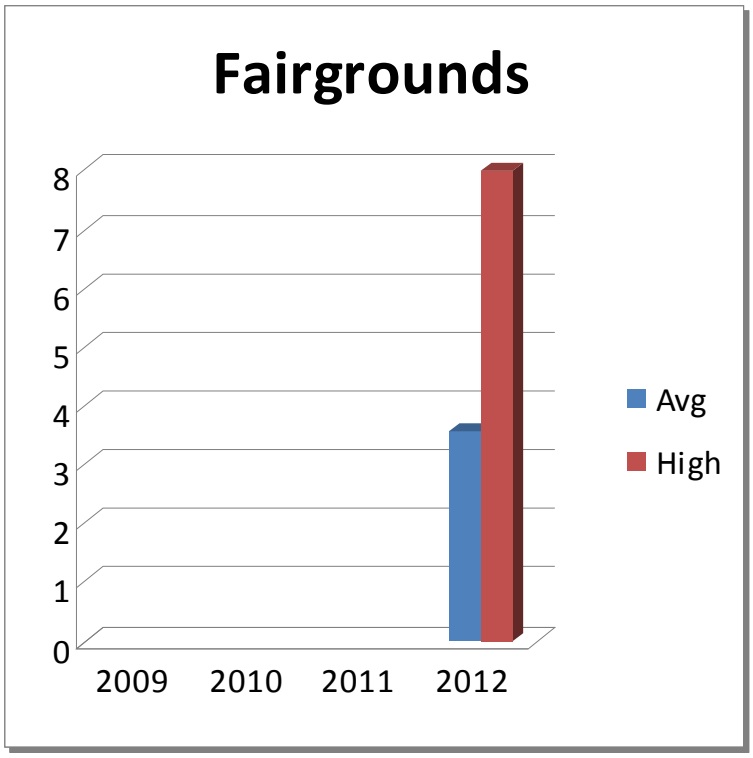


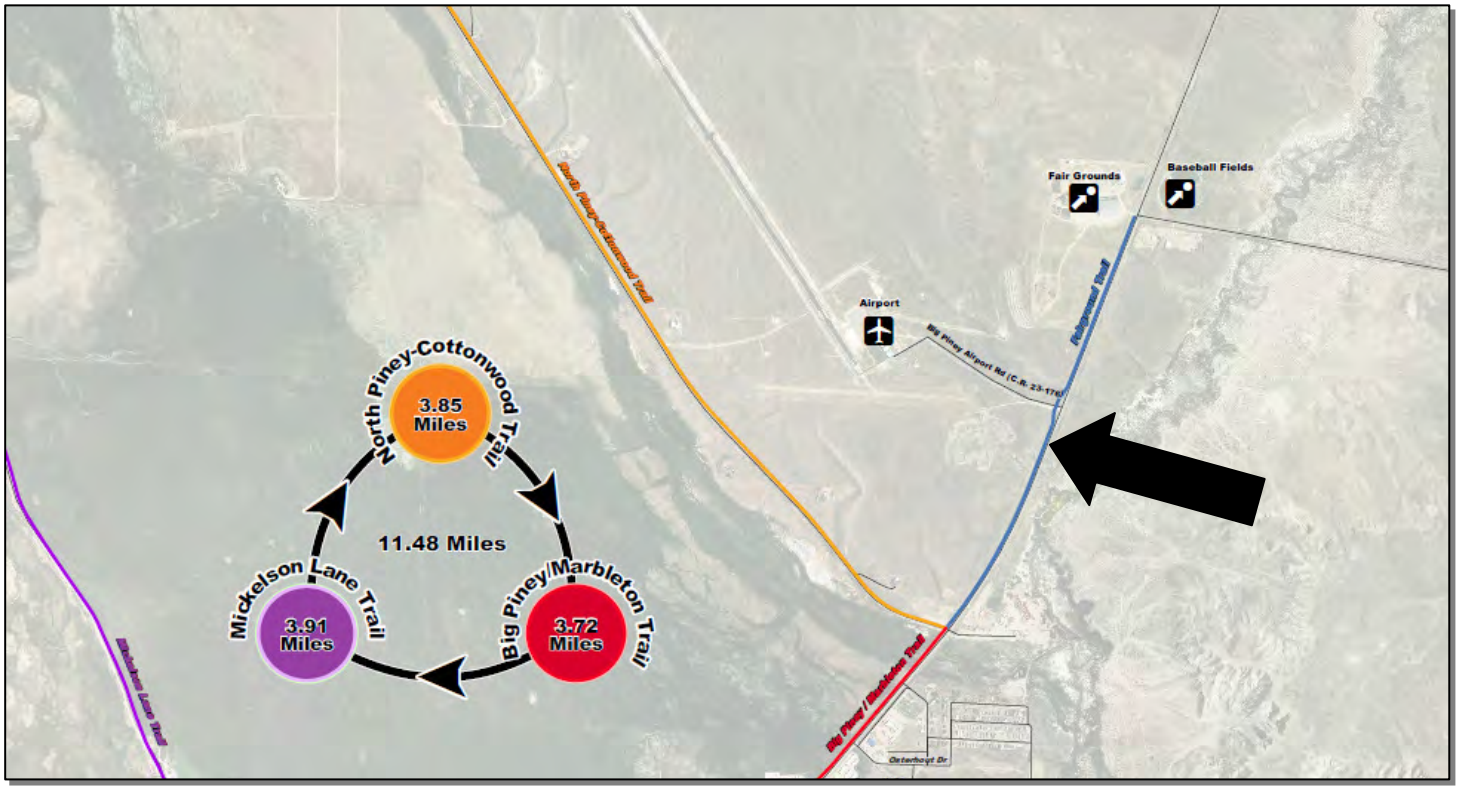


Big Piney/Marbleton

Big Piney/Marbleton Area Pathway Usage

By Trail (Continued)

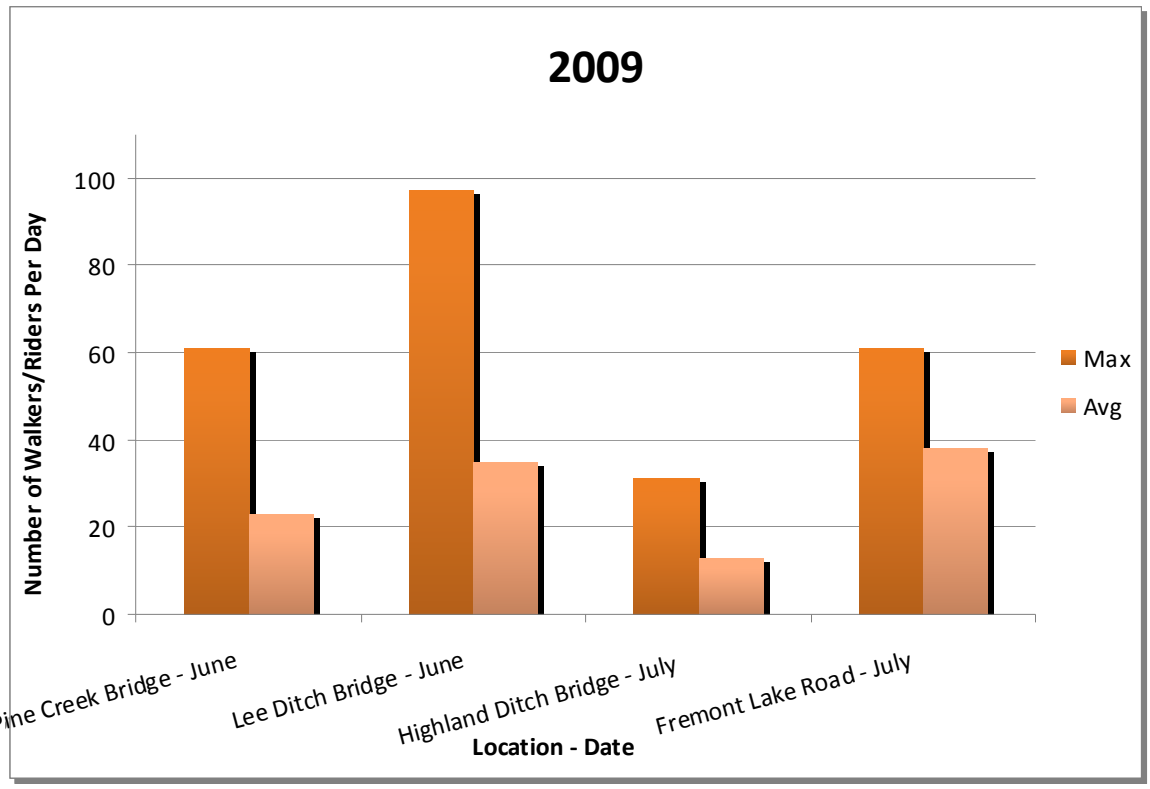


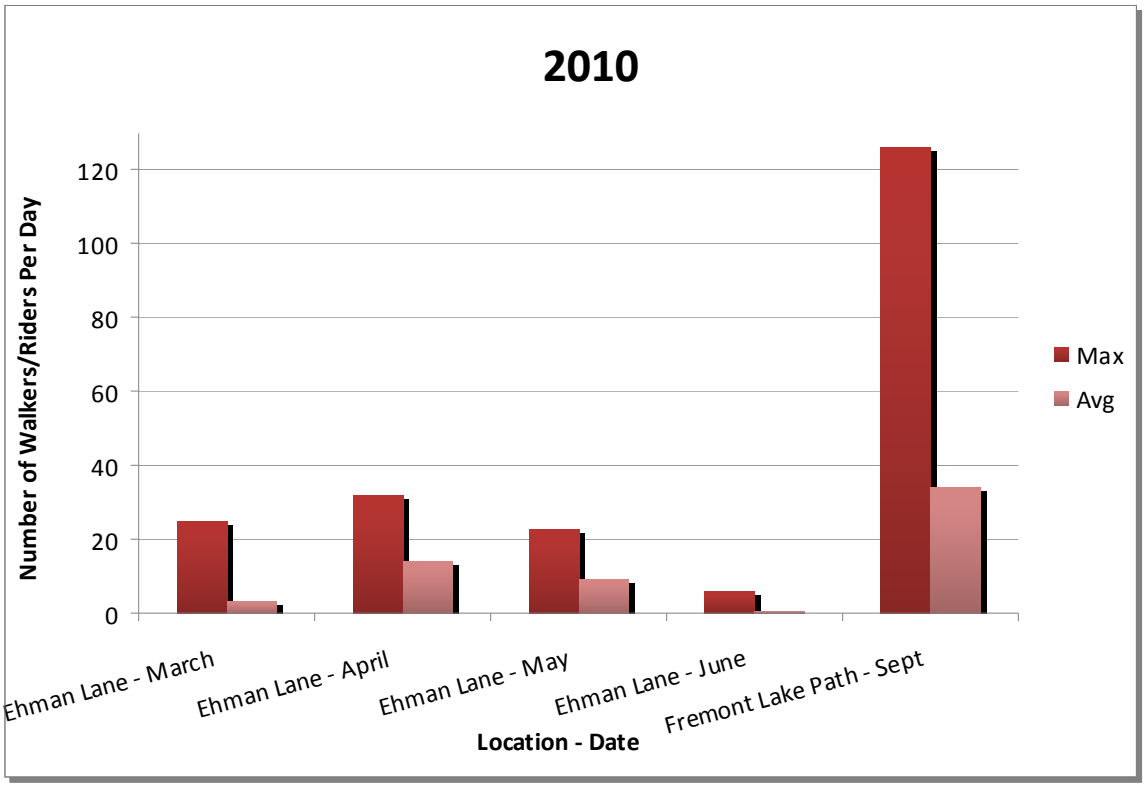


Fairgrounds

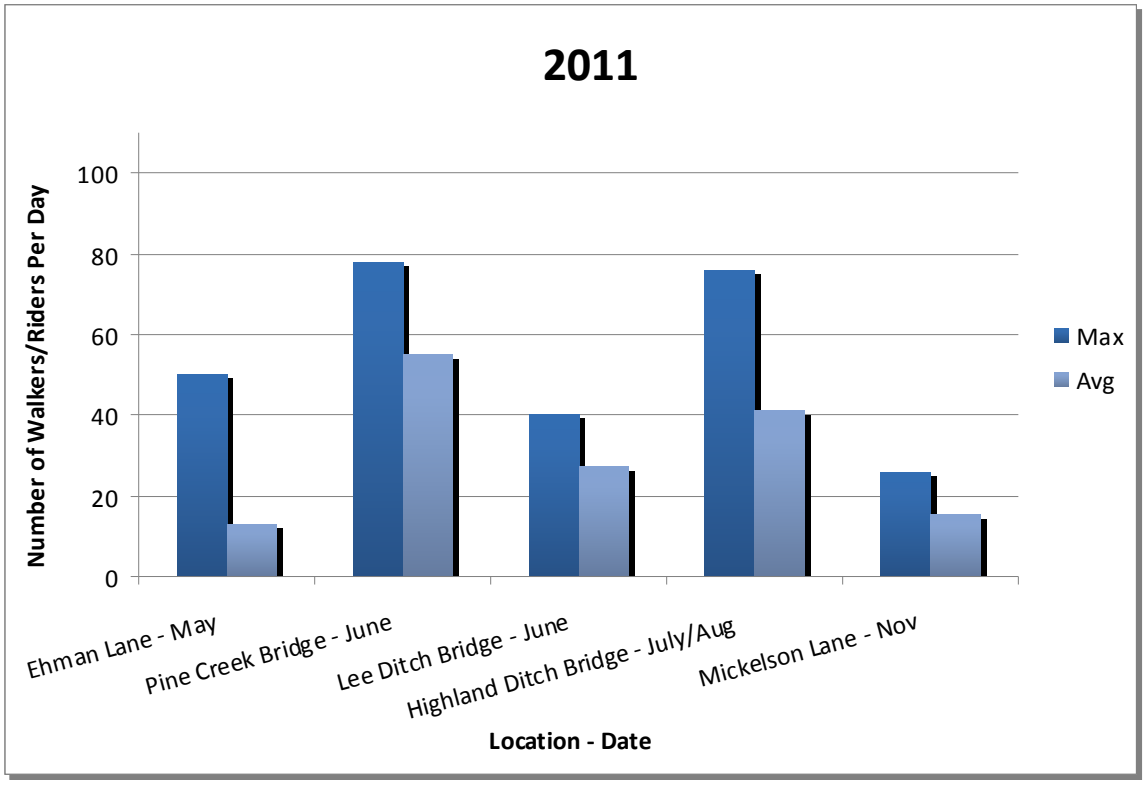
Pathway Usage

By Year

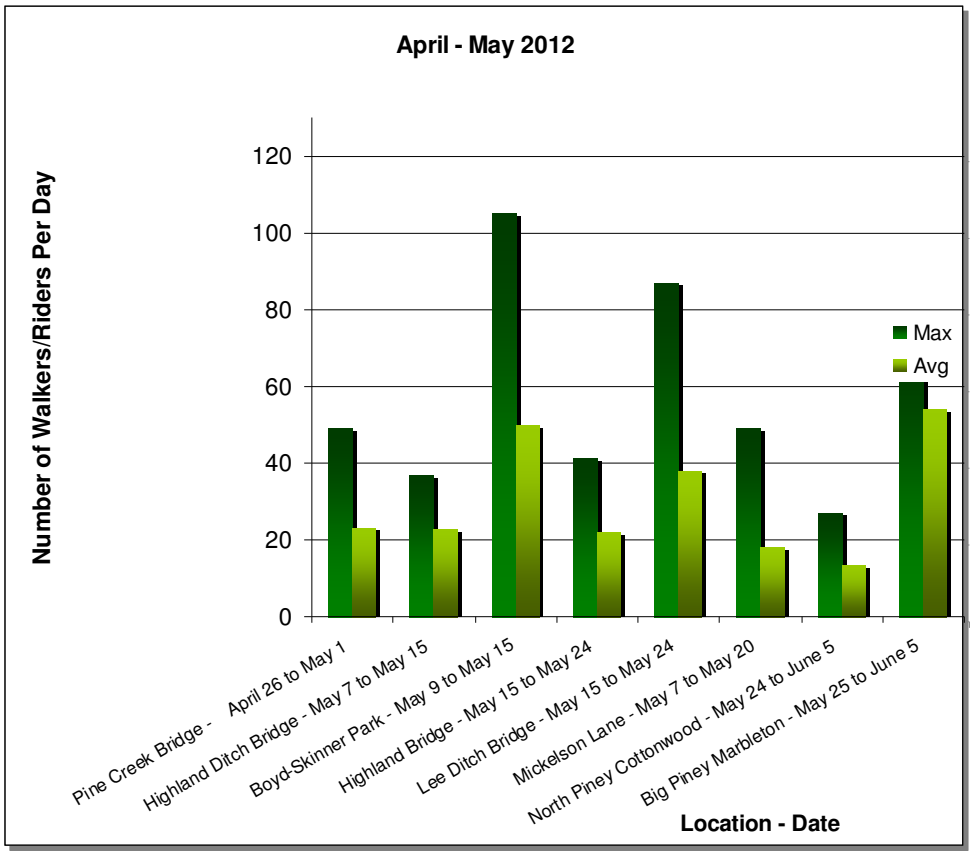


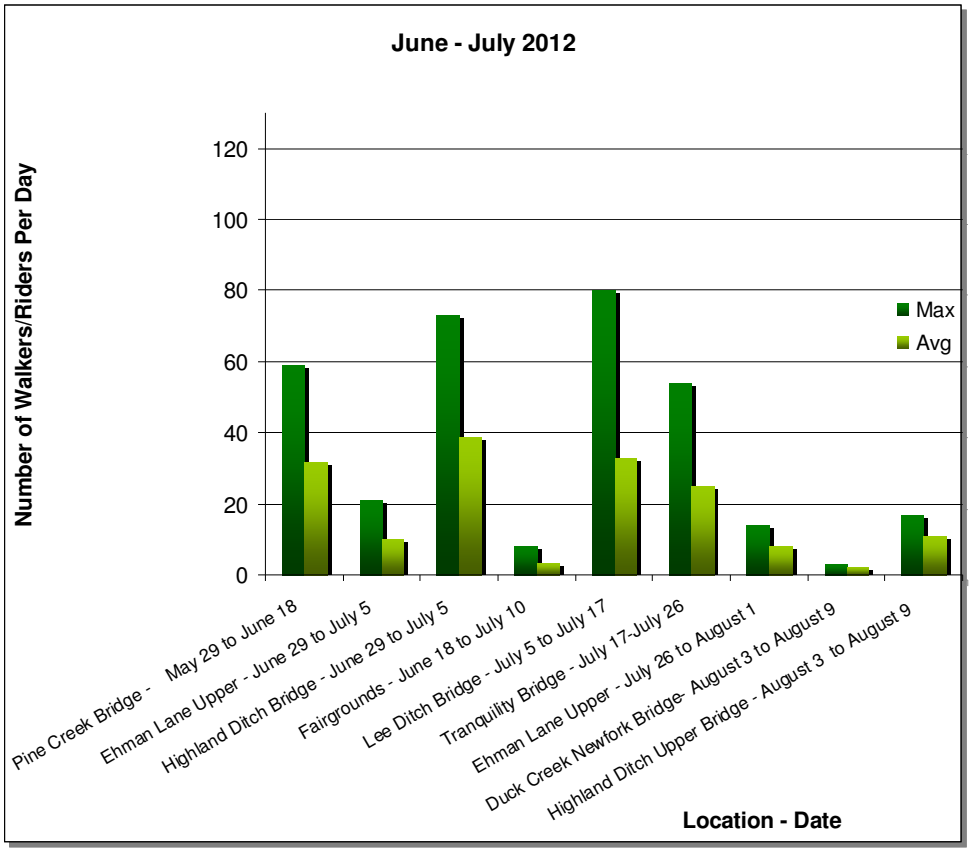


Pathway Usage
By Year (Continued)



Pathway Usage
By Year (Continued)





Appendix D - COST OF CONSTRUCTION

PATHWAY BUDGET ESTIMATE - ROUTE K
PRELIMINARY CONSTRUCTION COST ESTIMATE

Pathway Description:

Pathway across Pine Street connecting the North and South Pathway networks via underpass

Pathway (Item)	Description	Unit	Quantity	Unit Price	Extended Price
Pine Street Crossing (300')					
Pathway - Concrete	*Paved Path (4" Thick)*	SY	350	$ 30.00	$ 10,500.00
Roadway - Crushed Base	*Crushed Base (6")*	SY	350	$ 6.00	$ 2,100.00
Excavation and Grading	*Earthwork*	CY	2,500	$ 8.00	$ 20,000.00
Asphalt Replacement	*Patch Disturbed Asphalt*	SY	600	$ 25.00	$ 15,000.00
Concrete Replacement	*Patch Disturbed Concrete*	SY	100	$ 60.00	$ 6,000.00
Underpass	*Pine Street Crossing*	LS	1	$120,000.00	$ 120,000.00
Traffic Control	*Traffic Control*	LS	1	$ 15,000.00	$ 15,000.00
Retaining Walls	*Underpass Retaining Walls*	EA	4	$ 20,000.00	$ 80,000.00
Landscape Remove & Relocate	*Relocate existing landscape*	LS	1	$ 10,000.00	$ 10,000.00
Utility Adjustment	*Relocate utility lines*	LS	1	$ 20,000.00	$ 20,000.00
Construction Contingency		%		20%	$ 59,720.00
Design Engineering & Surveying		%		10%	$ 35,832.00
Construction Administration		%		15%	$ 53,748.00
Pine Street Crossing - Total Cost					**$ 447,900.00**

PATHWAY BUDGET ESTIMATE - ROUTE PES (E)
PRELIMINARY CONSTRUCTION COST ESTIMATE

Pathway Description:

Pathway from the Trails Creek & Split Diamond Subdivisions to the Pinedale Elementary School

Pathway (Item)	Description	Unit	Quantity	Unit Price	Extended Price
Pinedale Elementary School Pathway (~1 Mile)					
Pathway - Asphalt	*Paved Path (3" Thick)*	SY	3,500	$ 15.00	$ 52,500.00
Roadway - Crushed Base	*Crushed Base (6")*	SY	5,500	$ 5.00	$ 27,500.00
Pathway - Grading	*Earthwork*	CY	3,900	$ 22.00	$ 85,800.00
Topsoil / Grubbing	*Topsoil & Grubbing*	CY	2,600	$ 5.00	$ 13,000.00
Culverts	*Pit Run / Grading*	EA	5	$ 1,500.00	$ 7,500.00
Fence / Vegetation	*Fencing/Vegetation*	LF	4,600	$ 20.00	$ 92,000.00
Bridge (Barber Creek)	*Barber Cr Crossing*	LS	1	$ 10,000.00	$ 10,000.00
Miscellaneous Items (minor)	*Signs, Striping, etc.*	LS	1	$ 5,000.00	$ 5,000.00
Construction Contingency		%		20%	$ 58,660.00
Design Engineering & Surveying		%		10%	$ 35,196.00
Construction Administration		%		15%	$ 52,794.00
Pinedale Elementary School Pathway - Total Cost					**$ 439,950.00**

PATHWAY BUDGET ESTIMATE - ROUTE M
PRELIMINARY CONSTRUCTION COST ESTIMATE

Pathway Description:

Pathway branching off of the Naomi Pape Trail and continuing along the Fremont Lake Road then looping into the Fremont Lake access road and connecting back to the Naomi Pape Trail near the CCC Ponds

Pathway (Item)	Description	Unit	Quantity	Unit Price	Extended Price
Fremont Lake Pathway Loop (2.6 Miles)					
Pathway - Asphalt	*Paved Path (3" Thick)*	SY	14,000	$ 15.00	$ 210,000.00
Roadway - Crushed Base	*Crushed Base (6")*	SY	10,000	$ 5.00	$ 50,000.00
Pathway - Grading	*Earthwork*	CY	20,000	$ 8.00	$ 160,000.00
Topsoil / Grubbing	*Topsoil & Grubbing*	CY	8,000	$ 1.50	$ 12,000.00
Geotextile	*Separate / Stabilize*	SY	1,000	$ 2.00	$ 2,000.00
Culverts	*Pit Run / Grading*	LS	1	$ 6,000.00	$ 6,000.00
Miscellaneous Items (minor)	*Signs, Striping, etc.*	LS	1	$ 10,000.00	$ 10,000.00
Construction Contingency		%		20%	$ 90,000.00
Design Engineering & Surveying		%		10%	$ 54,000.00
Construction Administration		%		15%	$ 81,000.00
Fremont Lake Pathway Loop - Total Cost					**$ 675,000.00**

PATHWAY BUDGET ESTIMATE - South Piney (Phase 1)
PRELIMINARY CONSTRUCTION COST ESTIMATE

Pathway Description:

An extension of the existing Big Piney/Marbleton Trail South down Hwy 189 to the Mountain Village Trailer Park and man camp area

Pathway (Item)	Description	Unit	Quantity	Unit Price	Extended Price
South Piney Trail Phase 1 (1.8 Miles)					
Pathway - Asphalt	*Paved Path (3" Thick)*	SY	9,500	$ 15.00	$ 142,500.00
Roadway - Crushed Base	*Crushed Base (6")*	SY	12,700	$ 5.00	$ 63,500.00
Pathway - Grading	*Earthwork*	CY	20,000	$ 5.00	$ 100,000.00
Topsoil / Grubbing	*Topsoil & Grubbing*	CY	8,000	$ 1.50	$ 12,000.00
Geotextile	*Separation/Stabilization*	SY	18,000	$ 2.00	$ 36,000.00
Culverts	*Pit Run / Grading*	LS	1	$ 5,000.00	$ 5,000.00
Bridge (S Piney Creek)	*S Piney Cr. Crossing*	LS	1	$ 50,000.00	$ 50,000.00
Miscellaneous Items (minor)	*Signs, Striping, etc.*	LS	1	$ 5,000.00	$ 5,000.00
Construction Contingency		%		20%	$ 82,800.00
Design Engineering & Surveying		%		10%	$ 49,680.00
Construction Administration		%		15%	$ 74,520.00
South Piney Trail Phase 1 - Total Cost					**$ 621,000.00**

Appendix E - MAINTENANCE

TECHNICAL DATA SHEET

TUFFCOAT SURFACE

Seal Coat Supply, with over 30 years of experience in asphalt sealer manufacturing and development, has produced TUFFCOAT; a mineral reinforced, water borne, black, bituminous asphalt sealer designed to seal any pavement application. **TUFFCOAT is an extremely durable, flexible, long wearing, anti-skid, water impermeable surface, ready for full traffic in just a few hours.** TUFFCOAT has been formulated to have the best adhesion and earliest cohesion of any seal coat on the market. No fibrous fillers are added to this product, resulting in only mineral solid residuals and a faster setting more durable product with no possibility of bacterial growth.

ADVANTAGES

- A durable surface with 60% residue of minerals
- Easily applied with a hand or motorized **squeegee**, **brushed**, or **sprayed** to achieve a rich, thick coat; with no dilution required
- Tenacious adhesion. Will not delaminate under pooling water when fully cured
- Drying is much faster than traditional seal coat. Allows same-day opening to traffic in less than eight hours in ideal conditions. Conditions that promote evaporation will further speed drying
- Traffic striping with water borne paints in accordance to paint manufacturers specifications is recommended.
- Non-bacterial with no biocides
- Nighttime applications are possible where freezing or rain is not immanent
- Increased flexibility
- Product has improved resistance to motor vehicle fluids and has extended resistance to solar degradation via UV rays
- Not predisposed to settlement in undiluted form
- Non-hazardous; may be disposed of when cured in any municipal landfill

USES

- High traffic flow roadways
- Low traffic roadway areas (shoulders of roads), HOA's, Trailer Parks, etc.
- Areas subject to scuffing such as Cul-de-sac and storage areas, use of forklifts. Power steering tests have been conducted on surfaces with as little as 45 minutes curing time with little scuffing
- Parking lots can now be sealcoated with little tenant Interruption or inconvenience due to a fast dry time

PRODUCT TESTING

- ISSA TB-100 (ASTM D3910) Wet track abrasion
  1. One hour - Passes
  2. Six-hour soak test – passes

APPLICATION

- **TUFFCOAT** may be applied with a hand or motorized **squeegee**, **brushed**, or **sprayed**
- Apply in climates 50 F. and rising when rain, snow, or freezing weather are not in immanent. Sunshine, wind, low humidity and elevated ambient temperatures will speed drying time
- Area to be sealed must be free of dust, dirt, and debris. All oil spots or other infirm areas must be treated or removed prior to application
- Can be diluted with clean, potable water. Recommended dilution is not more than 15%. Do not over dilute the product as this will decrease overall product performance

STRIPING RECOMMENDATIONS

- For best results the use of "water borne" paint is recommended when striping seal coated road ways or parking lots
- The use of "chlorinated rubber" or other solvent paints is NOT recommended when striping seal coated road ways or parking lots as "lifting" or "bleeding" may occur
- As always it is recommended to follow paint manufacturers specifications on recommended film thickness etc

TRANSPORT, STORAGE, HANDLING

- Keep out of reach of children
- DOT: Not Regulated
- Do not allow to freeze prior to curing
- Do not thin or mix with any other products
- Diluted material should not be stored
- Keep container tightly sealed and away from heat
- Product is not recommend to be taken internally
- Store handle and dispose as per MSDS requirements

PHYSICAL PROPERTIES / STANDARDS/ TEST DATA:

Color	**BLACK**	
Water Absorption	<1%	ASTM D-570
Weight per Gallon	> 11.0 lbs./gallon	ASTM D-1475
Wet Track Abrasion **Standard**	<10 grams / S.F.	ISSA A-105, T-100
Wet Track Abrasion **(6 Day Soak)**	<30 grams / S.F.	ASTM D-3910
Percent Solids	60+	
Biocide Content	NONE	
VOC	NONE	BAAQMD Vol3 Lab22

For technical information regarding performance of this product, call Seal Coat Supply at 801-546-1839 or fax 801-546-2309

BioSpan Technologies, Inc.

RePlay Agricultural Oil Seal and Preservation Agent®
Confidential
Product Specifications

Physical and Chemical Specifications:

1.	General description: RePlay is a black Thin liquid with a non-descript slightly citrus odor	
2.	pH range:	3.1-5.0 (ACS Methods of Analysis)
3.	Specific Gravity:	0.8810-0.8830 at 20°C (70 °F) (ASTM Certified Hydrometers)
4.	Density:	7.4 pounds/gallon at 20°C
5.	Boiling Point:	330°F (ACS Methods of Analysis)
6.	Tag Closed Cup (TCC)	211.6°F, (ASTM Method 56)
7.	Polymer Penetration Depth :	1.5 cm Minimum at 10 minutes on 64/22 cores with an application rate of 0.015gallons/ sq yard
8.	Marshall Stability:	>1000 kg. (ASTM D1559), at 60°C
9.	Retained Stability %:	>80% (ASTM D1075)at 60°C, 24 hour immersion (stripping resistance)
10.	Tensile Strength Ratio (TSR)	>80% (ASSHTO T283 and ASTM 4867)
11.	Dynamic Creep	< 65% ,Accumulated strain ,3600 cycles
12.	Binder Recovery(Abson Method)	(ASTM D2172, ASTM D1856)
	Penetration	Treated vs untreated cores >25% increase at 25°C
	Softening Point	Treated vs untreated cores ,min.10% reduction
	Ductility (27°C, cm)	Treated vs Untreated Cores> 30% increase
13.	Residual Polymer	Measured at 1" , 5% increase (TX 533C)
14.	Kinematic Viscosity increase	20% or greater (ASTM 2170)
15.	ASTM Sand Patch Test	15% or greater increase (ASTM E 965)
16.	Global warming REDUCTION	-400Kg CO2 eq.
17.	FT-IR Scan	Attached
18.	Run Off	No Run Off 30 minutes after application, no residual run off from rain.

Additional specifications include the environmental impact studies, whereby RePlay does not have a negative effect on the environment, as described. RePlay does NOT pose any runoff problems once cured (generally 20-30 minutes post application.)

www.biospantech.com

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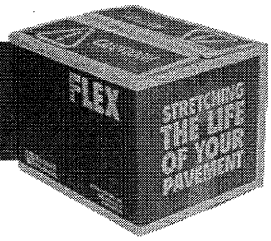
Phone:800 730-8980
Fax:636.583.1773

Research & Development
Laboratories & Manufacturing

6540 Meyer Drive
Washington, Missouri 63090

ELASTOFLEX 52 Specification



JOINT AND CRACK SEALANT, FOR ASPHALT AND CONCRETE PAVEMENTS

Elastoflex 52

is a high quality, hot applied crack sealant combining the technology of polymer modified asphalt and reclaimed rubber to effectively seal cracks from penetration of moisture. Elastoflex 52 melts easily in the kettle, but has a relatively high softening point and sets up quickly upon cooling. This product is designed for moderate and cold climates and is well suited for either pour pots or pressure feed application systems.

Specification

Test	Specification
Cone Penetration: @ 77°F (25°C), ASTM D 5329	90 max.
Bond: @ 0°F (-17.8°C), 50% Ext. ASTM D 5329	Pass 5 cycles
Flow: @ 140°F (60°C), ASTM D 5329	5 mm max.
Asphalt Compatibility: ASTM D 5329	Pass

Applicable Specs: ASTM D 6690 Type I (ASTM D 1190), ASTM D 1190, AASHTO M 324 Type I (AASHTO M-173), Federal Specification SS-S-164

Application: Before use, the user must read and follow the Application Instructions for the above referenced sealant. This product must be heated using indirect heating methods, either a double boiler or hot oil circulating kettle. Equipment must have means of maintaining constant agitation to the material.
Recommended application temperature: 380°F (193°C).
Maximum safe heating temperature: 400°F (204°C).

Packaging: This product is packaged in approximately 30 lb. (13.6 kg) blocks with a dissolvable plastic liner that is capable of becoming part of the mixture.

Warranty: Maxwell Products, Inc. warrants that Elastoflex Sealants meet the applicable specifications at the time of shipment. Due to the many differing procedures used in preparing and installing sealants, Maxwell Products assumes no liability for sealant failure due to improper installation, equipment failure or operator errors. Any remedies are limited, at Maxwell Products' option, to replacement of materials or refund (full or partial) of the purchase price from Maxwell Products. Claims must be made within three (3) months of the date of purchase. There is no other warranty either expressed or implied.

Maxwell
PRODUCTS INCORPORATED
650 South Delong Street • Salt Lake City, UT 84104

113.80

Pro-Park™ Waterborne Traffic Marking Paint

B97 Series

As of 11/22/2011, Complies with:			
OTC	Yes	LEED® 09 CI	Yes
SCAQMD	Yes	LEED® 09 NC	Yes
CARB	Yes	LEED® 09 CS	Yes
MPI #	97	LEED® 09 H	No
NGBS	Yes		

CHARACTERISTICS

PRO-PARK TRAFFIC MARKING PAINT is a premium quality waterborne acrylic alkyd traffic marking paint. It has excellent chemical and dirt pickup resistance. Pro-Park delivers the performance expected by the most discerning contractor, property manager or national retail chain.

- Apartments Communities
- Shopping Centers
- Schools and Universities
- Municipalities
- Property Managers
- Asphalt Seal Contractors
- Pavement Stripers

The coating may be made into reflective paint by dropping on glass beads while the paint is still wet.

Can be used with stencils (Available through Sherwin-Williams) for street and parking lot marking:

- Directional Arrows
- STOP
- YIELD
- Numbers
- Pedestrian Crossing
- Handicap Markings

White	B97WD2434
Yellow	B97YD2467
Firelane Red	B97RD2012
Blue	B97LD2022
Black	B97BD2021

SPECIFICATIONS

Finish: Flat
Colors: White, Yellow, Blue, Red, Black
Volume Solids: 62 ± 2% (White)
Weight Solids: 77 ± 2% (White)
VOC : <50 g/L; 0.42 lb/gal (calculated)
Recommended Spreading Rate per coat:
Approximately 330 lineal feet of standard 4" stripe per gallon

Wet mils (microns)	**15.0** / 375
Dry mils (microns)	**9.0** / 225
Coverage sq ft/gal (m^2/L)	**108** / 2.7

Drying Schedule @ 15.0 mils / 375 microns wet, @ 77°F / 25°C, @ 50% RH:

Dry-no-pickup:	30 minutes
Dry to recoat:	60 minutes
Open to heavy traffic:	120 minutes

Drying time is temperature, humidity, and film thickness dependent.
Shelf Life: 12 months, unopened
Store indoors at 40°F / 4.5°C to 100°F / 38°C
Flash Point: 150°F / 65°C, PMCC
Reducer: Water

Spreading rates are calculated on volume solids and do not include an application loss factor due to surface profile, roughness or porosity of the surface, method of application, surface irregularities, over-thinning, climatic conditions, and excessive film build.

Cured Asphalt, Concrete, and Brick:
1 ct. Pro-Park Traffic Marking Paint
@ 330 lineal feet of standard 4" stripe per gallon

Abrasion Resistance (falling sand)
Method: ASTM D968
Result: 150 liters

Bleed Resistance
Method: ASTM D969
Result: >0.95 over seal coat

Color (yellow)
Method: Fed. Std. 595 #33538
Result: Pass

Dry-No-Pickup
Method: ASTM D711
Result: <30 minutes @ 77°F/25°C

Dry Opacity (Contrast Ratio)
Method: Fed. Met. 141C at 5 mils (125 microns) wet
Result: 0.95 (white)

Flexibility
Method: ASTM D522, 1/2" mandrel
Result: Pass

Reflectance (white)
Method: ASTM-E97
Result: 85% minimum

Scrub Resistance
Method: ASTM D2486
Result: 500 cycles minimum

continued on back

Sublette County
Pathway Master Plan
2012 Update