



SMITHFIELD CITY CORPORATION
96 South Main
Smithfield, UT 84335

AGENDA

Public Notice is given that the Smithfield City Council will meet in a regularly scheduled meeting at 96 South Main, Smithfield, Utah, on **Wednesday, July 8, 2026**. The meeting will begin at 6:00 PM.

Welcome/pledge of allegiance and thought/prayer by Chris Olsen

1. Approval of the city council meeting minutes from June 24, 2026.
2. Public comment on items not on the agenda.
3. Discussion on scheduling for future Youth Theatre program performances.
4. Presentation of the Transportation Master Plan by representatives of J-U-B Engineers, Inc.
5. City Manager Report
6. Council Member and Mayor Reports

Adjournment

*****Items on the agenda may be considered earlier than shown on the agenda.*****

In accordance with the Americans with Disabilities Act, individuals needing special accommodation for this meeting should contact the City Recorder at (435) 792-7997, at least three (3) days before the date of the meeting.

The meeting will be streamed at the following link: [YouTube Channel](#)
or <https://www.youtube.com/@smithfieldutah/streams>

*****Note: Public input will be accepted on all agenda items. We ask that you keep your comments concise to ensure everyone has an opportunity to speak. You can also share comments that will reach the mayor and city council members by emailing info@smithfieldutah.gov*****



SMITHFIELD CITY COUNCIL MINUTES

June 24, 2026

The Smithfield City Council met in a regularly scheduled meeting at 96 South Main Street, Smithfield, Utah on Wednesday, June 24, 2026, at 6:00 p.m. Mayor Aaron Rudie was in the chair.

Opening remarks by John Engler

Council Members in Attendance: Jay Downs, John Engler, Chris Olsen, Todd Orme, Jenn Staker

City Staff: Justin Lewis (City Manager), Dana Lazcanotegui (City Recorder), Travis Allen (Police Chief), Jeremy Hunt (Fire Chief), Brian Boudrero (Planning Manager), Clay Bodily (City Engineer), Brett Daniels (Rec Center Director), Shawn Bliss (Library Director), Karen Bowling (Assistant Library Director), Eric Kleven (Golf Professional), Zach Smyer (Golf Superintendent)

Visitors: Jeff Barnes, Lucy Harris, Andrew Jackman, Joshua Brown, Jennie Orme, Lee Helms, Kyler & Hillary Webb, Dave Forrester, Kelly Olsen, Mike & Kris Monson, Caralee Stokes, Amy Anderson, Kari Hoggan, Debbie Zilles

Approval of the City Council meeting minutes from May 13, 2026

*****Motion made by Councilmember Orme to approve the minutes from the May 13, 2026, meeting as submitted. Councilmember Staker seconded the motion. The motion was approved 5-0.*****

Yes Vote: Engler, Downs, Olsen, Orme, Staker

No Vote: None

Public Comment on items not on the agenda

Andrew Jackman, resident at 135 West 400 South, cited Smithfield Municipal Code 8.08.050 (Fire Code) Appeals "*Whenever the chief shall disapprove an application, refuse to grant a permit for which application has been received, or when it is claimed that the provisions of the fire code do not apply or that the true intent and meaning of the fire code have been misconstrued or wrongly interpreted, the applicant may appeal the decision of the chief to the governing body within thirty (30) days from the date of such decision.*" He provided an appeal letter to the City Recorder.

Kris Monson addressed the Council and stated that nothing involving the current Mayor or City Council is occurring "behind the scenes" or in an underhanded manner. She emphasized that the City's processes are transparent and that elected officials are doing their best to make difficult decisions. She thanked the Mayor, City Council, and staff for their work. She noted that preparing the City's budget requires significant time and careful consideration, with staff and council members thoroughly reviewing each

item and budget request. Employees are Smithfield's most valuable asset and should be appropriately compensated. The Mayor and City Council should be fairly compensated, noting that increases for those positions have not been approved for years and that the roles require substantial time and commitment.

Recognition of Kari Hoggan as 2026 Smithfield Lions Club Citizen of the Year

Amy Anderson, President of the Smithfield City Lions Club, said she was honored to present this year's award to Kari Hoggan, who has made a lasting impact on the youth and community. Mrs. Hoggan embodies what it means to be a dedicated community member. She is kind, compassionate, selfless, and generous with her time and talent. While much of her work happens behind the scenes, her influence can be seen throughout the community. When the Health Days Ambassador Pageant faced an uncertain future, Mrs. Hoggan stepped forward and revitalized the program. Through her leadership and dedication, participation in the program has grown. She has helped create opportunities for young women to gain confidence, develop valuable life skills, build lasting memories, and earn scholarship funds to support their educational goals. Her attention to detail and genuine care for others are evident in everything she does, from organizing meetings in her own home to ensuring that every volunteer, participant and supporter feels appreciated. She leads with kindness and a servant's heart. Those who work alongside her speak not only of her dedication but of her warmth and ability to make everyone feel like family. As a lifelong Smithfield resident, Mrs. Hoggan understands the value of community traditions. She continues the legacy she shared with her mother through the Pageant and has helped ensure the tradition remains strong for future generations. There are not enough words to describe the positive impact she has had on Smithfield. Her service, leadership, and love for the community make her exceptionally deserving of this recognition. She was presented with a plaque.

Councilmember Staker echoed Mrs. Anderson's comments, noting that she thoroughly enjoyed working with Mrs. Hoggan during the Health Ambassador Pageant. Smithfield is blessed to have her.

Recognition of 2026 Arbor Day poster contest winners

Jeff Barnes explained that the annual Arbor Day poster contest was held in all grades at all three local elementary schools (K-6). The theme was "America250 Trees of all Colors, Shapes and Sizes". He announced the winners of each class.

Public Hearing for the purpose of discussing Resolution 2026-06, a Resolution amending the Fiscal Year 2026 Budget which is the period of July 1, 2025 through June 30, 2026.

Mr. Lewis explained that Fiscal Year 2026 is wrapping up on June 30th. He highlighted a few items:

General Fund Revenue of \$2,105,514 which comes from increases in sales tax, RAPZ tax funds received, mass transit tax, local road tax, Class “C” road tax, rural transportation tax (RTIF). These are all restricted funds and must be used for specific categories. Cemetery burial and plot purchases, impact fees, and interest earnings are all higher than projected. Some funds were received from a totaled/wrecked truck. Other grants received include a CLEF grant, tech grant, donations to the library, and donations to America250. Revenue is up in the Rec Center, approximately \$143,000, and Golf Course revenue is up approximately \$479,000. Not spending Class “C” Road Funds and RTIF tax, and Local Road Fund taxes are restricted and set aside until spent.

Expenses – adding in the America250 program, funds for the Arts Council, finalizing numbers for Transportation Studies that are being done, and finalizing the RAPZ project at Forrester Acres. The Historical Society is finishing up the current allocation for the Smithfield Historical Museum and funds are being added pursuing engineering costs to open new sections at the cemetery which the council recently approved.

General Capital Improvement Fund (GCIF) is budgeted to receive a transfer of \$522,168. It is similar to transferring money from a bank account (General Fund) to a savings account (GCIF).

Fire Department had an amazing year. Revenues in Wildland Fire Income, BEMS, FEMA, and Utah Fire and Wildland Fire grants. Wishing safety for all staff currently fighting wildfires. Smithfield currently has a team in the Ely, Nevada area on a fire.

Credit Card fees increase in all categories as more people pay via credit/debit card each year.

Golf Course – with approval and with part of their revenue, the proposal is to purchase a new dump trailer for \$8,000, a spreader for \$7,800, a fairway mower for \$94,000, and a sweeper. The sweeper was initially proposed in next year’s budget (Fiscal Year 2027), but is now available at a local vendor, so the request is to purchase it this year.

Parks – impact fees of \$547,954 being collected and set aside to use for a future park.

General Capital Improvement Fund – current revenue is \$601,168 which includes a transfer from the General Fund and interest earnings. Requesting to use some of these funds to pay off three of the police truck leases for approximately \$99,000.

Water Enterprise Fund – revenue increase of \$800,400 coming from utility payments, impact fees, interest, and sundry revenue. There are currently two waterline projects being paid for, and work is underway on the new 3-million-gallon tank.

Sewer Enterprise Fund has \$162,000 in revenue and \$14,000 in expenses.

Storm Sewer Enterprise Fund \$124,159 in revenue and \$5,000 in expenses.

Solid Waste/Garbage \$4,859 in revenue and expense.

Mr. Lewis is proud and thankful for the department heads and employees for their hard work. This has been a good year financially.

Staff will continue to research and apply for available grants on a yearly basis.

6:26 p.m. Public Hearing Opened

There were not any comments or questions.

6:27 p.m. Public Hearing Closed

Discussion and possible vote on Resolution 2026-06

Council Members thanked Mr. Lewis and all departments for all the hard work in maintaining fiscal responsibility.

Mr. Lewis confirmed for Mayor Rudie that the sweeper for the Golf Course is the same amount but is available for purchase now. This sweeper is separate from the request in the Storm Water Enterprise Fund to purchase a street sweeper.

Councilmember Downs agreed that everyone has done a great job; he likes the idea of paying off the police vehicle leases. He expressed kudos for all the hard work.

Councilmember Staker said any time the City can get out of debt is a great win.

Councilmember Orme wholeheartedly appreciates the difficult and important decisions that the department heads have had to make. He is impressed by their consistent ability to properly prioritize needs. The leadership within the City departments sets a gold standard.

*****Motion made by Councilmember Downs to adopt Resolution 2026-06, a Resolution amending the Fiscal Year 2026 Budget, which is the period of July 1, 2025, through June 30, 2026. Councilmember Olsen seconded the motion. The motion was approved 5-0.*****

Yes Vote: Engler, Downs, Olsen, Orme, Staker

No Vote: None

Public Hearing for the purpose of discussing Ordinance 2026-08, an Ordinance enacting compensation increases for specific city officers and elected officials.

Mr. Lewis explained that per Utah Senate Bill 91, adopted in 2024, any pay increases for the mayor, city council members, and appointed executive personnel such as department heads must be fully transparent to the community's constituents. Any proposals require a public hearing and vote.

He noted that the City Council last received a 1.00% increase in July 2017, raising its annual wage from \$5,830 to \$5,900. The mayor's current annual wage is \$10,267, following a 4.00% increase in July 2024.

This proposal includes a wage adjustment for the Golf Superintendent, Zach Smyer, who took over from Chad Daniels, who retired after 41 years. He served as the interim superintendent and then became the full-time superintendent in October 2025. After evaluating his performance, it is proposed that his wage be increased from \$88,000 to \$95,000 per year.

Cost of Living Adjustment (COLA) increase proposed:

Mayor 3.00%
City Council 3.00%
Justin Lewis, City Manager 2.00%
Clay Bodily, City Engineer 2.00%
Travis Allen, Police Chief 2.00%
Jeremy Hunt, Fire Chief 2.00%
Josh Wright, Public Works Director 2.00%
Eric Kleven, Golf Professional 2.00%
Shawn Bliss, Library Director 2.00%
Brett Daniels, Rec Center Director 2.00%

Some department heads received a merit increase in December 2025; therefore, their proposed COLA rate has been reduced to 2.00% which is less than proposed for all other employees. The average 2.00% increase, on average, would be approximately \$1.20 per hour.

6:33 p.m. Public Hearing Opened

Jeff Barnes agreed with Kris Monson's earlier comments and supports this proposal, including increases for the city council and the mayor.

Amy Anderson has worked with many of these department heads on a professional level, but speaking as a Smithfield resident, she appreciates all they do and agrees with the proposed increases.

6:35 p.m. Public Hearing Closed

Discussion and possible vote on Resolution 2026-08

Councilmember Engler supports the COLA increases for the department heads and appointed employees. The increases are needed to show them appreciation for their dedication and hard work.

Councilmember Orme agreed that employees deserve the proposed compensation but opposed raising pay for the mayor and council, stating they ran to serve Smithfield residents, not for compensation, and preferred that those funds be used elsewhere.

Councilmember Staker agrees. She is honored to serve and does not feel the need to be compensated; she did not choose to run for elected office in order to get paid.

Councilmember Olsen agreed with the statements made; he also did not run for election to get paid; he enjoys interacting with and representing the residents. He serves because he cares about Smithfield and would not accept any increase in compensation.

Comparisons with other cities should not be made. He would like to see the employees taken care of and is concerned that the increase for department heads might widen the gap between them and other paid employees, especially since many of them received a merit raise in December.

Councilmember Downs noted that many of the department heads have vast knowledge and experience and oftentimes work more than 40 hours per week. Although he acknowledges and appreciates Councilmember Olsen's comment, he would like to find better ways to compensate all employees. He also noted the time and work that the Planning Commission puts in and would like to see them better compensated for their time.

Mr. Lewis stated that, in the past, cost-of-living adjustment (COLA) increases were provided across the board to all employees. Moving forward, salary increases will be based primarily on employee merit and performance. New performance management software has been implemented to help set goals and conduct more effective performance evaluations. Salary increases including COLA adjustments will no longer be granted automatically. All department heads agree with this approach and have discussed it over the last few months.

Councilmember Engler expressed hope that residents understand that council members do not serve for financial compensation but out of commitment to the community. He noted that because compensation has not increased since 2017, inflation has effectively resulted in an approximate 30% reduction in compensation for the mayor and council members. He acknowledged that the current council has little interest in increasing its own compensation; however, he expressed concern that failing to provide reasonable compensation could be an irresponsible decision for future elected officials. He recognized that voting to increase one's own pay presents moral and ethical challenges and suggested implementing a process for automatic, periodic compensation adjustments to reduce the need for council members to vote on their own compensation in the future.

Councilmember Downs agrees that Councilmember Engler's thoughts have merit. A considerable amount of time is spent away from home and family, which may be worth considering in the future.

Councilmember Olsen said automatic compensation increases would not be feasible under the Senate Bill requirements. Mr. Lewis added that SB 91 prohibits automatic increases and mandates a public hearing and a council vote.

Councilmember Staker stated every city council can decide to increase their wages. Compensation can be addressed annually; however, at this point, she does not think it is necessary for the current amount to be increased.

Councilmember Orme agreed and would like to find a way for residents to decide whether and when an increase is necessary for the city council and mayor.

Councilmember Engler expressed interest in creating an independent commission or advisory group to periodically review elected officials' compensation. He suggested that the group consider factors such as cost-of-living adjustments (COLA), the complexity and responsibilities of the positions, and other relevant criteria before making compensation recommendations to the council.

Mr. Lewis provided the following information as a point of reference:

- Smithfield Mayor's annual salary is \$10,267; the Council's is \$5,900 with a population of 15,500.
- Hyde Park Mayor's annual salary is \$12,977; the Council is \$5,839, with a population of 5,800.
- Hyrum Mayor's annual salary is \$18,000; the Council is \$6,000.
- The Providence Mayor's annual salary is \$21,583, and the Council is \$10,408, with a population of 9,500.
- North Logan Mayor's annual salary is \$10,565; the Council is \$5,535, with a population of just under 12,000.

He also pointed out that Smithfield deals with issues that these other cities do not, such as a golf course, a recreation center, and fire and police departments.

Councilmember Engler said there is no immediate urgency, but he would like to establish a better pattern of professional responsibility toward elected officials as Smithfield continues to grow.

Mayor Rudie stated that he is not serving as mayor for compensation but out of a desire to serve the community. He expressed concern about creating a significant disparity in compensation among elected officials. As an example, he noted that North Salt Lake, a city with a similar population, pays its mayor more than \$42,000 annually and its council members just under \$20,000 annually. He questioned the purpose and long-term objective of increasing compensation, asking what would ultimately be gained from higher salaries.

Councilmember Staker said her preferred compensation would be engaged citizens.

Councilmember Olsen appreciated this discussion and thanked the residents in attendance.

*****Motion made by Councilmember Downs to adopt Ordinance 2026-08, an Ordinance enacting compensation increases for specific city officers, amending to a zero percent (0%) increase for the mayor and city council. Councilmember Orme seconded the motion. The motion was approved 5-0.*****

Yes Vote: Engler, Downs, Olsen, Orme, Staker

No Vote: None

Public Hearing for the purpose of discussing Resolution 2026-08, a Resolution updating the Prevailing Fee Schedule of the City, specifically for Garbage Recycling and Green Waste Utility Rates

Mr. Lewis stated the City hoped to avoid utility rate increases in the new budget. The current garbage utility rate took effect in September 2022, and the City has absorbed annual increases since then. Another 4.00% increase takes effect on July 1, 2026 with the carrier. Logan City landfill rates will rise from \$38.00 to \$40.00 per ton, and garbage can costs are also increasing. Smithfield includes garbage can costs in the general fee rather than charging per can.

The proposal is as follows:

- Residential Recycling increase from \$7.00 to \$7.30/month
- Commercial Recycling increase from \$13.00 to \$13.60/month
- Green Waste increase from \$9.00 to \$9.40/month
- 90-Gallon garbage can increase from \$20.15 to \$21.00/month
- 60-Gallon garbage can increase from \$17.90 to \$18.65/month

If adopted, the proposed rates would take effect on July 1, 2026. Staff explained that the City has worked to keep the rate increases as low as possible and that they reflect pass-through costs. The City of Smithfield owns the garbage and recycling containers, allowing the City to retain the cans if the service provider changes. Staff also noted that payments are made directly to Logan City, preventing the service carrier from marking up the fee.

7:08 p.m. Public Hearing Opened

Amy Anderson said Smithfield made a great decision in purchasing the cans, which is a great benefit for residents. Although she does not like rate increases, she does understand the need for this increase.

Jeff Barnes would like the green waste service extended into the fall. Mr. Lewis said the carrier has been willing to extend into November, weather dependent. That timeline can be negotiated in a new contract. The current contract states the service will stop on October 31st of each year.

7:11 p.m. Public Hearing Closed

Discussion and possible vote on Resolution 2026-08.

Mayor Rudie noted that other local cities have increased their rates before now.

Mr. Lewis confirmed that the contract is with Republic Waste formerly Econo Waste and Robinson Waste. When the contract expires, the City can send out requests for bids.

Mr. Lewis answered for Councilmember Olsen that Richmond, Lewiston, and Cornish all own their garbage cans. Smithfield is neither the highest nor the lowest rate in the valley.

*****Motion made by Councilmember Orme to adopt Resolution 2026-08, a Resolution updating the Prevailing Fee Schedule of the City, specifically for Garbage, Recycling and Green Waste Utility Rates. Councilmember Downs seconded the motion. The motion was approved 5-0.*****

Yes Vote: Engler, Downs, Olsen, Orme, Staker

No Vote: None

Councilmember Orme pointed out that garbage and recycling are dumped in the same truck at the same time as some residents have stated.

Public Hearing for the purpose of discussing Resolution 2026-07, a Resolution adopting the Fiscal Year 2027 Budget, which is a period of July 1, 2026, through June 30, 2027.

Mr. Lewis highlighted the following changes since the last discussion at the last city council meeting:

- ✓ There is not a property tax increase included or proposed.
- ✓ The three RAPZ grants have been approved and been added.
- ✓ Small increase in IT services based on previous discussions with the IT consultant.
- ✓ General Capital Improvement Fund (GCIF) \$216,000 is being transferred, not spent same concept as in the previous budget discussion where funds are transferred from the General Fund to the GCIF.
- ✓ The golf courts that were originally proposed in the new budget have been removed because they were purchased during Fiscal Year 2026.
- ✓ Expense added in the GCIF for the bid for the crumbling stairs on the east side of the library building.
- ✓ Water Enterprise Fund – added the estimate for Phase 2 of the Canyon Spring Line project, the amount will be adjusted later in this fiscal year when the actual bid is received.

- ✓ The General Fund Budget expenses total \$14,272,782. For all funds, expenses total \$29,303,602 and revenue totals \$24,396,651. He reminded the Council that the City has been saving money for years for the waterline, storage tank and stormwater projects to pay for them in cash.

The requested amendment to the proposal is to remove the sweeper from the Golf Course budget as discussed as part of the Fiscal Year 2026 budget and to add a rough mower instead as well as funds to cover clubhouse repairs for the replacement of windows and to repair some damage to the exterior of the building.

7:20 p.m. Public Hearing Opened

There were not any comments or questions.

7:21 p.m. Public Hearing Closed

Discussion and possible vote on Resolution 2026-08.

Councilmember Downs complimented the staff, noting that preparing the budget is a large and arduous process done over several months. What is proposed is a testament to their hard work and professionalism.

Councilmember Orme said it takes incredible discipline to present a good budget consistently, and he is proud to be part of the process.

Councilmember Downs said it is astonishing that no property tax increases are being proposed this year.

Councilmember Engler complimented the staff for being fiscally sound. It might be wise to consider increasing property taxes in most years, especially during periods of inflation and growth, so the City does not fall behind over time and require a large increase.

Councilmember Olsen would like to address the condition of city buildings over time, which is a very important factor that should not be overlooked. He would also like to see more businesses come to the city as they will help general additional revenue.

Councilmember Engler agrees that in the coming years, the facilities need to be prepared for growth to protect the City's investments. Mr. Lewis agreed and said he has been working with department heads on a long-term plan. There will be some building improvements in the upcoming/new fiscal year.

Councilmember Orme thanked the current staff for all their efforts in keeping buildings clean and maintained.

Mr. Lewis said the USU Vision Program, in conjunction with the LAEP Department, will help develop a layout for a future park, after which engineering costs can be determined, and grants can be applied for. This is an exciting opportunity for the city long term.

Andrew Jackman would like more detailed information about the new budget. He pointed out that he was embarrassed to learn how little the Police and Fire Department personnel earn, especially given inflation. He would like reassurance that they are receiving appropriate increases.

Mr. Lewis noted that the budget includes 4.00% increases, comprising a 3.00% COLA for employees and a 1.00% allocation based on a department's total budget for merit increases. He said the City has absorbed the higher health insurance premiums, so wages are only part of an employee's overall compensation package.

*****Motion made by Councilmember Engler to adopt Resolution 2026-07, a Resolution adopting the Fiscal Year 2027 Budget, which is a period of July 1, 2026, through June 30, 2027, with an amendment to remove the sweeper from the golf course budget and add a rough mower, and add for building repairs, maintenance, windows, and stucco/rock work at the Golf Course. Councilmember Olsen seconded the motion. The motion was approved 5-0.*****

Yes Vote: Engler, Downs, Olsen, Orme, Staker
No Vote: None

City Manager Report

Mr. Lewis asked Fire Chief Hunt and Police Chief Allen to address fireworks and restrictions for this summer.

Chief Hunt said the State of Utah is at Stage 1 for fire restrictions. Smithfield City, through ordinance, restricts fireworks from 800 East south of Center to 200 East north of Center. The State will move to Stage 2 on Friday, June 26, 2026, which means no fireworks, no open fires of any kind, and only devices using pressurized liquid or gas fuels such as stoves, grills, or lanterns with a shut-off valve are allowed when used at least three feet from flammable material. Citizens need to remain vigilant, especially with high winds and lightning anticipated this weekend and into next week. He noted that there are a few wildfires in the southern part of the state, and the Cottonwood Fire is 0% contained. He assured the Council that those individuals deployed to help with wildland fires outside of the city will not deplete the City's resources.

Police Chief Allen said they receive dozens of calls during this time of year. They can seize illegal fireworks. They generally issue warnings for a first-time offense and citations for egregious violations. He recommended that citizens call the non-emergency dispatch line if they have concerns. He cautioned residents to be conscientious and safe.

Mr. Lewis reported:

- ✓ He is grateful for the Council's help and support throughout the entire budget process as it takes several months from start to finish.

- ✓ As of the end of Fiscal Year 2026 approaches, there have been 195 new units either completed or currently under construction.
- ✓ The cemetery map is being updated, both online and in the offices, based on the Council's recent expansion approval.
- ✓ There are 4,937 active utility accounts.
- ✓ Smithfield has 58 full-time employees, 4 full-time job openings, 45 part-time employees, and 46 seasonal employees.
- ✓ The button-activated flashing crossing lights will be activated at 800 South 250 East in the next two weeks.
- ✓ The Police Department, from July 1, 2025 through current has had 4,409 incidents, issued 2,090 warnings and 944 citations.
- ✓ The Fire Department, in calendar year 2025, responded to 1,646 calls, which is an average of 137 per month.
- ✓ City Recorder, Dana Lazcanotegui, has been assisting Cache County with the primary election and will assist with the general election in the fall.

Council Member and Mayor Reports

Todd Orme

- The Smithfield Historical Museum continues to make progress. The City is actively seeking bids for additional structural work upstairs. The Historical Society is very appreciative of the RAPZ grant funding that has helped with the improvements.
- The Arbor Day contest was a great success, and he congratulated the winners. Another tree will be purchased, and as soon as the location is determined, it will be installed. The tree committee is utilizing the remainder of their current year budget for the purchase. Tree trimming in the park strip is underway as the city continues to work on this long-term project.

Jenn Staker

- The Arts Council is planning the year's Storybook Festival. The final concert in the park will be held this Saturday, June 27th at 7:00 p.m. She encouraged everyone to attend; the City anticipates a good turnout, and food trucks will be on site.
- The Health Day Ambassadors have a few more parades this summer and are available to help at other events as needed.

John Engler

- Bonneville Shoreline Trail – Sunrise Engineering is finalizing negotiations for the route of the trail through North Logan, Hyde Park and Smithfield.
- The library is busy this summer with great programming opportunities.
- The Community Engagement Committee is continuing to work on priorities with the USU LAEP Visioning Project.
- The Smithfield Chamber of Commerce has taken a break during the summer month.

Chris Olsen

- Youth Council – many youth are taking a break over the summer. Lily King will serve as the upcoming Youth Council Mayor. The Executive Committee will help

with the Crossings Trail Run on June 27th. The next full youth council meeting is scheduled for August 17th.

- The Senior Citizens are doing great; he visits them weekly. They would like the bushes in front of the building removed.
- America250 has been a great experience. There will be a picnic at Merlin Olsen Park on July 5th at 5:00 p.m. The Smithfield Silver Coin Scavenger Hunt has been a great success.

Jay Downs

- CMAD (Cache Mosquito Abatement District) – fogging is currently going on. Citizens can go online to their website if they do not want their location fogged unless the West Nile Virus is detected.
- The Police Department is doing some restructuring of personnel which involves a change in positions and possible promotions.
- The Fire Department recently met with the north end city mayors and fire chiefs to discuss operations, growth, programming, and funding. He thanked Mayor Rudie for his service on the Cache Fire District Board. There has been discussion about the Board's structure and the proposed voucher system. If citizens have any comments or concerns, he encouraged them to contact him or Mayor Rudie.

Mayor Rudie

- Phase 1 of the stormwater project on 1000 South continues to progress well. The contractor is working through challenges with phone and irrigation lines. Phase 2 of the project is expected to go out to bid this fall.
- Installation of the water and sewer lines has been completed on 925 South from 150 East to 250 East. The next step will be connecting the stormwater system once the underground infrastructure is finished. This project will connect 100 East to 250 East.
- The 3-million-gallon water tank project is also moving forward. Pouring of the cement for the floor is scheduled to run from tomorrow night through Friday morning. The pour will require approximately 1,000 yards of concrete. The anticipated completion date for the project is the first quarter of 2027. He appreciates the residents' patience in the area as there is significant construction equipment moving through the area.
- Two (2) waterline upsizing and replacement projects are currently underway. One project is located on 300 South, between 100 West and 200 West. The other is on 200 West, between 400 and 450 South.
- Phase 1 of the canyon line waterline replacement project is just beginning and is expected to continue through the fall. Phase 2 is planned for next year.
- He is pleased to report that all these infrastructure projects are being funded with cash reserves; no new bonds or loans are required to complete the projects.

- The Smithfield City Historical Museum will be open on Tuesdays from 6:00 to 8:00 p.m. and on Saturdays from 2:00 to 5:00 p.m. Special visitation arrangements can be made if needed.
- He is grateful to Cache County Council for their support of all three of the RAPZ Tax projects which were submitted. The county council has been very supportive over the years with RAPZ Tax approved projects.
- He expressed appreciation for the strong partnership with the Cache County School District. CCSD is installing a sidewalk along the south side of Sky View High School at its expense. The City will design and construct a pedestrian bridge across the irrigation canal, just west of 455 East. This collaborative effort will provide long-term sidewalk connectivity and improve safety for students walking to school as well as residents walking in this area.

The meeting adjourned at 8:05 p.m.

SMITHFIELD CITY CORPORATION

Aaron Rudie, Mayor

ATTEST:

Dana Lazcanotegui, City Recorder



SMITHFIELD CITY CORPORATION
96 South Main
Smithfield, UT 84335

AGENDA

Public Notice is given that the Smithfield City Council will meet in a regularly scheduled meeting at 96 South Main, Smithfield, Utah, on **Wednesday, June 24, 2026**. The meeting will begin at 6:00 PM.

Welcome/pledge of allegiance and thought/prayer by John Engler

1. Approval of the city council meeting minutes from May 13, 2026.
2. Public comment on items not on the agenda.
3. Recognition of Kari Hoggan as 2026 Smithfield Lions Club Citizen of the Year
4. Recognition of 2026 Arbor Day poster contest winners.
5. Public Hearing for the purpose of discussing Resolution 2026-06, a Resolution amending the Fiscal Year 2026 Budget which is the period of July 1, 2025 through June 30, 2026.
6. Discussion and possible vote on Resolution 2026-06.
7. Public Hearing for the purpose of discussing Ordinance 2026-08, an Ordinance enacting compensation increases for specific city officers and elected officials.
8. Discussion and possible vote on Ordinance 2026-08.
9. Public Hearing for the purpose of discussing Resolution 2026-08, a Resolution updating the Prevailing Fee Schedule of the City specifically for Garbage, Recycling and Green Waste Utility Rates.
10. Discussion and possible vote on Resolution 2026-08.
11. Public Hearing for the purpose of discussing Resolution 2026-07, a Resolution adopting the Fiscal Year 2027 Budget which is the period of July 1, 2026, through June 30, 2027.
12. Discussion and possible vote on Resolution 2026-07.
13. City Manager Report

14. Council Member and Mayor Reports

Adjournment

*****Items on the agenda may be considered earlier than shown on the agenda.*****

In accordance with the Americans with Disabilities Act, individuals needing special accommodation for this meeting should contact the City Recorder at (435) 792-7997, at least three (3) days before the date of the meeting.

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Transportation Master Plan Update

Smithfield City

May 2026



Transportation Master Plan Update Smithfield City



May 2026

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Project No. 57-24-004

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1 INTRODUCTION

1.1 BACKGROUND

The Smithfield City Transportation Master Plan (TMP) contains the goals, objectives and policy guidance as well as an overview of the strategies that the City intends to accomplish by the year 2050. The TMP is the City's long-range blueprint for travel and mobility. The previous TMP, adopted in November 2017 (referred to as 2017 TMP), recognized the need to address existing and future growth in a manner that maintained convenient mobility and access for residents while preserving the rural lifestyle that is important to the well-being of the community, both culturally and socially.

Since the adoption of the 2017 TMP, it has become necessary to update the TMP due to on-going development throughout the City. The City has seen continued population growth with the population increasing from an estimated 10,832 residents in 2017 to nearly 15,540 in 2025 residents. The growth has resulted in Smithfield City being the second largest community in Cache Valley and is expected to continue to grow because of the excellent quality of life Smithfield City offers.

Additionally, land use changes have occurred since the preparation and adoption of the 2017 TMP that require a re-evaluation of the City's transportation network. With the recent General Plan (2026), there are a number of anticipated land use changes identified and incorporated with the TMP update. For example, Smithfield City has expanded the general plan to include land uses within the 15-year Annexation Boundary. Consistent with the Smithfield City General Plan, parcels near 600 South have transitioned to General Commercial (GC) land use, and Community Commercial (CC) land uses have expanded along US-91.

Many of the goals, principles, and policies that were developed in the 2017 TMP are still valid. This Transportation Master Plan update incorporates those ideas with a focus on implementation and updates the changes in existing and future land uses. This chapter outlines the purpose of the Transportation Master Plan, the process used to update the 2025 TMP, and the structure of the document.

1.2 PURPOSE OF THE TRANSPORTATION MASTER PLAN

The Smithfield City TMP serves a variety of purposes and is a vision that defines the City's long-term transportation needs into the future. The TMP also provides policy direction on decisions regarding the implementation of the transportation system projects. It also serves as a comprehensive reference guide for major transportation system issues in Smithfield City. Finally, the TMP prioritizes projects for implementation to address short-term deficiencies and safety for motorized and non-motorized travel, while working towards the ultimate transportation system needs of the City by the year 2050.

As a result of the City's continued growth, there has been a steady increase in vehicle trip volumes, and an increase in traffic across the existing street network. The City remains committed to providing a balanced transportation system that provides citizens with transportation choices to maintain its high quality of life. This TMP update provides the goals, principles, and policies that will be used to change

the transportation system today and shape it for the future. These guidelines and policies will aid City staff and officials in making informed decisions regarding transportation policies. The Capital Improvements Plan (CIP) identifies near-term projects to improve deficiencies in the existing transportation system. Additionally, the CIP looks forward to year 2050 to create a comprehensive list of projects that require significant advance planning and funding resources to implement but are needed to accommodate the future transportation demands.

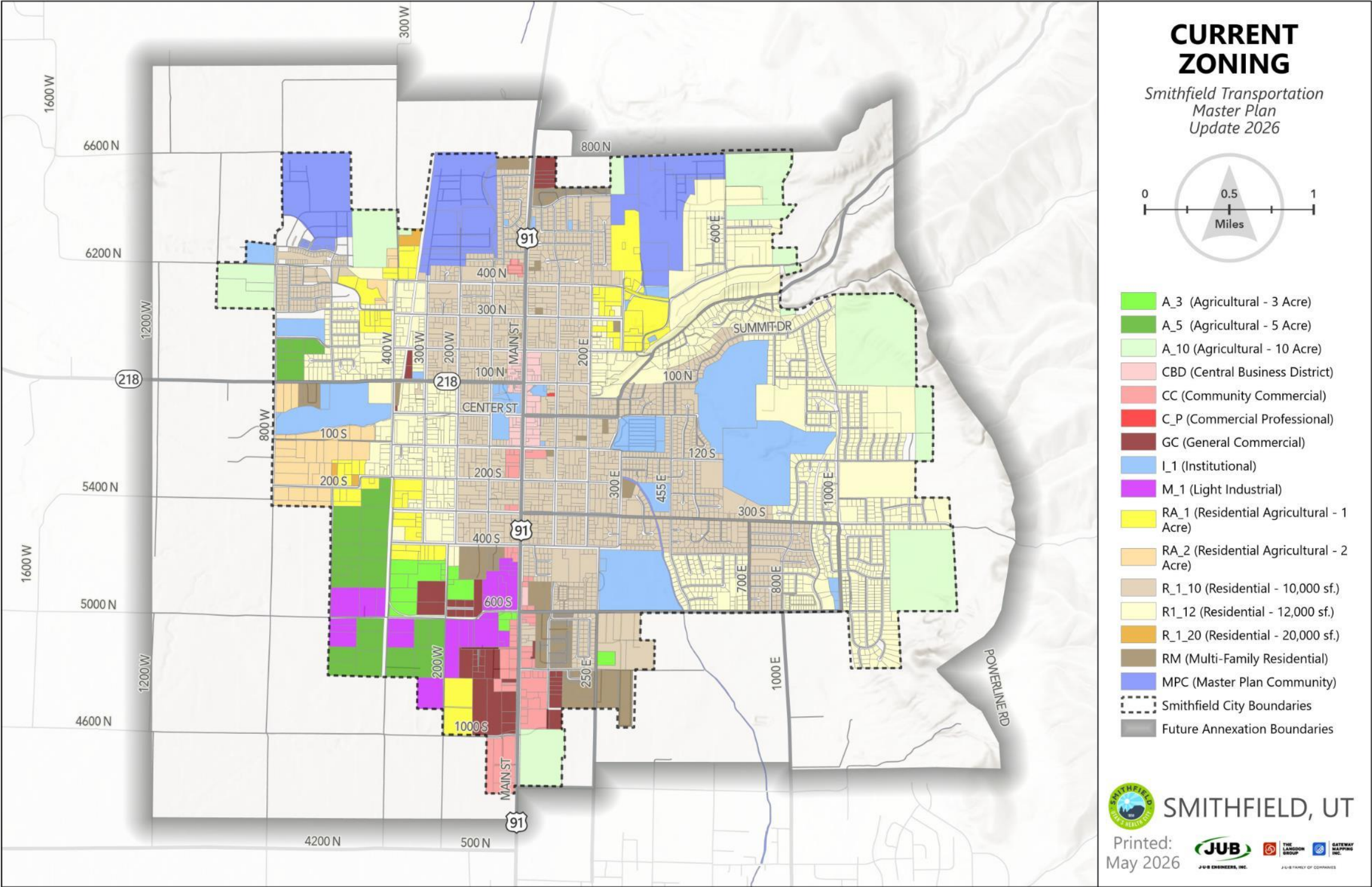
1.3 PLAN DEVELOPMENT PROCESS

This TMP update was administered and financed by Smithfield City as part of the General Plan (2026) Update. This TMP update was completed with the collaboration and guidance of City staff and UDOT during the update process. As an update to the 2017 TMP, tables, text and figures were revised with the most recently available information. As a result, this TMP provides information and data that reflect existing (2024) conditions.

1.4 STUDY AREA

The study area includes Smithfield City as well as areas adjacent to the City that have potential for annexation within the next 15 years. These areas extend approximately from 1200 West to the foothills and from 4300 North to 6900 North in the County address system. The annexation boundary and associated study area are shown in **Figure 1**.

Figure 1: Existing Zoning and Annexation Boundary



2 EXISTING CONDITIONS

Developing an accurate assessment of the existing conditions in the City is an important first step in developing a TMP. As a part of this process, an inventory of the existing network and an evaluation of existing conditions within the study area was completed to identify existing transportation issues and to establish a framework for the analysis of future conditions. The existing street network and traffic patterns will serve as the basis for the future network and for identifying future transportation conditions and needs.

2.1 LAND USE

In 2017 when the TMP was updated, the US Census Bureau estimated the population of Smithfield City at 10,832 residents¹. By 2024 the City had an estimated population of nearly 15,540 (2025)¹ making it the second largest city within Cache County. This growth represents approximately a 29% increase in population between 2017 and 2025.

Despite the growth over the last 7 years, Smithfield City has the potential for significantly more growth in the future. **Figure 1** summarizes the existing zoning within the City as well as the 15-year annexation boundary. The existing land use is typical of a small community, with a commercial core along Main Street, surrounded by a residential grid. The eastern part of the city includes new residential developments that reflect the existing residential characteristics of suburban communities in the area. Although there are undeveloped agricultural lands within the City, it currently encompasses approximately 6.02 square miles of incorporated land. The Smithfield City General Plan identifies a 15-year annexation boundary that would substantially expand the City's municipal boundaries over time.

This new development will result in increased traffic on Smithfield roads. Additionally, residents in Richmond north of the City often travel through Smithfield, without stopping, to and from Logan or other destinations south of the City. The context of the existing land use within the City and adjoining Cities is significant as it influences the travel patterns within the area. As Smithfield continues to convert agricultural land use areas to residential and commercial uses, more trips will impact the transportation network.

¹ U.S. Census Bureau, Population Estimates Program (PEP)

2.2 EXISTING ROADWAY FUNCTIONAL CLASSIFICATION

The existing roadways are classified by function according to guidelines prepared by the Federal Highway Administration (FHWA). Federal funding programs specifically apply to roadways with functional classifications of collector and above. Roadways are classified based on their function, with respect to both mobility and access. For example, an interstate freeway occupies one end of a continuum between mobility and access, providing traffic with greater mobility and little access to adjacent lands. A cul-de-sac, at the opposite end of this continuum, provides access to land, but offers minimal movement of traffic.

To enable streets and highways to accomplish their intended function, the planning and design of the facilities should consider those elements that support the intended functions. Descriptions of the various roadway functional types and related planning and design considerations are provided in **Table 1**. Federal funding programs only apply to roadways with functional classifications of collector and above.

Table 1: Roadway Functional Classifications

Roadway Classification	Description	Example
Interstate	Interstates promote movement of traffic with limited access, high speeds, separated directional lanes, adequate geometries, and grade-separated intersections. The interstate freeway is essentially a specialized Major Arterial.	I-15 I-80 I-84
Major Arterial	Principal Arterials are generally the high traffic volume roads within a study area. These roadways contain the greatest proportion of through or long-distance travel. Roadway access should be limited to promote efficient traffic movement. Speeds are generally in the 35 to 45 mph range in urban situations, and parking is usually prohibited. Arterials are typically about a mile apart but may be spaced with a half-mile separation. Many of the intersections will be signalized, and signal placement and coordination are critical to the operation of the arterial.	US-89/US-91, SR-108, SR-126
Minor Arterial	Roadways that connect principal arterials and collectors are classified as minor arterials. Minor arterials usually have capacity sufficient to carry 3 or 4 lanes of traffic and have curb, gutter, and sidewalk along both sides. The predominant function of a minor arterial is to promote movement of through traffic, but these facilities also provide considerable access for local traffic that originate or is destined to points along the roadway. Often minor arterials become boundaries to neighborhoods and serve less concentrated developments such as neighborhood shopping centers or schools. Urban speeds are generally in the 35 to 40 mph range. Access may be restricted, and parking is often prohibited in an urban situation.	SR-165, SR 218, SR-37 (4000 South) SR-97 (5500 South)

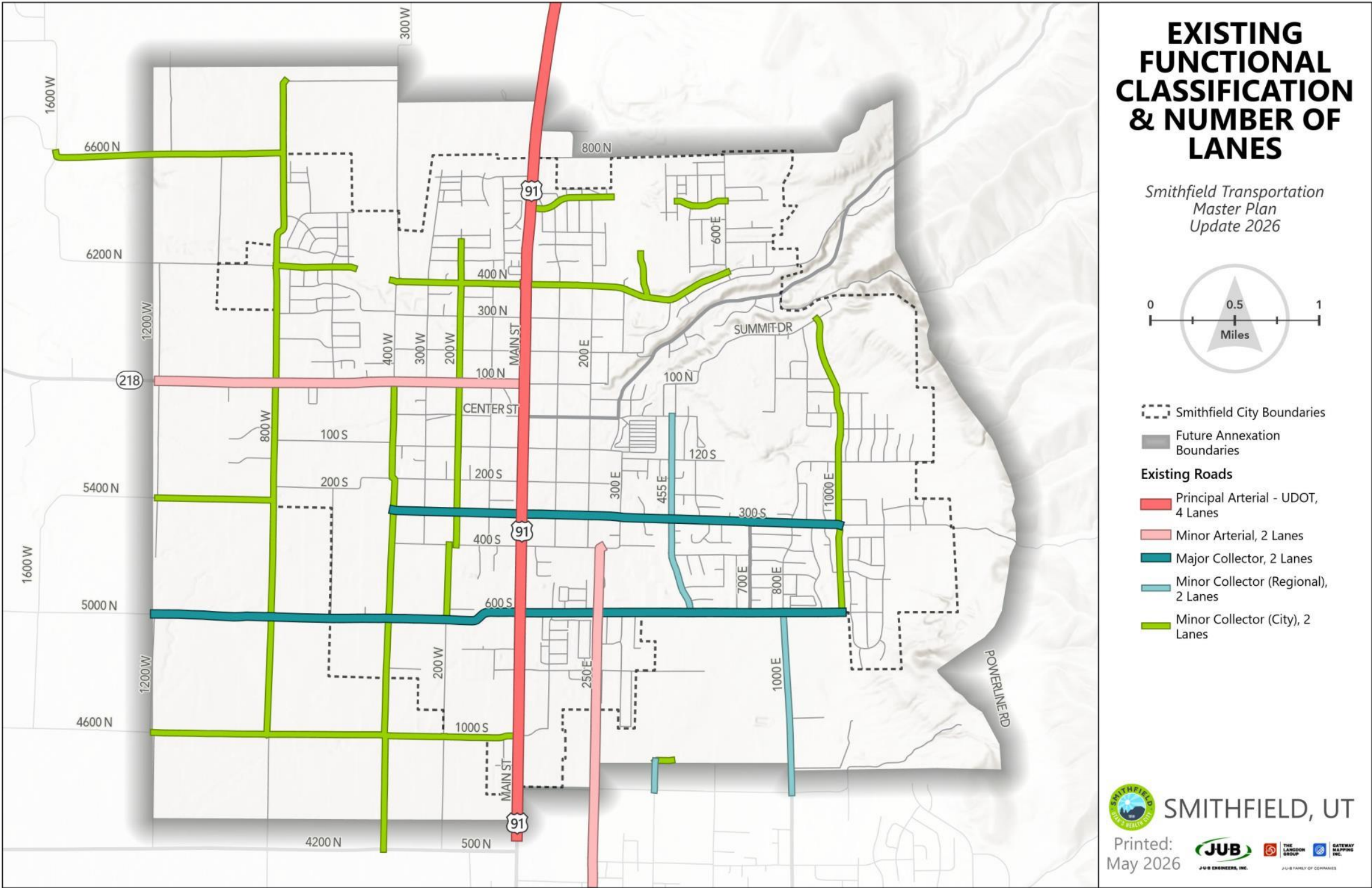
Roadway Classification	Description	Example
Collector	A collector is intended to assemble and concentrate residential and rural traffic and direct it to the arterial system. Collectors usually are designed with 2 or 3 lanes of traffic, and have curb, gutter, and sidewalk along both sides. Direct access to adjoining property is common and often essential. Operating speeds are generally in the 25 to 35 mph range. Parking is acceptable but may be limited. Collectors are sometimes sub-categorized into major and minor collectors. Major collectors tend to connect important regional facilities directly to the arterials, while minor collectors usually connect to the local roads.	5500 West, 5100 South
Local Streets	Local streets typically consist of two lanes with shoulders, with curb, gutter and sidewalks present in some locations. Local roads are the capillaries of a transportation network, providing direct access to public facilities, businesses, and private property. The typical speed limit on local streets is 20 to 25 mph and parking is usually permitted.	Local streets constitute all the City-owned roads that are not classified under the preceding categories. Some local roads may also be private streets.

Figure 2 shows the existing functional classification for Smithfield City. However, historically Smithfield has not required construction of curb/gutter and/or sidewalks for all of its developments. As a result many roadway segments, currently do not meet the adopted standards and have insufficient pavement width and are missing curb/gutter or sidewalks. All future developments and roadway projects must now install curb and gutter and sidewalks to meet city standards.

2.3 INTERSECTION CONTROL

Traffic control devices are an essential element at each intersection because they regulate traffic flow and can improve safety. Intersection control devices include roundabouts, stop signs (2-way and 4-way), traffic signals, and yield signs. Within Smithfield, there are four existing signalized intersections located at the intersections of 1000 South/ Main Street, 600 South / Main Street, 300 South / Main Street, and 100 North / Main Street. There is one existing roundabout located at 600 South/ 250 East, which was built in the spring 2025. As traffic congestion increases, the need to modify major intersections with traffic signals and roundabouts can be expected.

Figure 2: Existing Functional Classification & Number of Lanes



2.4 TRAFFIC COUNTS

Average Daily Traffic (ADT) counts and Turning Movement Counts (TMCs) were collected with automatic counters at a total of nine locations throughout City. These counts were conducted during the spring of 2024 for the following locations and dates:

These TMC counts were conducted starting in April 2024 for the following locations and dates:

- 100 East / 100 North (April 18, 2024)
- 100 East / 300 South (April 10, 2024)
- 100 East / 400 North (March 21, 2024)
- 100 East / 800 South (May 15, 2024)
- 600 East / Upper Canyon Rd (May 16, 2024)
- 600 South / 250 East (March 20, 2024)
- 800 West / 440 North (May 14, 2024)
- 1000 East / 300 South (May 8, 2024)
- 1000 East / 600 South (May 9, 2024)

The average daily traffic volumes are summarized in **Table 2** and the traffic count data is provided in **Appendix A: Traffic Counts and Analysis**.

Table 2: Average Daily Traffic Counts Summary

Street	Location	Date	AADT
100 N	Between 1200 E & 800 W	29 April, 2024 - 2 May, 2024	2915
200 E	Between 100 N & 50 N	14 May, 2024 - 17 May, 2024	1616
250 E	North of Ruby Rose Electrolysis	29 April, 2024 - 2 May, 2024	2628
300 S	Between 100 E & 200 E	14 May, 2024 - 17 May, 2024	3213
400 N	Between Main St & 100 E	29 April, 2024 - 2 May, 2024	1922
400 W	Between 100 S & 200 S	14 May, 2024 - 17 May, 2024	696
600 S	Between Main St & 100 E	14 May, 2024 - 17 May, 2024	6430
1000 E (800 E)	South of 600 S	29 April, 2024 - 2 May, 2024	2694
1000 S	East of Main St	14 May, 2024 - 17 May, 2024	3741

2.5 LEVEL OF SERVICE

Level of Service (LOS) is a qualitative description of the level of congestion ranging from LOS A to LOS F. LOS A through D represents free-flowing traffic and LOS E & F represents gridlock. LOS D is considered the minimum desirable Level of Service.

2.6 EXISTING CONDITIONS TRAFFIC ANALYSIS

The nine intersections listed in section **2.4 Traffic Counts** were analyzed during the AM and PM peak hours using the Synchro software platform. The existing conditions scenario reflects the existing lane

configuration and the traffic volume for the day of the traffic counts. All intersection approaches performed at LOS C or better. Only the approach or movement LOS is reported for unsignalized intersections and not the overall intersection LOS. For a summary of LOS results, see **Appendix A**.

In addition to the above, the intersection at 60 South and 250 East required mitigation in the 2050 scenario due to projected traffic growth. A roundabout was identified as the preferred solution and was installed in Spring 2025 to address future operational concerns. Furthermore, the intersection at 100 East and 100 North experienced elevated traffic volumes during the data collection period, primarily due to construction activities on adjacent major arterials, which temporarily diverted traffic to this location.

2.7 ALTERNATIVE TRAVEL MODES

Bicycling and walking are often the only modes available to the young and elderly. Robust pedestrian and bicycle networks allow shorter distance trips to be moved from the street to bicycle or pedestrian specific facilities. In addition to providing modal options for shorter distance trips, bicycle and pedestrian facilities offer a wide range of recreational opportunities that often enhance quality of life for residents.

Since Smithfield has not required construction of sidewalks for developments in past, many areas within the City lack these types of facilities. The City has worked over the past ten years to develop and build sidewalks as well as trails in area that were missing these amenities. Additionally, the City has adopted a Parks & Trails Master Plan (2017) that provides for affordable recreational, physical, and cultural opportunities for residents.

Currently, the transit service within Smithfield City is provided by the Cache Valley Transit District (CVTD). CVTD provides two daily bus routes with Route 15 that connects Utah State University (USU) to Richmond and Route 16 that provides service between Logan and Preston, Idaho. Route 15 offers weekday and Saturday service through the City via 250 East, 300 East, and 100 East. Route 15 runs approximately every 45 minutes during the AM and PM peak period and every hour and a half during the mid-day period. Route 16 provides two northbound and southbound buses during the weekday AM and PM peak period service on US 91.

The Smithfield City General Plan (2026) includes a Parks & Trails Map (**Figure 4**) that identifies existing and planned parks and trail connections within the city. This TMP considers those planned facilities by reference.

2.8 TRUCK ROUTES

The purpose of truck routes is to concentrate heavy truck traffic on specified roadways to minimize congestion, delay, pavement deterioration, and improve safety. Roadways designated as truck routes can be designed and constructed to handle the heavy vehicle weight loads, which will prolong the life of other roadways throughout City. Smithfield City Municipal Code has not designated any roadways as truck routes within the City.

3 FUTURE CONDITONS

The transportation master plan reflects current and future transportation needs within the City. Future travel demand is an essential part of transportation planning by helping identify transportation needs that may not be apparent with existing demand. For this update, future traffic volumes were estimated using the Cache Metropolitan Planning Organization (CMPO) travel demand model. CMPO maintains a Cube model for the urbanized area within Cache County and the travel demand model was chosen as the primary tool to determine the future traffic demand within the City.

This section summarizes the population, employment, and land use assumptions. This information was utilized in the travel demand modeling process and to generate traffic volume forecasts for functionally classified roadways within the City. These traffic forecasts were used to identify future deficiencies in the transportation system.

3.1 FUTURE LAND USE

Historically, Smithfield City has been a bedroom community predominantly composed of single-family residential land uses that reflect varied lot sizes and values. The residential development pattern of the City reflects original settlement pattern with most houses located on the original grid plat that was established in 1860. Smithfield City is predominantly residential in character, with residential land uses representing the primary development pattern within the city.

The future land use plan as shown in **Figure 3**, is expected to continue the residential development trends with a focus conventional single family housing with the majority of lot development being one-half acre to one-quarter acre in size. Although the City is planning for significant residential development, the general plan focuses on revitalizing the town center area and development of a strong commercial city core. These areas provide local services and shopping opportunities, but also job opportunities for residents.

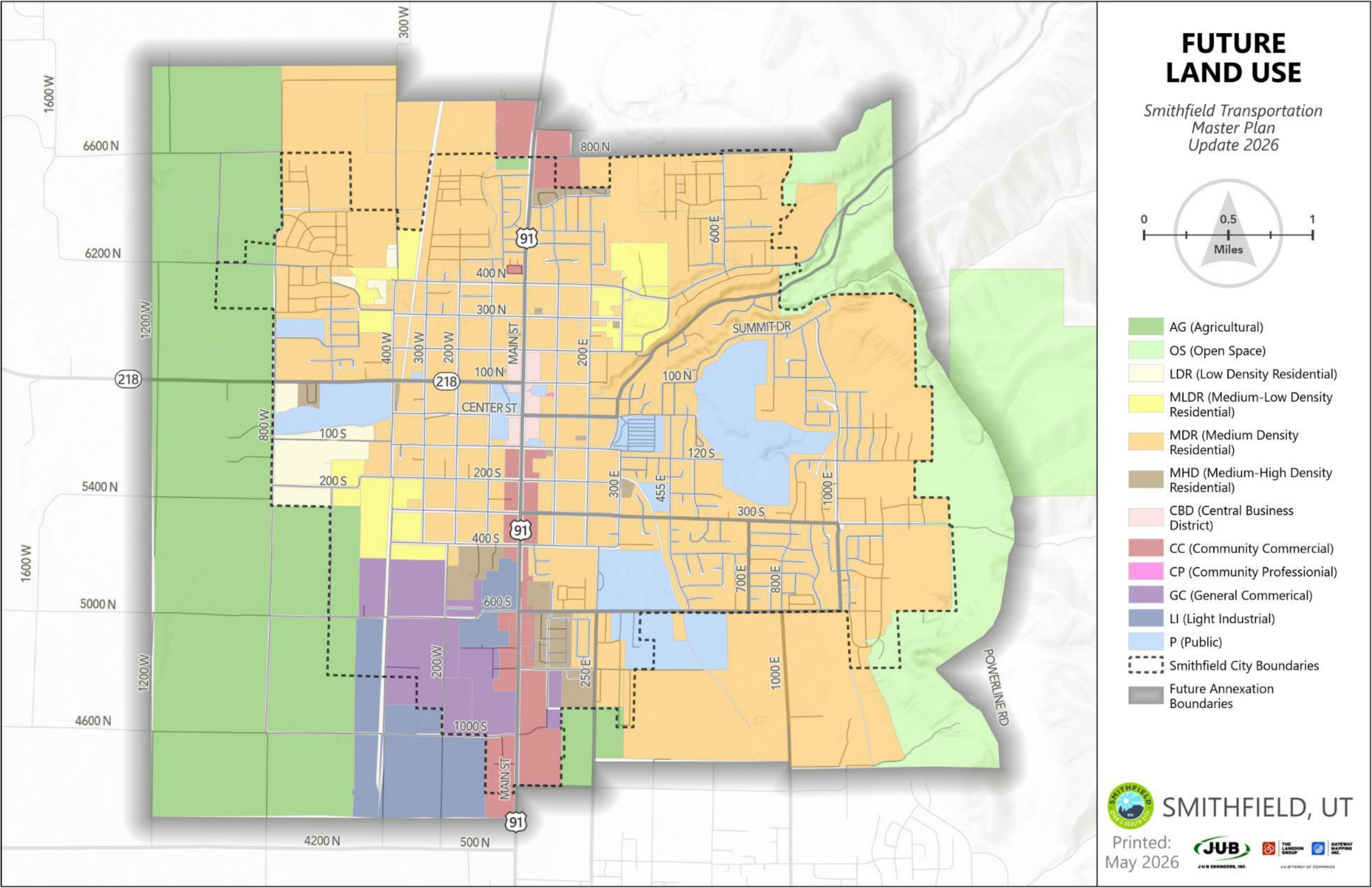
This relationship between land uses is an important component in developing traffic forecasts since land use helps determine the number, purpose, route, mode, and diurnal distribution of trips. For example, since the majority of land use in the city is residential, it is expected that a large percentage of work-related trips are made to employment areas outside of the City.

Table 3 summarizes the model socio-economic inputs that were used for the plan update. These inputs were taken from the CMPO travel demand model. By year 2050 the population within the City's annexation boundary is expected to increase to approximately 22,749 residents. Due to uncertainty regarding employment growth within the City, the 2050 employment forecasts from CMPO were assumed in the travel demand modeling. Model socio-economics at the traffic analysis zone (TAZ) level are provided in **Appendix B: Traffic Analysis Zone Inputs**.

Table 3: Model Socio-economic Inputs

Population		Households		Employment	
2023	2050	2023	2050	2023	2050
17032	22749	4506	6921	3557	4671

Figure 3: Future Land Use



3.2 REGIONAL PLANS

CMPO is required by the federal government to develop and approve a Regional Transportation Plan (RTP) and update it every four years. The RTP usually covers a time span of 25-30 years, and governs regionally-significant highway and transit development across the urbanized areas of Cache County. The RTP is used by UDOT to prioritize long-term state funding for roadway improvements.

The most recent Regional Transportation Plan was adopted in July 2023. To address future roadway needs, the CMPO has planned improvements for several sections of roads. The roads are administered by state and local governments. The following portion of the CMPO map shows those within or near Smithfield. The 2023 RTP Draft identifies three projects in Phase 1 (2023 to 2032), one project in Phase 2 (2033 to 2042), four projects in Phase 3 (2043 to 2050) and one unfunded project that are needed to address mobility and travel near Smithfield City and include:

Phase 1:

- 250 East – 4300 North (County) to 600 South (Smithfield); widen to 2 lanes with two-way left-turn lane (as warranted)
- 455 East – 4400 North (County) to 600 South (Smithfield); widen/new construction to 2 lanes with two-way left-turn lane (as warranted)
- 1000 East – 4500 North (County) to 600 South (Smithfield); widen/new construction to 2 lanes with two-way left-turn lane (as warranted)

Phase 2:

- 1200 E – 3800 North (Smithfield) to 5000 North (Hyde Park); new construction to 2 lanes with two-way left-turn lane (as warranted)

Phase 3:

- 1000 East (Bench Road) – 800 North (Smithfield) to 1500 North (North Logan); new construction to 2 lanes with two-way left-turn lane (as warranted)
- 200 West – 3100 North to 1000 South (North Logan, Smithfield); widen/new construction to 2 lanes
- 800 West – 4200 North (County) to SR-128 (Smithfield); widen to 2 lanes with two-way left-turn lane (as warranted)
- 400 West – 2500 North (Logan) to 100 North (Smithfield); new construction

Unfunded:

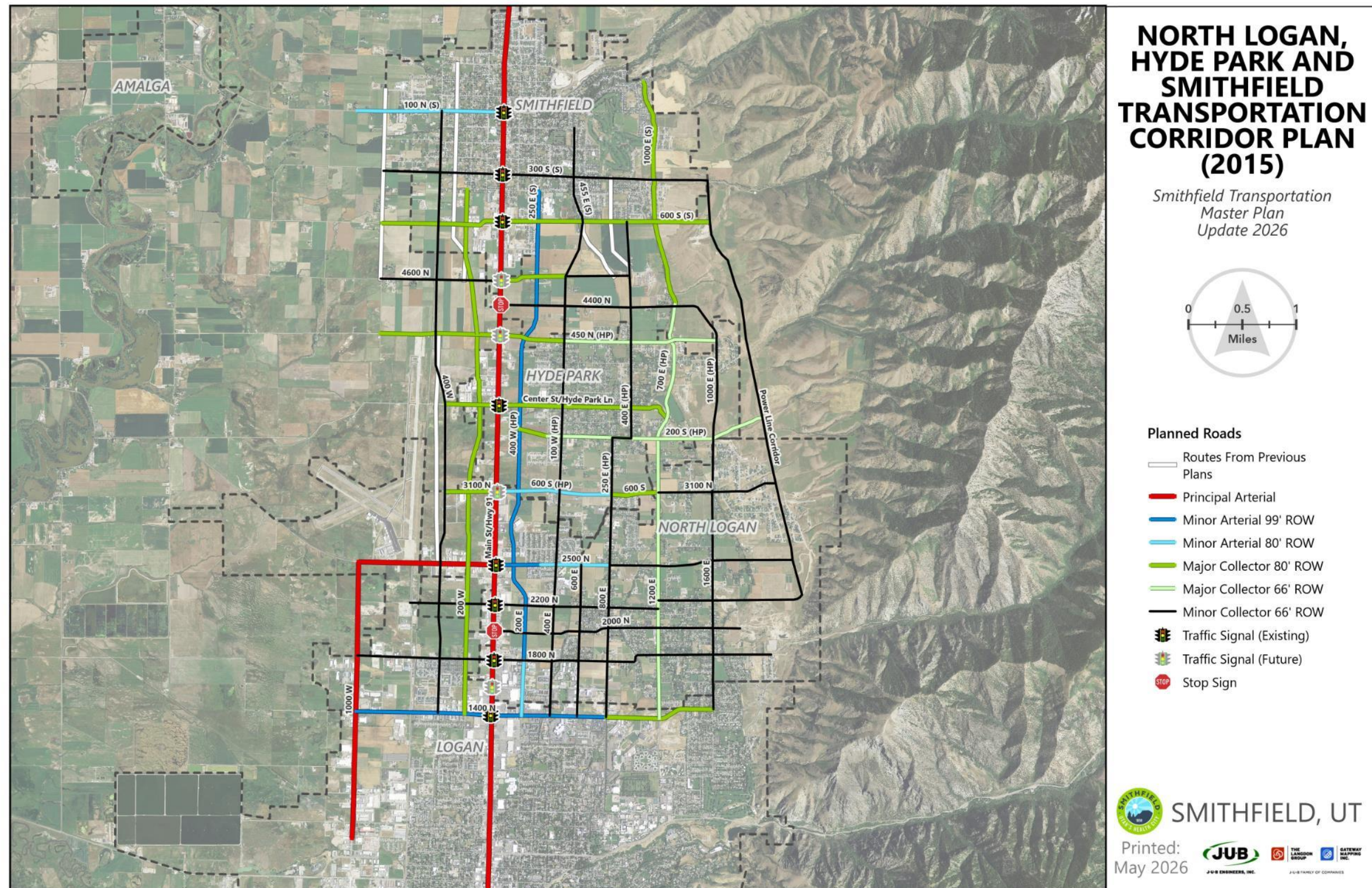
- 4600 North – US-91 (State) to 2400 West (Smithfield); new construction to 2 lanes

After being identified on the CMPO RTP, a project may be placed on UDOT's Statewide Transportation Improvement Program or STIP. UDOT manages the STIP through its Systems Planning and Programming Division on a five-year planning basis. The STIP is maintained annually and includes transportation projects on the state, city and county highway systems as well as projects in the national parks, national forests, and Indian reservations. Highway and transit projects will be identified on the STIP if they are financially feasible, and have specific funding and phasing identified for the proposed improvement. These projects use various federal, state, and local funding programs.

3.2.1 NORTH CACHE TRANSPORTATION PLAN

In 2017, staff from the cities of Logan, North Logan, Hyde Park, and Smithfield participated in the North Cache Transportation Corridor Plan. The Plan worked to identify the main corridors connecting the communities of Logan, North Logan, Hyde Park, and Smithfield that would relieve traffic congestion on US-91 as development increases along the corridor. Both North-South and East-West corridors were identified for regional standards to maintain consistent typical sections through multiple jurisdictions. Adoption of a consistent roadway cross section would improve traffic flow and reduce crashes on these corridors. The recommendations identified for Smithfield were carried forward into this TMP update. **Figure 4** shows the corridors that were identified as part of the North Cache Transportation Plan.

Figure 4: North Cache Transportation Corridor Plan



3.3 TRAFFIC FORECASTS

Future travel demand is an essential part of transportation planning. Travel forecasts are used to identify transportation needs that may not be apparent with existing demand. For this TMP update, future traffic conditions are based upon modeling completed with the CMPO regional travel demand model version 3.0 (November 2024) for a base year 2023 and future year 2050. The year 2050 model includes the land use assumptions summarized in **Section 3.1**, the regional highway improvements listed in **Section 3.2**, as well as the recommended local network as presented in **Figure 5**.

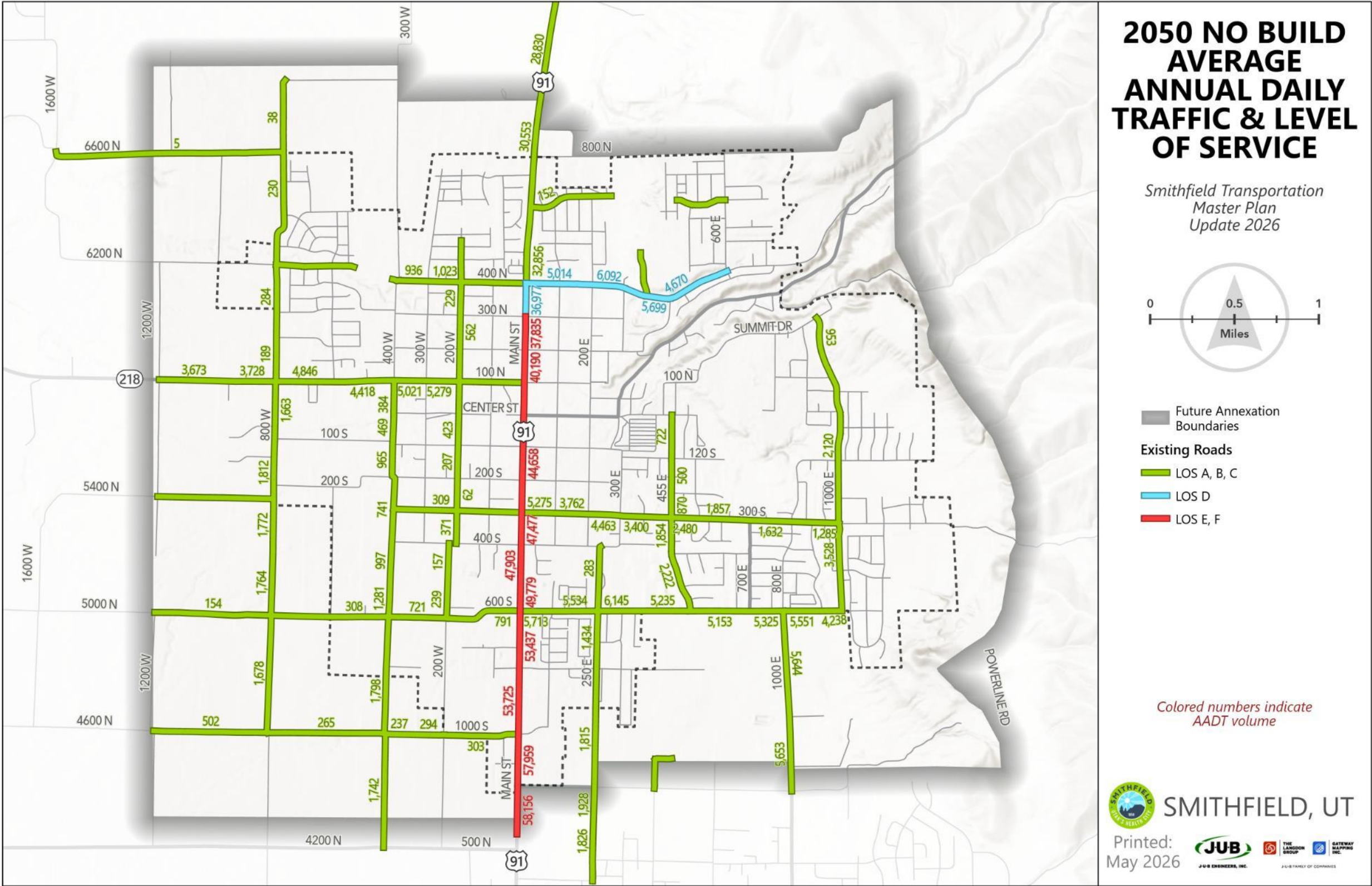
For roadways, level of service (LOS) is typically evaluated for segments of roadway without intersecting crossroads or major driveways. Segment LOS reflects the combination of travel time delay due to the signal control and the speed traveled below the free-flow speed on each roadway segment. For ease of this analysis, daily service volumes were developed for each roadway functional classification. These service volumes are used for conceptual planning and preliminary engineering purposes and are consistent with HCM methodologies. **Table 4** summarizes the daily service volumes used to evaluate the planned roadway network, as well as the assumptions used in developing these volumes. **Figure 5** summarizes the No-Build forecast daily traffic volumes and LOS for each planned functionally classified road within the City.

Table 4: Daily Service Volumes and Assumptions*

Functional Class	Area Type	Posted Speed	Travel Lanes	Median	Left-turn Lane	Right-turn Lane	Daily Service Volume	
							LOS C	LOS D
Principal Arterial ¹ - UDOT 6 Lane	Transitioning	40 mph or higher	6	Divided	Yes	Yes	54,700	56,200
Principal Arterial ¹ - UDOT	Transitioning	40 mph or higher	4	Divided	Yes	Yes	35,700	37,300
Minor Arterial ¹ - UDOT	Transitioning	35 mph or lower	2	Divided	Yes	Yes	7,200	14,600
Minor Arterial ¹	Transitioning	35 mph or lower	2	Divided	Yes	Yes	6,500	13,300
Major Collector ¹	Transitioning	35 mph or lower	2	Divided	Yes	No	6,200	12,600
Minor Collector ²	Transitioning	35 mph or lower	2	Undivided	Yes	No	5,900	12,000
Minor Collector - City	Transitioning	35 mph or lower	2	Undivided	No	No	4,600	9,300

* The service volume thresholds are based on the FDOT 2020 Multimodal Quality/Level of Service Handbook

Figure 5: Year 2050 No-Build Daily Traffic Volumes and Level of Service



3.4 AREAS OF CONCERN

In order to better address traffic issues in Smithfield, the analysis of the City was separated into recognizable areas with common concerns. These areas are as follows: East Bench, Northeast Bench, Main Street Corridor, 250 East Corridor, North-South Corridors, and East-West Corridors. A discussion of each of these areas follows.

3.4.1 EAST BENCH

To accommodate increased traffic in the east bench area, a system of local and collector roads should be constructed as development occurs. The road network should follow the classic grid system where practical, although topographical challenges on the east bench may require creative alignments. Key east-west collector roads should be established which connect into 1000 East to Main Street at a spacing of approximately $\frac{1}{4}$ mile. A connected roadway network should be established in which local roads, collectors, and minor arterials provide access to and connectivity between the east-west collector corridors and the broader arterial system.

3.4.2 NORTHEAST BENCH

To accommodate increased traffic in the northeast bench area, a system of local and collector roads should be constructed which direct traffic west to US-91 through collector roads at 400 North/Upper Canyon Road, 680 North, and 800 North. Based upon pending development, improvements to 680 North are anticipated to be required within the short term. The intersections at 800 North and 400 North/Upper Canyon Road are spaced adequately for installation of future traffic signals on US-91 for UDOT access management category 5: Regional priority-urban.

3.4.3 MAIN STREET CORRIDOR

Main Street is expected to experience significant increases in traffic through horizon year 2050. With anticipated increases in traffic volumes along US-91, the City should explore parallel roadway solutions to alleviate congestion on this state route. Even with the signalized corridor, traffic volumes on Main Street are projected to be in excess of 33,823 vehicles per day to 680 north. Particularly in the southern end of town, it will be critical for the City to develop parallel road corridors to provide mobility for properties adjacent to US 91 as identified in the North Cache Transportation Plan. These corridors including 200 West and 250 East, on either side of Main Street, will be important roadways for distributing commercial and light industrial traffic to signalized intersections on Main Street. Traffic signals spaced as uniformly as possible about every one half mile in accordance with UDOT access management standard from 800 North to 1000 South will provide the backbone of east-west connectivity in Smithfield.

3.4.4 250 EAST CORRIDOR

Hyde Park and North Logan are planning for a north-south minor arterial roadway that is intended to connect to Smithfield. This roadway will generally follow the 250 East alignment, extending north to approximately 400 North in Smithfield and is planned as a minor arterial, providing higher-order

connectivity than the surrounding collector and local street network. This roadway is intended to be constructed as development occurs along its corridor. However, it was identified by the City as the second highest priority after 680 North for future consideration. Although in the near-term significant traffic is not expected on the corridor, it is anticipated that as US-91 becomes congested, this corridor will be a critical link to the south for Smithfield and residents for bypassing US-91.

3.4.5 NORTH-SOUTH CORRIDORS

In addition to the US-91, 250 East is planned to extend north along the 200 East alignment and function as a minor arterial, providing a higher-order north–south connection within the city. Additional north-south roadway corridors should be planned including 800 West, 400 West, 200 West, 400/455 East, 1000 East and the Power Line Corridor. These roads should all be classified as collectors and the location of the corridors should match those planned in the North Cache Transportation Plan.

3.4.6 EAST-WEST CORRIDORS

The roadways of 300 South, 600 South, and 1000 South will be significant corridors to expanding future development areas to the east. Both corridors will need to be widened to meet the street standards as these areas develop and redevelop. New east/west corridor will be required to provide access and mobility to the northwest quadrant of the City where a significant amount of land annexation is anticipated within the next 15 years. The 400 North and 800 North corridors were identified as the primary corridors to provide future access to the northwest quadrant.

4 RECOMMENDATIONS

Transportation network upgrades were determined by evaluating the proposed 2050 functionally classified road network and reviewing existing and planned intersection traffic control devices. These improvements are based on the traffic volume forecasts from the 2050 travel demand modeling.

4.1 ROADWAY AND INTERSECTION CONTROL

Figure 6 & Figure 7 show the recommended functional classification system, number of lanes, Annual Average Daily Traffic (AADT), and LOS respectively for Smithfield City. These recommendations are generally consistent with those identified in the prior plan. However, minor modifications were incorporated to make them consistent with the North Cache Transportation Plan and to provide improved access to areas in the northwest quadrant of the annexation boundary. These improvements include the extension of 800 North and 400 North to 800 West. Additional changes identified through coordination with City staff include extending 250 East northward along the 200 East alignment to connect to 400 North and reclassifying this corridor from a local road to a minor arterial. The 300 South corridor from 200 East to 1200 West is planned to function as a major collector, along with 800 West from SR-218 to 1000 South and 100 South from US-91 to 800 West. In addition, 1000 East from 300 South to Summit Drive is planned as a major collector. These changes were identified to better respond to future access requirements, improve network connectivity, and accommodate anticipated traffic conditions.

In further preparation for the projected increases in traffic volumes, only one intersection has been designated as likely candidates for the installation of either a traffic signal or roundabout. That intersection is as follows:

- 600 South/ 250 East (Roundabout)

Improvements to the intersection traffic control will reduce congestion, increase safety, and improve mobility throughout the transportation network. The type of traffic control device considered for implementation at each intersection in the future, whether it be a traffic signal; roundabout; or other device, should be determined by a traffic study prior to implementation.

4.2 STREET STANDARDS

Street standards reflect the goals of the City and the typical roadway cross sections. **Table 5** summarizes the street standards for Smithfield City. Typical sections for regional corridor are in **Appendix C: Arterial Typical Sections** and Minor Collector – City are in **Appendix D: Collector and Local Typical Sections**.

Table 5: Summary of Typical Roadway Cross Sections

Function Class	ROW	Pavement	Park Strip	Sidewalks	Trail
Minor Arterial*	80'	52'	2.5'	5'	-
Major Collector**	80'	43'	9'	5'	-
Minor Collector**	66'	37'	6'	5'	-
Local**	60'	31'	6'	5'	-

*80 ft ROW from North Cache Corridor Transportation Plan

** City roadway typical sections

All streets shall be required to meet the Smithfield City standard cross sections as identified in the Plan.

Modification of these standards may be recommended on a case-by-case review by the City Engineer based on the existing and proposed roadway function, proximity to intersections and access points, crash history, transition to existing roadways, and related technical criteria as deemed applicable by the City Engineer. The City may require higher standards, based on best engineering judgment related to the safe operation and progression of traffic flow or changing needs as the growth occurs in different areas of the City.

Intersections of collector streets and higher road classification shall be reviewed for the need for turn lanes and other geometric improvements. The City Engineer may recommend alternative standards when those standards can be demonstrated to provide better traffic flow and safer operation. The City Engineer provides technical review for the City, as final decisions and appeals rest with the Smithfield City Council.

Figure 6: 2050 Functional Classification and Intersection Control

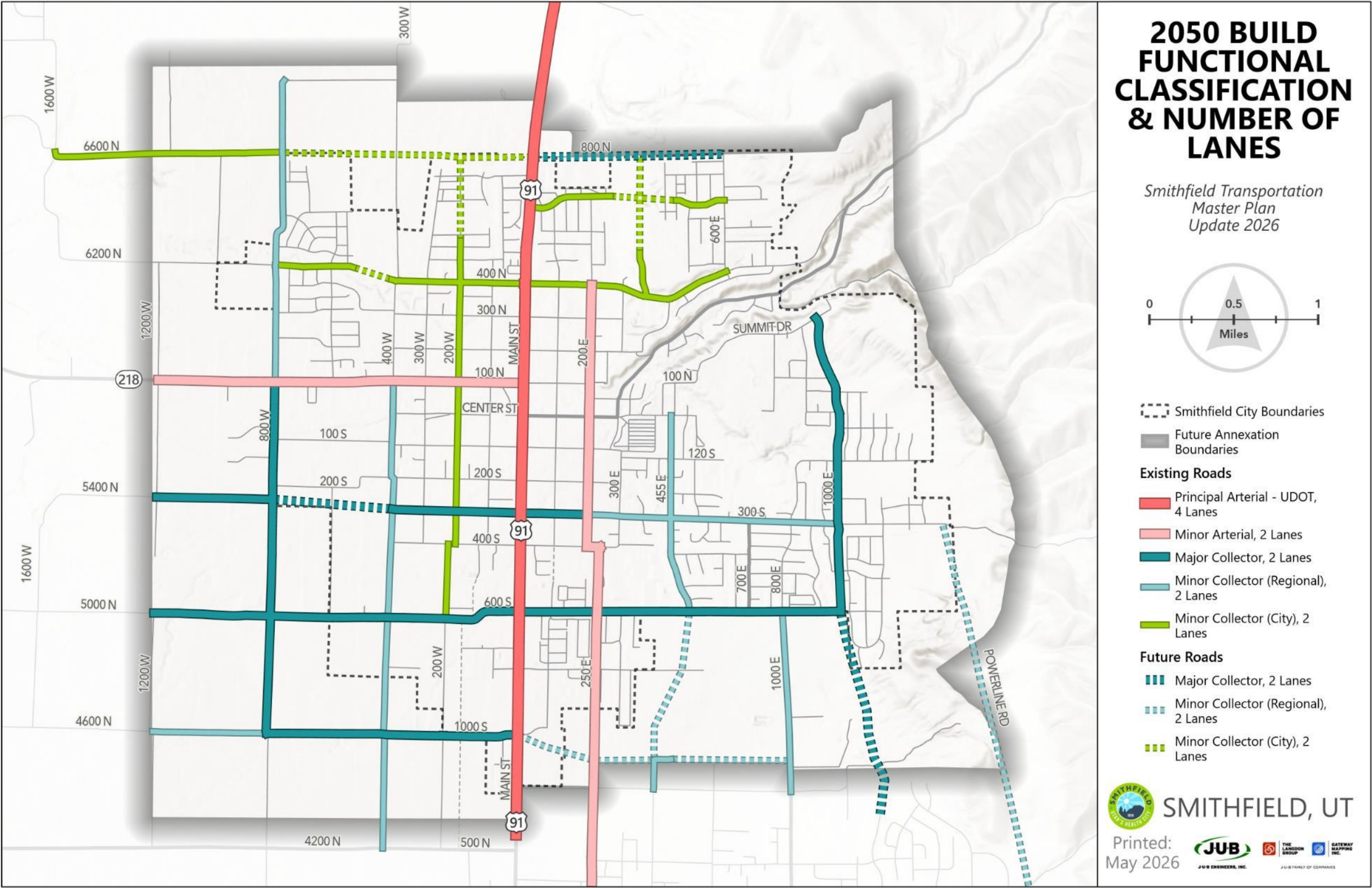
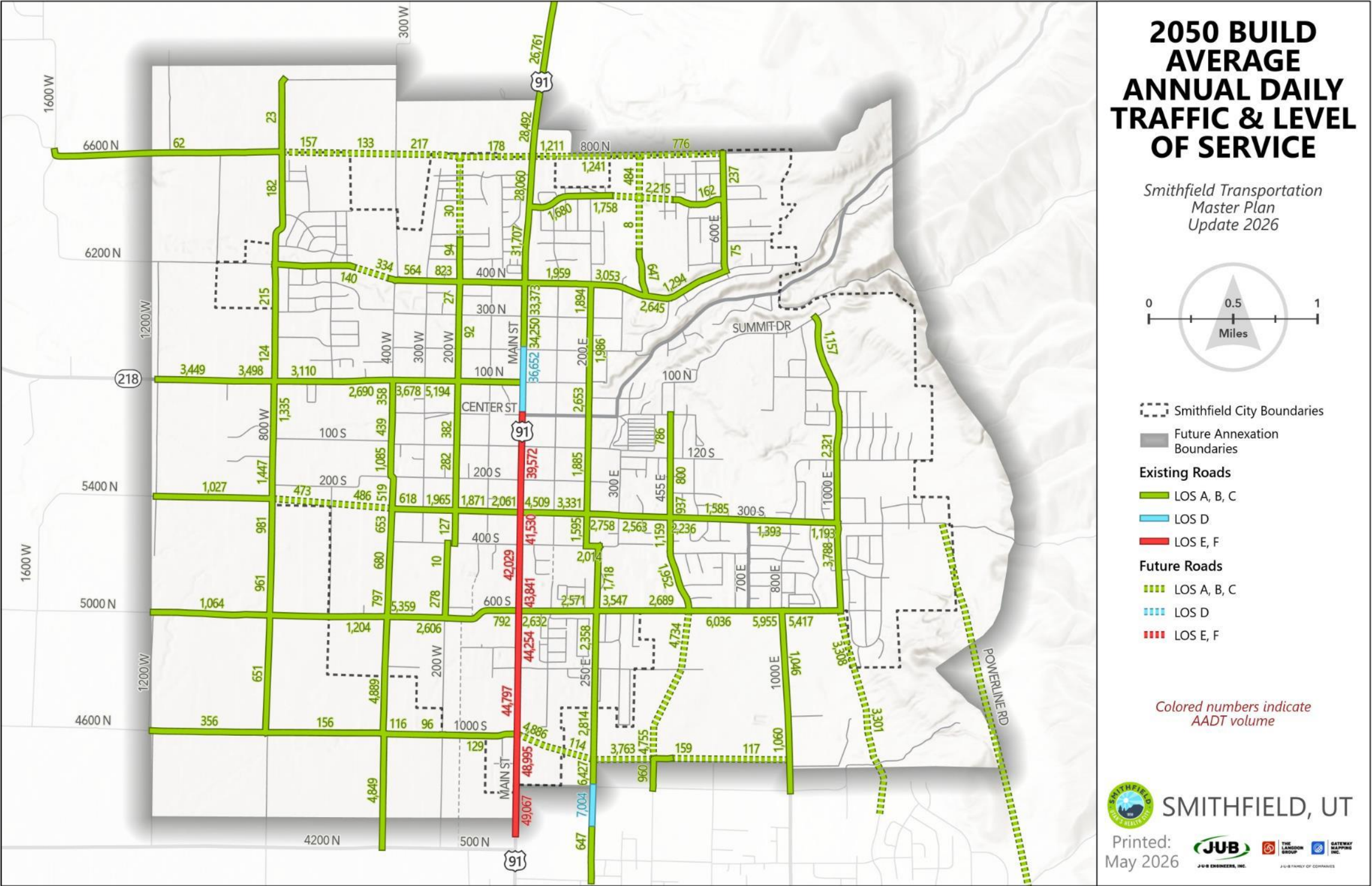


Figure 7: Year 2050 Build Daily Traffic Volumes and Level of Service



4.3 ACCESS MANAGEMENT

Access management is an important tool in transportation planning. Access management is the planning, design and implementation of land use and transportation strategies to maintain a safe flow of traffic on roadways while accommodating the access needs of adjacent developments. The concept involves maximizing the efficiency of arterial and collector corridors by limiting or consolidating driveways or access points. By requiring adjacent land to be accessed from facilities with lower functional classifications, traffic conflicts caused by turn movements onto and off of key roadways are consolidated and reduced.

The benefits of access management include increased capacity, maintenance of traffic flow and speed, improved safety, and preservation of infrastructure investment. By employing access management techniques, roadways can better fulfill their intended function for a longer period of time, maximizing capacity and reducing the need for expensive infrastructure investments in the future through the addition of travel lanes.

Where practical, the future collectors and arterials identified in the Transportation Master Plan should be managed with coordinated access control as follows:

- Maintain 35 mph speed limits or higher to promote mobility.
- Signals spaced at 2,640 feet.
- Local street intersections spaced at 660 feet.
- Accesses spaced at 330 feet.
- Street parking limited or none.
- Separated pathways or sidewalks.
- Separate bike paths adjacent to the travel lanes.

Table 6 summarizes additional access management considerations for regional corridors, based on spacing guidance from the Access Management Manual, second edition; Access Management Application Guidelines; and UDOT Administrative Rule R930-6.

Table 6: Additional Access Management Criteria for Regional Corridors

Functional Classification	Access Management
Minor Arterial	Arterials have limited access. Side street access and 330' min. spacing for driveways. No new individual residential access.
Major Collector (Residential)	Street access only preferred, with 200' average driveway spacing with min. 150' spacing.
Major Collector (Commercial/Industrial)	300' min. spacing (shared accesses).
Minor Collector (Residential)	No parking instead of limiting access points. Street access preferred.
Minor Collector (Commercial/Industrial)	Shared access. No parking. 200' min. spacing.

4.4 BICYCLE AND PEDESTRIAN FACILITIES

A fully developed Transportation Master Plan involves all modes of transportation. Cities that provide well-designed bikeways and pedestrian network facilities encourage greater use and commonly experience higher utilization of active modes of transportation. Many factors can influence how and when these alternative modes of transportation are used. One of the largest barriers for utilization of the facilities is missing or incomplete pedestrian and bicycle networks.

Often these modes of transportation are not supported or implemented as new development occurs. As new developments are proposed within Smithfield City, sidewalk, trails, and bike lanes shall be constructed in accordance with the applicable standards and plans. The existing streets that are missing bicycle and pedestrian facilities should be retrofitted to include sidewalks, bike lanes and trails redevelopment occurs. This Transportation Master Plan includes sidewalk facilities in the recommended roadway cross section shown in **Section 4.2 Street Standards**. To further develop and implement an efficient, safe, and multi-user system, Smithfield City relies on the adopted Parks and Trails Master Plan (2017) to guide park and trail planning and connectivity.

4.5 TRANSIT

Transit systems are one of the most widely used methods for reducing vehicular demand. When transit captures peak-hour and other common trips, it can reduce the problems associated with traffic congestion and improve the livability of the area. When the transit options are convenient and reliable, residents will use transit for some, or all of their daily trips.

Much like other communities in the region, Smithfield has experienced continued population growth. This growth will transform parts of the community from a suburban to a more urban environment. A challenge to this transformation is the addition of transit facilities and integration into the existing transportation system. A proactive approach and advanced planning for future transit improvements can result in significant cost savings. Traditionally, public transit has followed development, resulting in higher right-of-way costs for transit enhancements. Advanced planning and corridor preservation will help ensure a more cost-effective phasing of public transit projects. Ideally, the transit network will also balance local and regional mobility needs with community character.

The 2050 CMPO RTP programmed a number of transit improvements for Cache Valley, including transit operations and facility improvements. Transit service is expected to expand with increased bus frequency for all CVTD routes during peak times; extended service hours and a study of the appropriate bus service on Sundays. Beyond 2050, Bus Rapid Transit (BRT) is proposed as part of the Cache Transit Vision Plan roughly on the Main Street corridor from Hyrum to Smithfield along with a spur to Utah State University. BRT generally includes low-floor, high capacity, that run in exclusive rights-of-way with stations that utilize rapid fare collection, and other infrastructure improvements. Heavy rail or community passenger rail for Cache County is being explored.

5 CAPITAL IMPROVEMENT PLAN

5.1 CAPITAL IMPROVEMENT PLAN

The proposed roadway and pedestrian improvements vary from small improvements to complete sidewalks on existing roadways to larger projects such as new roadways and roadway widening.

Based upon input from City staff, improvements have been grouped into projects to be completed within the next five years (2026-2031) and greater than 5 years. Projects are listed in general terms and are not ranked in any priority. Improvements are shown in **Table 7** and **Table 8**.

Project priorities will change as the local area develops. Additionally, the planning horizon is 24 years. Many issues that are not anticipated today will affect project prioritization in the future. These major projects have been identified and cost estimates developed as a means of planning for the future and ensuring that local development plans are coordinated within the overall regional transportation plan. Each project will require further study and need to be programmed into long-range budgets. These projects should be individually evaluated in more detail and constructed as required to support continued development of the City. Cost estimates for each project are included in **Appendix E: Project Cost estimates**.

Table 7: Transportation Improvement Projects 0-5 Years

0-5 Year Projects					
Street	From	To	Function Class	Project	Construction Cost (2026\$)
1000 East	80 N	120 S	Major Collector	Widen	\$3,533,000
1000 East	120 S	300 S	Major Collector	Widen	\$3,063,000
1000 East	300 S	450 S	Major Collector	Widen	\$1,724,000
1000 East	450 S	550 S	Major Collector	Widen	\$1,615,000
1000 East	550 S	600 S	Major Collector	Widen	\$735,000
1000 East	600 S	800 S	Major Collector	Widen	\$2,767,000
1000 East	800 S	1100 South (Annex. Boundary)	Major Collector	Widen	\$3,677,000
800 West	6900 N ((Annex. Boundary)	800 N	Minor Collector (Regional)	Widen to Regional Standard	\$3,470,000
800 West	800 N	600 N	Minor Collector (Regional)	Widen to Regional Standard	\$2,923,000
800 West	600 N	440 N	Minor Collector (Regional)	Widen to Regional Standard	\$2,365,000
800 West	440 N	280 N	Minor Collector (Regional)	Widen to Regional Standard	\$2,309,000
800 West	280 N	SR-218	Minor Collector (Regional)	Widen to Regional Standard	\$3,335,000
800 West	SR-218	100 S	Major Collector	Widen	\$2,837,000
800 West	100 S	225 S	Major Collector	Widen	\$3,013,000

0-5 Year Projects					
Street	From	To	Function Class	Project	Construction Cost (2026\$)
800 West	225 S	400 S	Major Collector	Widen	\$1,931,000
800 West	400 S	600 S	Major Collector	Widen	\$3,847,000
800 West	600 S	1000 S	Major Collector	Widen	\$4,271,000
250 East	400 S	600 S	Minor Arterial	Widen	\$3,323,000
250 East	600 S	800 S	Minor Arterial	Widen	\$2,864,000
250 East	800 S	850 S	Minor Arterial	Widen	\$616,000
250 East	850 S	1000 S	Minor Arterial	Widen	\$2,313,000
250 East	1000 S	4400 N(Annex.Boundary)	Minor Arterial	Widen	\$3,940,000
250 East	4400 N(Annex.Boundary)	4300 N	Minor Arterial	Out of boundary	\$2,126,000
250 East	4300 N	450 N	Minor Arterial	Out of boundary	\$2,154,000
250 East	450 N	300 N	Minor Arterial	Out of boundary	\$1,307,000
400 North	500 W	400 W	Minor Collector (City)	New construction	\$1,413,000
400 North	400 W	300 W	Minor Collector (City)	Widen	\$1,350,000
400 North	300 W	200 W	Minor Collector (City)	Widen	\$1,481,000
400 North	200 W	100 W	Minor Collector (City)	Widen	\$1,556,000
400 North	100 W	US-91	Minor Collector (City)	Widen	\$1,568,000
400 North	US-91	200 E	Minor Collector (City)	Widen	\$3,113,000
400 North	200 E	300 E	Minor Collector (City)	Widen	\$1,458,000
400 North	300 E	Upper Canyon Rd	Minor Collector (City)	Widen	\$1,945,000
680 North	US-91	150 E	Minor Collector (City)	Widen	\$2,062,000
680 North	150 E	350 E	Minor Collector (City)	Widen	\$2,917,000
680 North	350 E	500 E	Minor Collector (City)	New construction	\$2,073,000
680 North	500 E	Crow Mountain Rd	Minor Collector (City)	New construction	\$1,482,000

Table 8: Transportation Improvement Projects 5+ Years

5+ Year Projects					
Street	From	To	Function Class	Project	Construction Cost (2026\$)
800 East	600 S	900 S	Minor Collector (Regional)	Widen to Regional Standard	\$3,830,000
800 East	900 S	1000 S	Minor Collector (Regional)	Widen to Regional Standard	\$1,414,000

5+ Year Projects					
Street	From	To	Function Class	Project	Construction Cost (2026\$)
455 East	Center St	120 S	Minor Collector (Regional)	Widen	\$2,246,000
455 East	120 S	200 S	Minor Collector (Regional)	Widen	\$1,200,000
455 East	200 S	300 S	Minor Collector (Regional)	Widen	\$1,600,000
455 East	300 S	400 S	Minor Collector (Regional)	Widen	\$1,356,000
455 East	400 S	600 S	Minor Collector (Regional)	Widen	\$3,610,000
455 East	600 S	900 S	Minor Collector (Regional)	New construction	\$4,487,000
455 East	900 S	1000 S	Minor Collector (Regional)	New construction	\$1,957,000
455 East	1000 S	4400 N(Annex.Boundary)	Minor Collector (Regional)	New construction	\$2,830,000
Upper Canyon Road	Upper Canyon Rd	Crow Mountain Rd	Minor Collector (City)	Widen	\$2,767,000
400 West	SR-218	50 N	Minor Collector (Regional)	Widen to Regional Standard	\$922,000
400 West	50 N	Center St	Minor Collector (Regional)	Widen to Regional Standard	\$627,000
400 West	Center St	100 S	Minor Collector (Regional)	Widen to Regional Standard	\$1,543,000
400 West	100 S	200 S	Minor Collector (Regional)	Widen to Regional Standard	\$1,545,000
400 West	200 S	300 S	Minor Collector (Regional)	Widen to Regional Standard	\$1,540,000
400 West	300 S	400 S	Minor Collector (Regional)	Widen to Regional Standard	\$1,560,000
400 West	400 S	500 S	Minor Collector (Regional)	Widen to Regional Standard	\$1,542,000
400 West	500 S	600 S	Minor Collector (Regional)	Widen to Regional Standard	\$2,042,000
400 West	600 S	1000 S	Minor Collector (Regional)	Widen to Regional Standard	\$5,472,000
400 West	1000 S	4200 N(Annex.Boundary)	Minor Collector (Regional)	Widen to Regional Standard	\$5,452,000
400 South	200 E	250 E	Minor Arterial	Widen	\$577,000
600 South	800 W	600 W	Major Collector	Widen	\$2,918,000
600 South	600 W	400 W	Major Collector	Widen	\$2,818,000
600 South	400 W	300 W	Major Collector	Widen	\$1,531,000
600 South	300 W	200 W	Major Collector	Widen	\$1,304,000
600 South	200 W	US-91	Major Collector	Widen	\$3,703,000
600 South	US-91	100 E	Major Collector	Widen	\$1,663,000

5+ Year Projects					
Street	From	To	Function Class	Project	Construction Cost (2026\$)
600 South	100 E	250 E	Major Collector	Widen	\$1,695,000
600 South	250 E	350 E	Major Collector	Widen	\$1,302,000
600 South	350 E	455 E	Major Collector	Widen	\$1,746,000
600 South	455 E	700 E	Major Collector	Widen	\$2,950,000
600 South	700 E	800 E	Major Collector	Widen	\$2,275,000
600 South	800 E	900 E	Major Collector	Widen	\$1,883,000
600 South	900 E	1000 E	Major Collector	Widen	\$908,000
600 South	1200 W	800 W	Major Collector	Widen	\$5,593,000
300 South	800 W	600 W	Major Collector	New construction	\$2,837,000
300 South	600 W	400 W	Major Collector	New construction	\$2,875,000
300 South	400 W	300 W	Major Collector	Widen	\$1,485,000
300 South	300 W	200 W	Major Collector	Widen	\$1,591,000
300 South	200 W	100 W	Major Collector	Widen	\$1,624,000
300 South	100 W	US-91	Major Collector	Widen	\$1,633,000
300 South	US-91	100 E	Major Collector	Widen	\$1,719,000
300 South	100 E	200 E	Major Collector	Widen	\$1,651,000
300 South	200 E	300 E	Minor Collector (Regional)	Widen to Regional Standard	\$1,488,000
300 South	300 E	400 E	Minor Collector (Regional)	Widen to Regional Standard	\$1,105,000
300 South	400 E	455 E	Minor Collector (Regional)	Widen to Regional Standard	\$1,326,000
300 South	455 E	550 E	Minor Collector (Regional)	Widen to Regional Standard	\$1,229,000
300 South	550 E	700 E	Minor Collector (Regional)	Widen to Regional Standard	\$2,490,000
300 South	700 E	830 E	Minor Collector (Regional)	Widen to Regional Standard	\$2,062,000
300 South	830 E	900 E	Minor Collector (Regional)	Widen to Regional Standard	\$920,000
300 South	900 E	1000 E	Minor Collector (Regional)	Widen to Regional Standard	\$1,328,000
200 East	400 N	300 N	Minor Arterial	Widen	\$1,619,000
200 East	300 N	200 N	Minor Arterial	Widen	\$1,725,000
200 East	200 N	100 N	Minor Arterial	Widen	\$1,675,000
200 East	100 N	50 N	Minor Arterial	Widen	\$721,000
200 East	50 N	Center St	Minor Arterial	Widen	\$999,000
200 East	Center St	100 S	Minor Arterial	Widen	\$1,742,000
200 East	100 S	200 S	Minor Arterial	Widen	\$1,722,000

5+ Year Projects					
Street	From	To	Function Class	Project	Construction Cost (2026\$s)
200 East	200 S	300 S	Minor Arterial	Widen	\$1,661,000
200 East	300 S	400 S	Minor Arterial	Widen	\$1,562,000
350 East	800 N	680 N	Minor Collector (City)	New construction	\$5,302,000
350 East	680 N	500 N	Minor Collector (City)	New construction	\$5,079,000
350 East	500 N	400 N	Minor Collector (City)	New construction	\$2,494,000
800 North	800 W	600 W	Minor Collector (City)	New construction	\$1,929,000
800 North	600 W	400 W	Minor Collector (City)	New construction	\$2,909,000
800 North	400 W	300 W	Minor Collector (City)	New construction	\$1,681,000
800 North	300 W	200 W	Minor Collector (City)	New construction	\$1,075,000
800 North	200 W	US-91	Minor Collector (City)	New construction	\$3,059,000
800 North	US-91	150 E	Major Collector	Widen	\$2,158,000
800 North	150 E	350 E	Major Collector	Widen	\$2,983,000
800 North	350 E	Crow Mountain Rd	Major Collector	New construction	\$4,000,000
1000 South / 4600 North	1200 W	800 W	Minor Collector (Regional)	Widen to Regional Standard	\$5,573,000
1000 South / 4600 North	800 W	400 W	Major Collector	Widen	\$5,695,000
1000 South / 4600 North	400 W	300 W	Major Collector	Widen	\$1,554,000
1000 South / 4600 North	300 W	250 W	Major Collector	Widen	\$736,000
1000 South / 4600 North	250 W	200 W	Major Collector	Widen	\$838,000
1000 South / 4600 North	200 W	US-91	Major Collector	Widen	\$3,675,000
1000 South	US-91	100 E	Minor Collector (Regional)	Widen to Regional Standard	\$1,458,000
1000 South	100 E	250 E	Minor Collector (Regional)	New Construction	\$2,204,000
1000 South	250 E	455 E	Minor Collector (Regional)	New Construction	\$2,887,000
1000 South	455 E	600 E	Minor Collector (Regional)	New Construction	\$2,716,000
1000 South	600 E	800 E	Minor Collector (Regional)	New Construction	\$2,457,000
200 West	800 N	600 N	Minor Collector (City)	Widen	\$1,208,000
200 West	600 N	400 N	Minor Collector (City)	Widen	\$2,917,000
200 West	400 N	300 N	Minor Collector (City)	Widen	\$1,516,000
200 West	300 N	200 N	Minor Collector (City)	Widen	\$1,554,000
200 West	200 N	SR-218	Minor Collector (City)	Widen	\$1,456,000

5+ Year Projects					
Street	From	To	Function Class	Project	Construction Cost (2026\$s)
200 West	SR-218	50 N	Minor Collector (City)	Widen	\$853,000
200 West	50 N	Center St	Minor Collector (City)	Widen	\$740,000
200 West	Center St	100 S	Minor Collector (City)	Widen	\$1,426,000
200 West	100 S	200 S	Minor Collector (City)	Widen	\$1,412,000
200 West	200 S	300 S	Minor Collector (City)	Widen	\$1,332,000
200 West	300 S	400 S	Minor Collector (City)	Widen	\$1,461,000
200 West	400 S	500 S	Minor Collector (City)	Widen	\$1,742,000
200 West	500 S	600 S	Minor Collector (City)	Widen	\$1,402,000
Hillside Drive	Summit Dr	Milestone Dr	Major Collector	Widen	\$3,215,000
Hillside Drive	Milestone Dr	80 N	Major Collector	Widen	\$680,000
Powerline Road	300 S	600 S	Minor Collector (Regional)	New construction	\$4,083,000
Powerline Road	600 S	1100 South (Annex. Boundary)	Minor Collector (Regional)	New construction	\$11,383,000
6600 North	1600 W	800 W	Minor Collector (City)	Widen	\$9,995,000
5400 North	1200 W	800 W	Major Collector	Widen	\$5,569,000

6 TRAFFIC CALMING

6.1 TRAFFIC CALMING

The Institute of Transportation Engineers (ITE) defines traffic calming as the combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming consists of physical design and other measure put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists. For example, vertical deflections (speed humps, speed tables and raised intersections), horizontal shifts, and roadway narrowing are intended to reduce speed and enhance the street environment for non-motorists. Traffic calming measures can be implemented at an intersection, street, neighborhood, or at an area-wide level.

6.1.1 INSTALLING TRAFFIC CALMING MEASURES

The decision to install Traffic Calming Measures (TCM) should be based on engineering merits as opposed to public input alone.

One or more TCMs can be implemented on a temporary basis subject to performance evaluation and neighborhood review. Before implementing a TCM on a permanent basis, a comparison of speed and volume should be performed to determine if the TCM meets expectations and produces the intended result.

ITE provides a list (see link below) of traffic calming measures along with descriptions, cost estimate, benefits and potential issues with a given TCM.

<https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures/>

7 TRAFFIC IMPACT STUDY GUIDELINES

7.1 TRAFFIC IMPACT STUDIES

Traffic Impact Studies (TIS) are necessary to identify, review and make recommendations for mitigation of the potential impacts a development may have on the roadway system. The Smithfield City Engineer will determine the need for a Traffic Impact Study and the appropriate TIS level. When a Traffic Impact Study is required, prepare the study according to the appropriate TIS level as shown in **Appendix F**. The TIS shall, at a minimum, incorporate Smithfield City standards as well as any applicable UDOT and federal standards or guidelines not superseded by city standards. Additional requirements may be added at the City Engineer's discretion.

APPENDIX A: TRAFFIC COUNTS AND ANALYSIS

INTERSECTION: 100 N @ 100 E
 DATE OF TMC: Thursday, April 18, 2024
 TIME: 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM
 AGENCY:



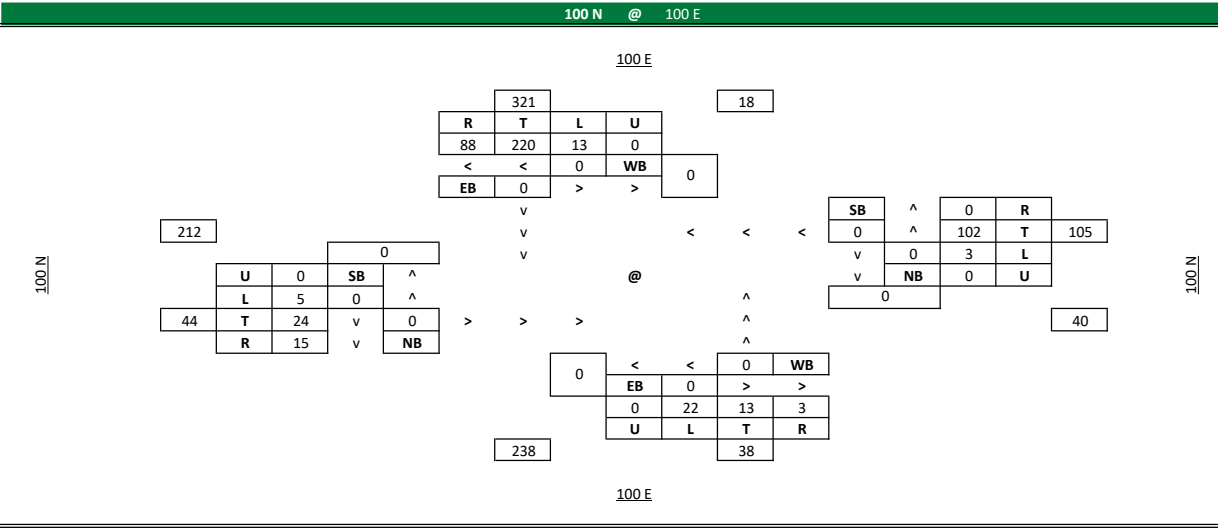
AM Hour		SOUTHBOUND						NORTHBOUND						WESTBOUND						EASTBOUND						GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	TOTAL
6:00 AM	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	7:15 AM	0	0	1	10	16	27	0	0	3	5	3	11	0	0	0	20	0	20	0	0	2	1	2	5	63
7:15 AM	7:30 AM	0	0	4	76	31	111	0	0	4	5	0	9	0	0	0	28	0	28	0	0	1	4	4	9	157
7:30 AM	7:45 AM	0	0	7	112	27	146	0	0	9	2	0	11	0	0	2	30	0	32	0	0	2	9	5	16	205
7:45 AM	8:00 AM	0	0	1	22	14	37	0	0	6	1	0	7	0	0	1	24	0	25	0	0	0	10	4	14	83
8:00 AM	8:15 AM	0	0	0	17	14	31	0	0	3	3	0	6	0	0	0	17	0	17	0	0	1	5	2	8	62
8:15 AM	8:30 AM	0	0	0	40	17	57	0	0	10	5	0	15	0	0	1	29	1	31	0	0	0	3	7	10	113
8:30 AM	8:45 AM	0	0	0	47	20	67	0	0	11	2	0	13	0	0	0	34	0	34	0	0	1	14	9	24	138
8:45 AM	9:00 AM	0	0	1	27	10	38	0	0	7	3	0	10	0	0	0	16	0	16	0	0	1	11	1	13	77
TOTAL		0	0	14	351	149	514	0	0	53	26	3	82	0	0	4	198	1	203	0	0	8	57	34	99	898

PM Hour		SOUTHBOUND						NORTHBOUND						WESTBOUND						EASTBOUND						GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	TOTAL
3:00 PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	4:15 PM	0	0	1	7	12	20	0	0	10	7	0	17	0	0	0	19	0	19	0	0	2	10	3	15	71
4:15 PM	4:30 PM	0	0	1	17	6	24	0	0	6	8	0	14	0	0	0	20	0	20	0	0	2	7	2	11	69
4:30 PM	4:45 PM	0	0	0	16	10	26	0	0	4	7	0	11	0	0	0	15	0	15	0	0	2	9	3	14	66
4:45 PM	5:00 PM	0	0	0	16	18	34	0	0	8	6	0	14	0	0	1	25	1	27	0	0	2	10	6	18	93
5:00 PM	5:15 PM	0	0	0	11	12	23	0	0	13	6	0	19	0	0	0	22	0	22	0	0	3	10	8	21	85
5:15 PM	5:30 PM	0	0	0	20	11	31	0	0	6	4	0	10	0	0	0	30	0	30	0	0	3	8	1	12	83
5:30 PM	5:45 PM	0	0	0	14	13	27	0	0	8	10	2	20	0	0	0	22	0	22	0	0	0	10	3	13	82
5:45 PM	6:00 PM	0	0	0	11	13	24	0	0	7	8	0	15	0	0	1	24	0	25	0	0	3	10	4	17	81
TOTAL		0	0	2	112	95	209	0	0	62	56	2	120	0	0	2	177	1	180	0	0	17	74	30	121	630

INTERSECTION: 100 N @ 100 E
DATE OF TMC: Thursday, April 18, 2024
TIME: 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM
AGENCY:



AM Peak Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
7:00 AM	7:15 AM	0	0	1	10	16	27		0	0	3	5	3	11		0	0	0	20	0	20		0	0	2	1	2	5		63
7:15 AM	7:30 AM	0	0	4	76	31	111		0	0	4	5	0	9		0	0	0	28	0	28		0	0	1	4	4	9		157
7:30 AM	7:45 AM	0	0	7	112	27	146		0	0	9	2	0	11		0	0	2	30	0	32		0	0	2	9	5	16		205
7:45 AM	8:00 AM	0	0	1	22	14	37		0	0	6	1	0	7		0	0	1	24	0	25		0	0	0	10	4	14		83
TOTAL		0	0	13	220	88	321		0	0	22	13	3	38		0	0	3	102	0	105		0	0	5	24	15	44		508
PHF		0.55							0.86							0.82							0.69							0.62
%HGV		0.2%							2.4%							4.9%							3.0%							1.8%



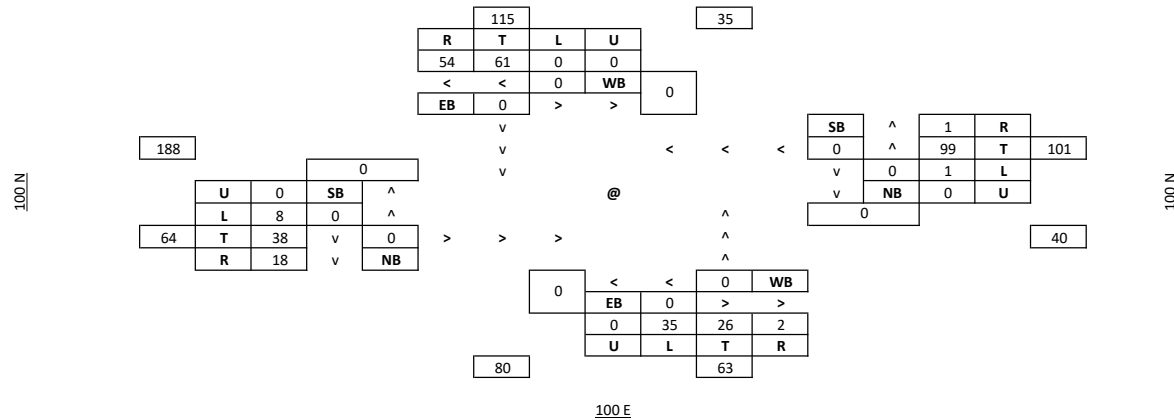
INTERSECTION: 100 N @ 100 E
 DATE OF TMC: Thursday, April 18, 2024
 TIME: 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM
 AGENCY:



PM Peak Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND		
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	TOTAL
4:45 PM	5:00 PM	0	0	0	16	18	34	0	0	8	6	0	14	0	0	1	25	1	27	0	0	2	10	6	18	0	0	2	10	6	18	93
5:00 PM	5:15 PM	0	0	0	11	12	23	0	0	13	6	0	19	0	0	0	22	0	22	0	0	3	10	8	21	0	0	3	10	8	21	85
5:15 PM	5:30 PM	0	0	0	20	11	31	0	0	6	4	0	10	0	0	0	30	0	30	0	0	3	8	1	12	0	0	3	8	1	12	83
5:30 PM	5:45 PM	0	0	0	14	13	27	0	0	8	10	2	20	0	0	0	22	0	22	0	0	0	10	3	13	0	0	0	10	3	13	82
TOTAL		0	0	0	61	54	115	0	0	35	26	2	63	0	0	1	99	1	101	0	0	8	38	18	64	0	0	8	38	18	64	343
PHF		0.85						0.79						0.84						0.76						0.92						
%HGV		0.5%						0.0%						0.0%						0.0%						0.2%						

100 N @ 100 E

100 E



INTERSECTION: 300 S @ 100 E
 DATE OF TMC: Wednesday, April 10, 2024
 TIME: 6:45 AM to 8:45 AM and 3:45 PM to 5:45 PM
 AGENCY:



AM Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND	
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total
6:00 AM	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	7:00 AM	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	24	0	24	0	0	0	0	5	0	5	0	0	0	5	33
7:00 AM	7:15 AM	0	0	0	3	8	11	0	0	1	2	0	3	0	0	0	39	0	39	0	0	3	6	3	12	0	0	3	6	12	65
7:15 AM	7:30 AM	0	0	1	11	9	21	0	0	3	3	1	7	0	0	0	56	0	56	0	0	0	12	15	27	0	0	0	12	15	111
7:30 AM	7:45 AM	0	0	6	31	17	54	0	0	8	1	0	9	0	0	0	72	0	72	0	0	1	28	25	54	0	0	1	28	25	189
7:45 AM	8:00 AM	0	0	0	2	10	12	0	0	1	1	0	2	0	0	0	49	0	49	0	0	1	15	1	17	0	0	1	15	1	80
8:00 AM	8:15 AM	0	0	0	4	10	14	0	0	0	1	0	1	0	0	0	28	0	28	0	0	0	17	0	17	0	0	0	17	0	60
8:15 AM	8:30 AM	0	0	0	1	10	11	0	0	1	2	0	3	0	0	0	44	0	44	0	0	0	26	2	28	0	0	0	26	2	86
8:30 AM	8:45 AM	0	0	1	3	13	17	0	0	1	2	0	3	0	0	1	70	1	72	0	0	0	17	3	20	0	0	0	17	3	112
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	8	56	80	144	0	0	15	12	1	28	0	0	1	382	1	384	0	0	5	126	49	180						736

PM Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND		
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	
3:00 PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	4:00 PM	0	0	0	6	7	13	0	0	1	3	0	4	0	0	1	34	2	37	0	0	1	33	3	37	0	0	1	33	0	37	91
4:00 PM	4:15 PM	0	0	1	6	3	10	0	0	2	0	0	2	0	0	0	23	1	24	0	0	1	27	1	29	0	0	1	27	1	29	65
4:15 PM	4:30 PM	0	0	1	5	12	18	0	0	0	5	0	5	0	0	0	33	0	33	0	0	1	23	0	24	0	0	1	23	0	24	80
4:30 PM	4:45 PM	0	0	4	3	5	12	0	0	4	7	0	11	0	0	0	21	2	23	0	0	1	29	1	31	0	0	1	29	1	31	77
4:45 PM	5:00 PM	0	0	2	5	5	12	0	0	2	3	0	5	0	0	0	49	5	54	0	0	2	34	3	39	0	0	2	34	3	39	110
5:00 PM	5:15 PM	0	0	1	5	8	14	0	0	2	3	1	6	0	0	0	36	1	37	0	0	0	36	2	38	0	0	0	36	2	38	95
5:15 PM	5:30 PM	0	0	1	5	11	17	0	0	1	4	0	5	0	0	0	26	0	26	0	0	2	21	3	26	0	0	2	21	3	26	74
5:30 PM	5:45 PM	0	0	3	7	10	20	0	0	0	4	0	4	0	0	0	35	1	36	0	0	1	30	2	33	0	0	1	30	2	33	93
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL		0	0	13	42	61	116	0	0	12	29	1	42	0	0	1	257	12	270	0	0	9	233	15	257	0	0	9	233	15	257	685

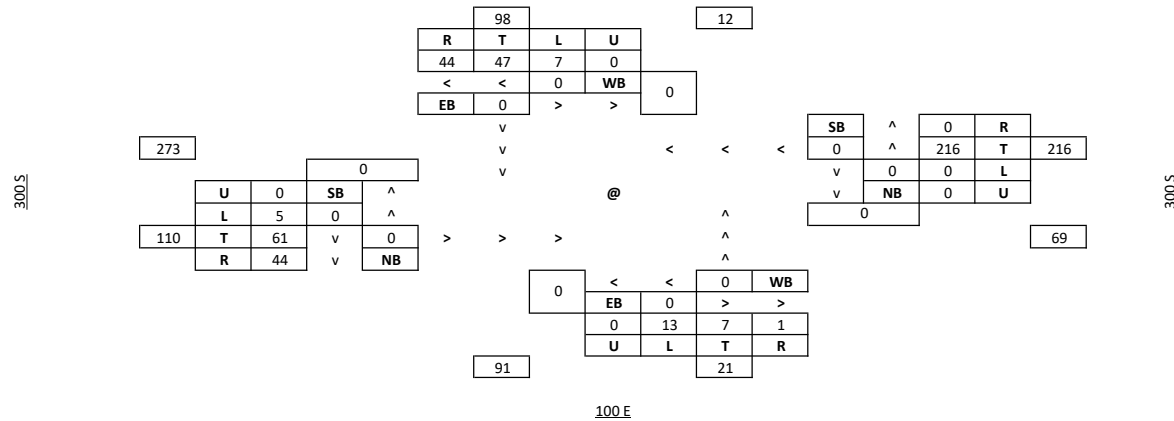
INTERSECTION: 300 S @ 100 E
 DATE OF TMC: Wednesday, April 10, 2024
 TIME: 6:45 AM to 8:45 AM and 3:45 PM to 5:45 PM
 AGENCY:



AM Peak Hour		SOUTHBOUND						NORTHBOUND						WESTBOUND						EASTBOUND						GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	TOTAL
7:00 AM	7:15 AM	0	0	0	3	8	11	0	0	1	2	0	3	0	0	0	39	0	39	0	0	3	6	3	12	65
7:15 AM	7:30 AM	0	0	1	11	9	21	0	0	3	3	1	7	0	0	0	56	0	56	0	0	0	12	15	27	111
7:30 AM	7:45 AM	0	0	6	31	17	54	0	0	8	1	0	9	0	0	0	72	0	72	0	0	1	28	25	54	189
7:45 AM	8:00 AM	0	0	0	2	10	12	0	0	1	1	0	2	0	0	0	49	0	49	0	0	1	15	1	17	80
TOTAL		0	0	7	47	44	98	0	0	13	7	1	21	0	0	0	216	0	216	0	0	5	61	44	110	445
PHF		0.45						0.58						0.75						0.51						0.59
%HGV		0.0%						0.0%						0.0%						0.0%						0.0%

300 S @ 100 E

100 E





J-U-B ENGINEERS, INC.

300 S @ 100 E

INTERSECTION: 400 N @ 100 E
 DATE OF TMC: Thursday, March 21, 2024
 TIME: 7:00 AM to 9:00 AM and 3:45 PM to 5:45 PM
 AGENCY:



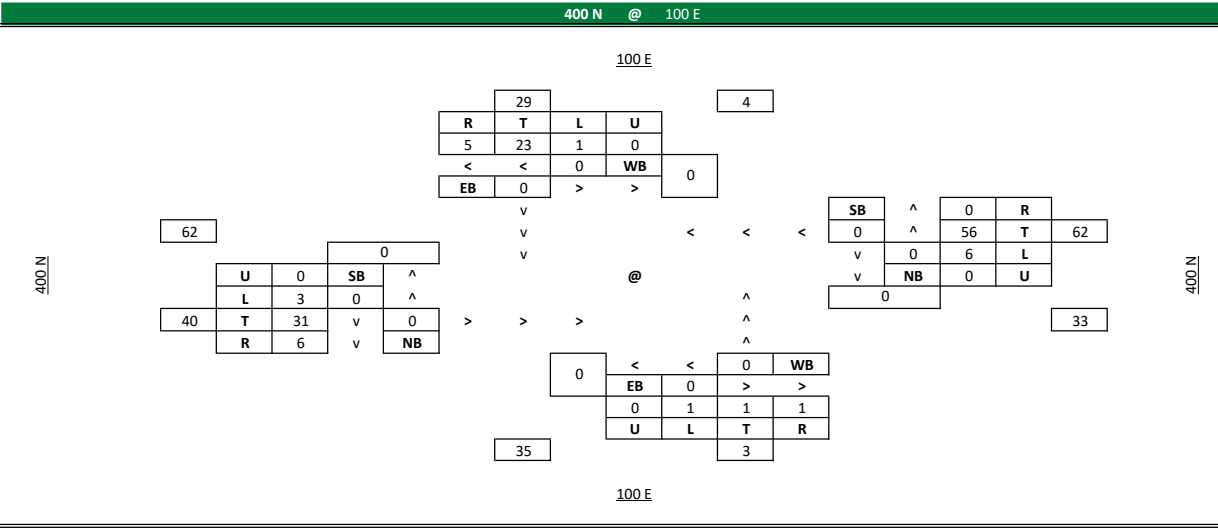
AM Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
6:00 AM	6:15 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:15 AM	6:30 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:30 AM	6:45 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:45 AM	7:00 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
7:00 AM	7:15 AM	0	0	0	2	1	3		0	0	0	0	0	0		0	0	1	10	0	11		0	0	0	2	1	3		17
7:15 AM	7:30 AM	0	0	1	2	2	5		0	0	0	0	0	0		0	0	4	9	0	13		0	0	2	8	2	12		30
7:30 AM	7:45 AM	0	0	0	7	3	10		0	0	0	0	1	1		0	0	2	14	0	16		0	0	0	11	1	12		39
7:45 AM	8:00 AM	0	0	0	10	0	10		0	0	0	1	0	1		0	0	0	14	0	14		0	0	1	6	3	10		35
8:00 AM	8:15 AM	0	0	0	4	0	4		0	0	1	0	0	1		0	0	0	19	0	19		0	0	0	6	0	6		30
8:15 AM	8:30 AM	0	0	0	0	3	3		0	0	0	1	0	1		0	0	1	13	0	14		0	0	0	4	0	4		22
8:30 AM	8:45 AM	0	0	0	3	1	4		0	0	0	0	0	0		0	0	1	9	0	10		0	0	2	12	2	16		30
8:45 AM	9:00 AM	0	0	0	3	1	4		0	0	0	1	0	1		0	0	2	16	0	18		0	0	1	6	0	7		30
TOTAL		0	0	1	31	11	43		0	0	1	3	1	5		0	0	11	104	0	115		0	0	6	55	9	70		233

PM Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
3:00 PM	3:15 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:15 PM	3:30 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:30 PM	3:45 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:45 PM	4:00 PM	0	0	2	4	1	7		0	0	0	1	1	2		0	0	2	4	0	6		0	0	4	23	1	28		43
4:00 PM	4:15 PM	0	0	0	4	1	5		0	0	1	2	0	3		0	0	1	8	0	9		0	0	4	20	0	24		41
4:15 PM	4:30 PM	0	0	0	4	2	6		0	0	0	3	1	4		0	0	4	12	0	16		0	0	3	28	4	35		61
4:30 PM	4:45 PM	0	0	0	2	2	4		0	0	0	1	1	2		0	0	0	7	0	7		0	0	4	20	0	24		37
4:45 PM	5:00 PM	0	0	0	5	2	7		0	0	0	2	0	2		0	0	3	7	0	10		0	0	3	20	1	24		43
5:00 PM	5:15 PM	0	0	0	4	1	5		0	0	0	2	0	2		0	0	0	11	2	13		0	0	11	30	1	42		62
5:15 PM	5:30 PM	0	0	0	1	0	1		0	0	0	1	1	2		0	0	1	9	0	10		0	0	5	32	0	37		50
5:30 PM	5:45 PM	0	0	0	4	2	6		0	0	0	1	1	2		0	0	2	18	0	20		0	0	0	24	0	24		52
5:45 PM	6:00 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
TOTAL		0	0	2	28	11	41		0	0	1	13	5	19		0	0	13	76	2	91		0	0	34	197	7	238		389

INTERSECTION: 400 N @ 100 E
DATE OF TMC: Thursday, March 21, 2024
TIME: 7:00 AM to 9:00 AM and 3:45 PM to 5:45 PM
AGENCY:



AM Peak Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
7:15 AM	7:30 AM	0	0	1	2	2	5		0	0	0	0	0	0		0	0	4	9	0	13		0	0	2	8	2	12		30
7:30 AM	7:45 AM	0	0	0	7	3	10		0	0	0	0	1	1		0	0	2	14	0	16		0	0	0	11	1	12		39
7:45 AM	8:00 AM	0	0	0	10	0	10		0	0	0	1	0	1		0	0	0	14	0	14		0	0	1	6	3	10		35
8:00 AM	8:15 AM	0	0	0	4	0	4		0	0	1	0	0	1		0	0	0	19	0	19		0	0	0	6	0	6		30
TOTAL		0	0	1	23	5	29		0	0	1	1	1	3		0	0	6	56	0	62		0	0	3	31	6	40		134
PHF		0.73							0.75							0.82							0.83							0.86
%HGV		0.0%							0.0%							4.3%							0.0%							2.1%



INTERSECTION: 400 N @ 100 E
 DATE OF TMC: Thursday, March 21, 2024
 TIME: 7:00 AM to 9:00 AM and 3:45 PM to 5:45 PM
 AGENCY:

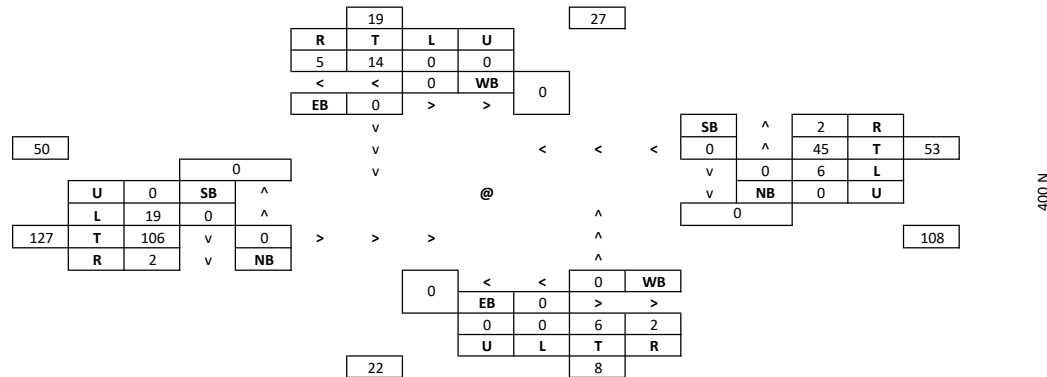


PM Peak Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
4:45 PM	5:00 PM	0	0	0	5	2	7		0	0	0	2	0	2		0	0	3	7	0	10		0	0	3	20	1	24		43
5:00 PM	5:15 PM	0	0	0	4	1	5		0	0	0	2	0	2		0	0	0	11	2	13		0	0	11	30	1	42		62
5:15 PM	5:30 PM	0	0	0	1	0	1		0	0	0	1	1	2		0	0	1	9	0	10		0	0	5	32	0	37		50
5:30 PM	5:45 PM	0	0	0	4	2	6		0	0	0	1	1	2		0	0	2	18	0	20		0	0	0	24	0	24		52
TOTAL		0	0	0	14	5	19		0	0	0	6	2	8		0	0	6	45	2	53		0	0	19	106	2	127		207
PHF		0.68							1.00							0.66							0.76							0.83
%HGV		0.0%							0.0%							0.0%							0.0%							0.0%

400 N @ 100 E

100 E

400 N



400 N

100 E

INTERSECTION: 800 S @ 100 E
 DATE OF TMC: Wednesday, May 15, 2024
 TIME: 6:45 AM to 8:45 AM and 3:45 PM to 5:45 PM
 AGENCY:



AM Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
6:00 AM	6:15 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:15 AM	6:30 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:30 AM	6:45 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:45 AM	7:00 AM	0	0	0	6	2	8		0	0	3	0	0	3		0	0	9	12	0	21		0	0	1	3	6	10		42
7:00 AM	7:15 AM	0	0	0	5	5	10		0	0	0	0	3	3		0	0	11	12	0	23		0	0	3	8	3	14		50
7:15 AM	7:30 AM	0	0	2	10	6	18		0	0	1	0	1	2		0	0	19	10	1	30		0	0	2	9	2	13		63
7:30 AM	7:45 AM	0	0	1	17	3	21		0	0	3	1	9	13		0	0	15	17	0	32		0	0	5	17	0	22		88
7:45 AM	8:00 AM	0	0	2	10	5	17		0	0	0	2	1	3		0	0	8	13	2	23		0	0	4	9	3	16		59
8:00 AM	8:15 AM	0	0	0	8	4	12		0	0	2	0	5	7		0	0	4	13	2	19		0	0	3	7	7	17		55
8:15 AM	8:30 AM	0	0	1	12	2	15		0	0	1	1	3	5		0	0	8	9	2	19		0	0	4	10	2	16		55
8:30 AM	8:45 AM	0	0	1	8	4	13		0	0	1	4	3	8		0	0	10	19	2	31		0	0	5	8	4	17		69
8:45 AM	9:00 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
TOTAL		0	0	7	76	31	114		0	0	11	8	25	44		0	0	84	105	9	198		0	0	27	71	27	125		481

PM Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
3:00 PM	3:15 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:15 PM	3:30 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:30 PM	3:45 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:45 PM	4:00 PM	0	0	3	4	7	14		0	0	0	2	11	13		0	0	8	26	0	34		0	0	11	39	3	53		114
4:00 PM	4:15 PM	0	0	1	6	4	11		0	0	1	4	14	19		0	0	6	24	1	31		0	0	14	34	3	51		112
4:15 PM	4:30 PM	0	0	1	6	4	11		0	0	1	9	16	26		0	0	9	24	2	35		0	0	12	30	4	46		118
4:30 PM	4:45 PM	0	0	1	4	5	10		0	0	0	8	15	23		0	0	10	23	1	34		0	0	11	29	0	40		107
4:45 PM	5:00 PM	0	0	1	7	4	12		0	0	1	6	10	17		0	0	9	26	7	42		0	0	22	32	3	57		128
5:00 PM	5:15 PM	0	0	2	6	9	17		0	0	3	9	17	29		0	0	4	30	2	36		0	0	16	32	3	51		133
5:15 PM	5:30 PM	0	0	2	4	5	11		0	0	1	2	16	19		0	0	14	29	1	44		0	0	22	42	2	66		140
5:30 PM	5:45 PM	0	0	1	5	7	13		0	0	2	7	14	23		0	0	7	30	4	41		0	0	17	41	3	61		138
5:45 PM	6:00 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
TOTAL		0	0	12	42	45	99		0	0	9	47	113	169		0	0	67	212	18	297		0	0	125	279	21	425		990



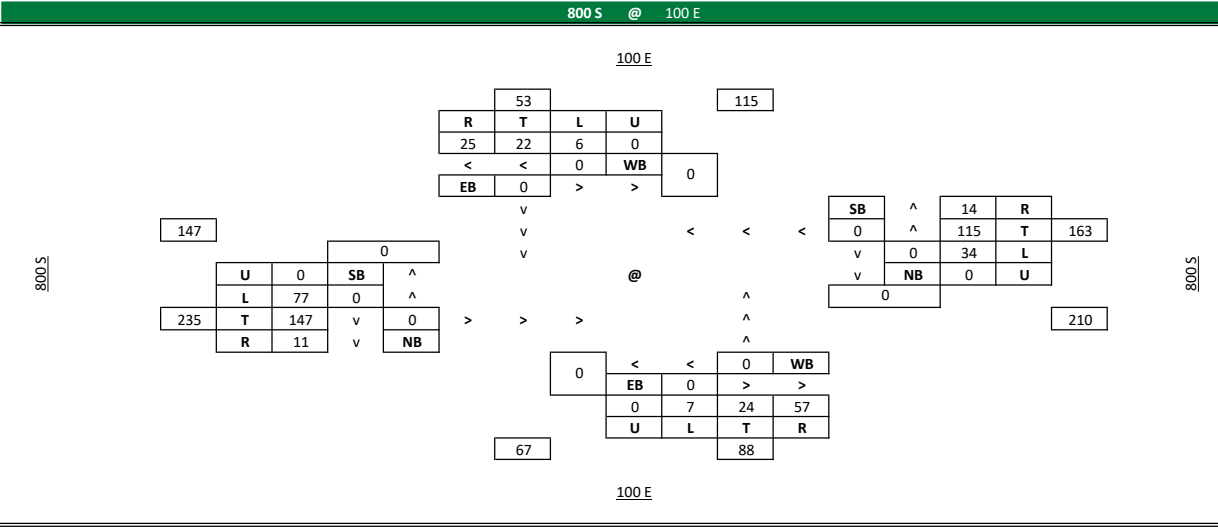
J-U-B ENGINEERS, INC.

800 S @ 100 E

INTERSECTION: 800 S @ 100 E
DATE OF TMC: Wednesday, May 15, 2024
TIME: 6:45 AM to 8:45 AM and 3:45 PM to 5:45 PM
AGENCY:



PM Peak Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND		
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	
4:45 PM	5:00 PM	0	0	1	7	4	12	0	0	1	6	10	17	0	0	9	26	7	42	0	0	22	32	3	57	0	0	22	32	3	57	128
5:00 PM	5:15 PM	0	0	2	6	9	17	0	0	3	9	17	29	0	0	4	30	2	36	0	0	16	32	3	51	0	0	16	32	3	51	133
5:15 PM	5:30 PM	0	0	2	4	5	11	0	0	1	2	16	19	0	0	14	29	1	44	0	0	22	42	2	66	0	0	22	42	2	66	140
5:30 PM	5:45 PM	0	0	1	5	7	13	0	0	2	7	14	23	0	0	7	30	4	41	0	0	17	41	3	61	0	0	17	41	3	61	138
TOTAL		0	0	6	22	25	53	0	0	7	24	57	88	0	0	34	115	14	163	0	0	77	147	11	235	0	0	77	147	11	235	539
PHF		0.78						0.76						0.93						0.89						0.96						
%HGV		0.0%						0.0%						0.0%						0.0%						0.0%						



INTERSECTION: Upper Canyon @ 600 E
 DATE OF TMC: Thursday, May 16, 2024
 TIME: 6:45 AM to 8:45 AM and 3:45 PM to 5:45 PM
 AGENCY:



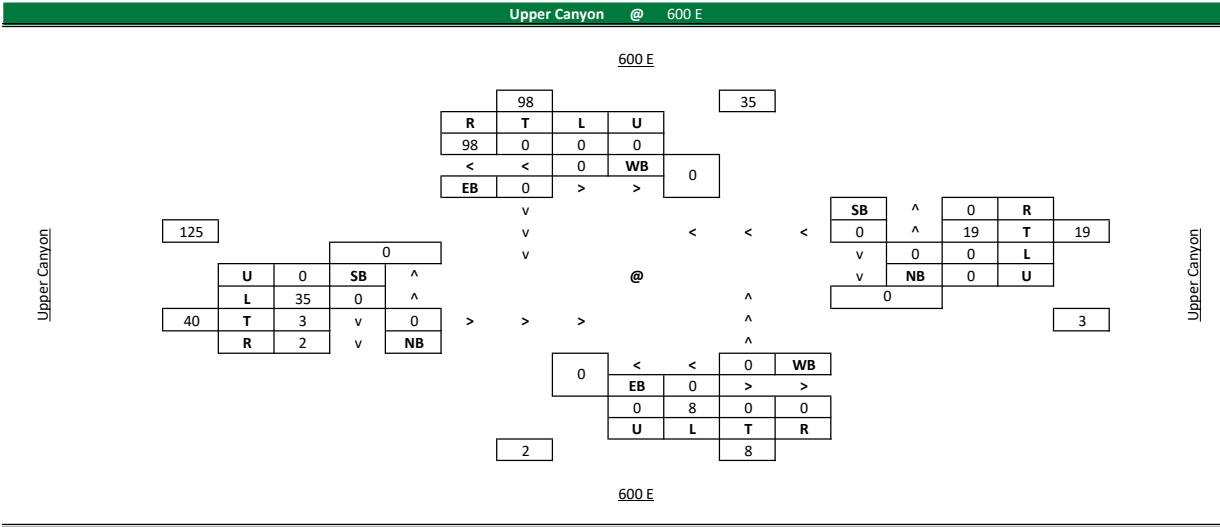
AM Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
6:00 AM	6:15 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:15 AM	6:30 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:30 AM	6:45 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:45 AM	7:00 AM	0	0	0	0	13	13		0	0	1	0	0	1		0	0	0	3	1	4		0	0	8	2	1	11		29
7:00 AM	7:15 AM	0	0	1	0	9	10		0	0	0	0	0	0		0	0	0	4	0	4		0	0	5	1	0	6		20
7:15 AM	7:30 AM	0	0	0	0	37	37		0	0	3	0	0	3		0	0	0	6	0	6		0	0	4	0	0	4		50
7:30 AM	7:45 AM	0	0	0	0	34	34		0	0	0	0	0	0		0	0	0	7	0	7		0	0	10	1	1	12		53
7:45 AM	8:00 AM	0	0	0	0	11	11		0	0	1	0	0	1		0	0	0	5	0	5		0	0	10	1	0	11		28
8:00 AM	8:15 AM	0	0	0	0	16	16		0	0	4	0	0	4		0	0	0	1	0	1		0	0	11	1	1	13		34
8:15 AM	8:30 AM	0	0	0	0	29	29		0	0	1	0	0	1		0	0	0	5	0	5		0	0	8	3	2	13		48
8:30 AM	8:45 AM	0	0	0	0	26	26		0	0	1	0	0	1		0	0	0	10	0	10		0	0	9	1	0	10		47
8:45 AM	9:00 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
TOTAL		0	0	1	0	175	176		0	0	11	0	0	11		0	0	0	41	1	42		0	0	65	10	5	80		309

PM Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
3:00 PM	3:15 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:15 PM	3:30 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:30 PM	3:45 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:45 PM	4:00 PM	0	0	0	0	11	11		0	0	2	0	0	2		0	0	1	1	0	2		0	0	16	10	2	28		43
4:00 PM	4:15 PM	0	0	1	0	10	11		0	0	1	0	0	1		0	0	0	5	1	6		0	0	25	5	4	34		52
4:15 PM	4:30 PM	0	0	1	0	8	9		0	0	3	0	0	3		0	0	0	2	0	2		0	0	24	0	4	28		42
4:30 PM	4:45 PM	0	0	0	0	12	12		0	0	3	0	0	3		0	0	0	7	1	8		0	0	33	6	4	43		66
4:45 PM	5:00 PM	0	0	0	0	19	19		0	0	0	0	0	0		0	0	0	4	2	6		0	0	25	9	3	37		62
5:00 PM	5:15 PM	0	0	1	0	21	22		0	0	4	0	0	4		0	0	0	6	0	6		0	0	29	4	0	33		65
5:15 PM	5:30 PM	0	0	1	0	18	19		0	0	0	0	0	0		0	0	1	2	0	3		0	0	21	8	3	32		54
5:30 PM	5:45 PM	0	0	0	0	15	15		0	0	0	0	0	0		0	0	1	6	0	7		0	0	20	5	2	27		49
5:45 PM	6:00 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
TOTAL		0	0	4	0	114	118		0	0	13	0	0	13		0	0	3	33	4	40		0	0	193	47	22	262		433

INTERSECTION: Upper Canyon @ 600 E
DATE OF TMC: Thursday, May 16, 2024
TIME: 6:45 AM to 8:45 AM and 3:45 PM to 5:45 PM
AGENCY:



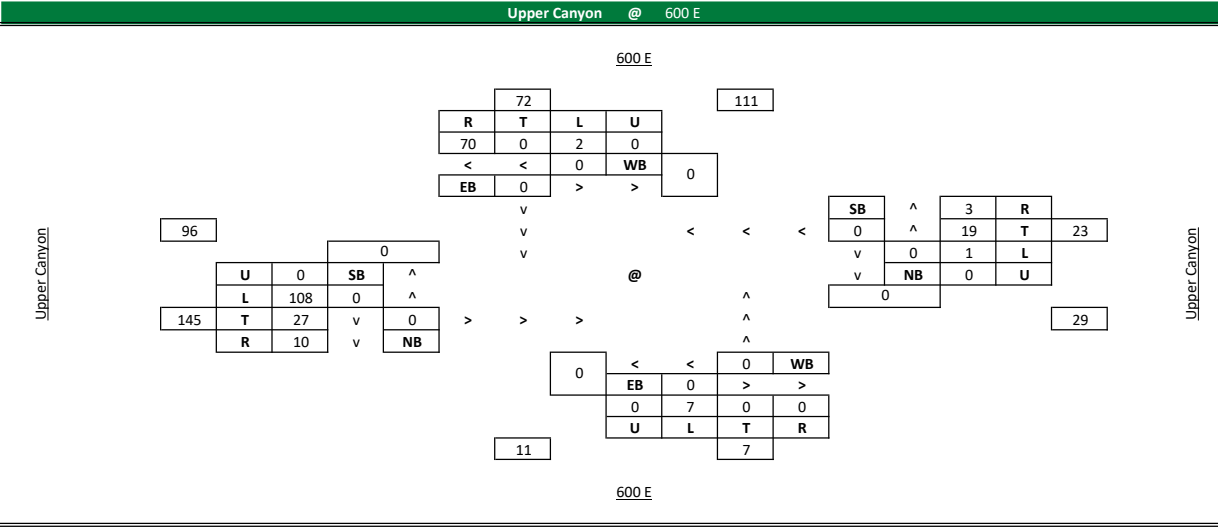
AM Peak Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL			
7:15 AM	7:30 AM	0	0	0	0	37	37	0	0	3	0	0	3	0	0	0	6	0	6	0	0	4	0	0	4		50			
7:30 AM	7:45 AM	0	0	0	0	34	34	0	0	0	0	0	0	0	0	0	7	0	7	0	0	10	1	1	12		53			
7:45 AM	8:00 AM	0	0	0	0	11	11	0	0	1	0	0	1	0	0	0	5	0	5	0	0	10	1	0	11		28			
8:00 AM	8:15 AM	0	0	0	0	16	16	0	0	4	0	0	4	0	0	0	1	0	1	0	0	11	1	1	13		34			
TOTAL		0	0	0	0	98	98	0	0	8	0	0	8	0	0	0	19	0	19	0	0	35	3	2	40		165			
PHF		0.66						0.50						0.68						0.77							0.78			
%HGV		0.6%						0.0%						0.0%						1.3%							0.6%			



INTERSECTION: Upper Canyon @ 600 E
DATE OF TMC: Thursday, May 16, 2024
TIME: 6:45 AM to 8:45 AM and 3:45 PM to 5:45 PM
AGENCY:



PM Peak Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
4:30 PM	4:45 PM	0	0	0	0	12	12		0	0	3	0	0	3		0	0	0	7	1	8		0	0	33	6	4	43		66
4:45 PM	5:00 PM	0	0	0	0	19	19		0	0	0	0	0	0		0	0	0	4	2	6		0	0	25	9	3	37		62
5:00 PM	5:15 PM	0	0	1	0	21	22		0	0	4	0	0	4		0	0	0	6	0	6		0	0	29	4	0	33		65
5:15 PM	5:30 PM	0	0	1	0	18	19		0	0	0	0	0	0		0	0	1	2	0	3		0	0	21	8	3	32		54
TOTAL		0	0	2	0	70	72		0	0	7	0	0	7		0	0	1	19	3	23		0	0	108	27	10	145		247
PHF		0.82							0.44							0.72							0.84							0.94
%HGV		0.0%							0.0%							0.0%							0.0%							0.0%



INTERSECTION: 600 S @ 250 E
 DATE OF TMC: Wednesday, March 20, 2024
 TIME: 6:45 AM to 8:45 AM and 3:45 PM to 5:45 PM
 AGENCY:



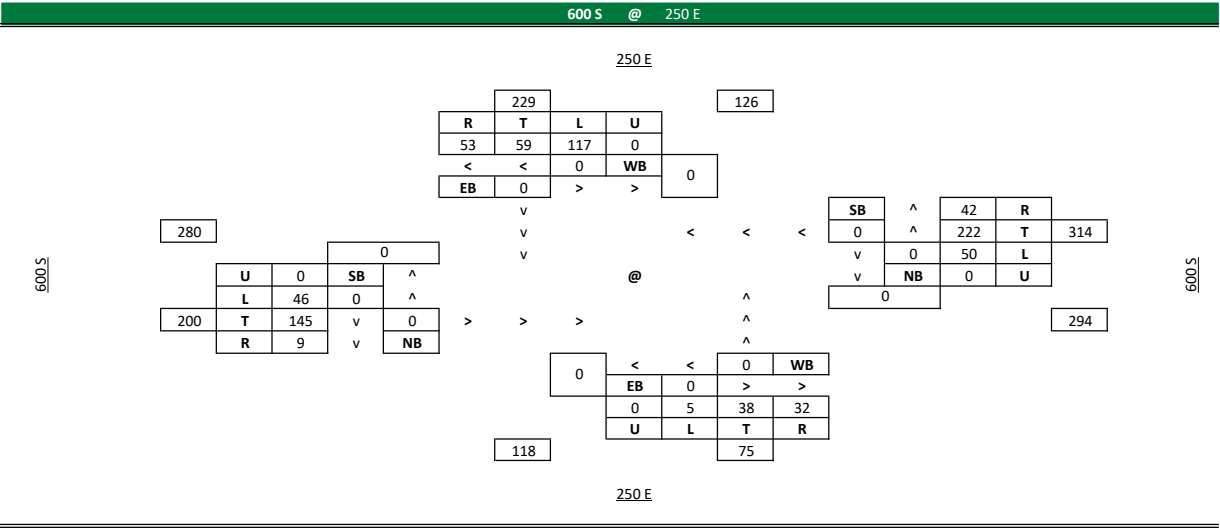
AM Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
6:00 AM	6:15 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:15 AM	6:30 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:30 AM	6:45 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:45 AM	7:00 AM	0	0	3	3	3	9		0	0	1	2	2	5		0	0	9	40	4	53		0	0	2	7	2	11		78
7:00 AM	7:15 AM	0	0	9	8	6	23		0	0	1	6	4	11		0	0	10	45	4	59		0	0	6	15	3	24		117
7:15 AM	7:30 AM	0	0	20	14	14	48		0	0	1	13	5	19		0	0	19	60	11	90		0	0	12	41	2	55		212
7:30 AM	7:45 AM	0	0	70	20	17	107		0	0	2	12	19	33		0	0	12	63	22	97		0	0	20	69	2	91		328
7:45 AM	8:00 AM	0	0	18	17	16	51		0	0	1	7	4	12		0	0	9	54	5	68		0	0	8	20	2	30		161
8:00 AM	8:15 AM	0	0	2	9	4	15		0	0	0	4	3	7		0	0	9	34	4	47		0	0	5	22	1	28		97
8:15 AM	8:30 AM	0	0	3	13	1	17		0	0	1	9	8	18		0	0	4	41	4	49		0	0	3	19	1	23		107
8:30 AM	8:45 AM	0	0	8	13	15	36		0	0	3	7	3	13		0	0	4	40	6	50		0	0	10	25	0	35		134
8:45 AM	9:00 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
TOTAL		0	0	133	97	76	306		0	0	10	60	48	118		0	0	76	377	60	513		0	0	66	218	13	297		1234

PM Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
3:00 PM	3:15 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:15 PM	3:30 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:30 PM	3:45 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:45 PM	4:00 PM	0	0	15	22	12	49		0	0	5	15	26	46		0	0	9	53	9	71		0	0	9	53	4	66		232
4:00 PM	4:15 PM	0	0	7	18	9	34		0	0	5	21	28	54		0	0	15	37	11	63		0	0	2	58	2	62		213
4:15 PM	4:30 PM	0	0	12	14	7	33		0	0	8	22	16	46		0	0	13	38	10	61		0	0	7	48	4	59		199
4:30 PM	4:45 PM	0	0	28	16	7	51		0	0	2	27	25	54		0	0	19	51	14	84		0	0	5	78	2	85		274
4:45 PM	5:00 PM	0	0	19	20	10	49		0	0	3	25	40	68		0	0	19	53	6	78		0	0	11	69	2	82		277
5:00 PM	5:15 PM	0	0	16	12	9	37		0	0	12	34	45	91		0	0	11	46	9	66		0	0	3	63	1	67		261
5:15 PM	5:30 PM	0	0	13	11	5	29		0	0	9	29	31	69		0	0	14	38	8	60		0	0	5	49	2	56		214
5:30 PM	5:45 PM	0	0	17	23	7	47		0	0	7	39	34	80		0	0	19	57	16	92		0	0	6	62	4	72		291
5:45 PM	6:00 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
TOTAL		0	0	127	136	66	329		0	0	51	212	245	508		0	0	119	373	83	575		0	0	48	480	21	549		1961

INTERSECTION: 600 S @ 250 E
DATE OF TMC: Wednesday, March 20, 2024
TIME: 6:45 AM to 8:45 AM and 3:45 PM to 5:45 PM
AGENCY:



AM Peak Hour		SOUTHBOUND						NORTHBOUND						WESTBOUND						EASTBOUND						GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	TOTAL
7:00 AM	7:15 AM	0	0	9	8	6	23	0	0	1	6	4	11	0	0	10	45	4	59	0	0	6	15	3	24	117
7:15 AM	7:30 AM	0	0	20	14	14	48	0	0	1	13	5	19	0	0	19	60	11	90	0	0	12	41	2	55	212
7:30 AM	7:45 AM	0	0	70	20	17	107	0	0	2	12	19	33	0	0	12	63	22	97	0	0	20	69	2	91	328
7:45 AM	8:00 AM	0	0	18	17	16	51	0	0	1	7	4	12	0	0	9	54	5	68	0	0	8	20	2	30	161
TOTAL		0	0	117	59	53	229	0	0	5	38	32	75	0	0	50	222	42	314	0	0	46	145	9	200	818
PHF		0.54						0.57						0.81						0.55						0.62
%HGV		0.3%						2.5%						0.4%						0.7%						0.6%



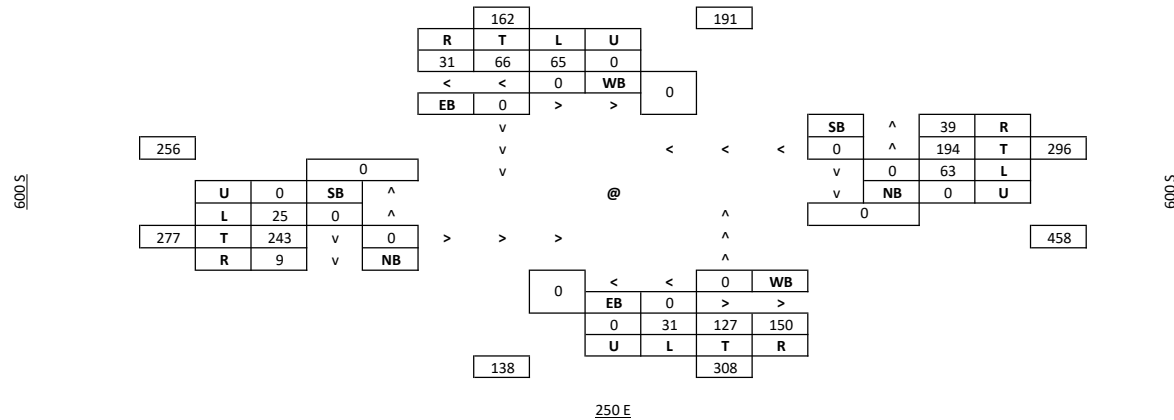
INTERSECTION: 600 S @ 250 E
 DATE OF TMC: Wednesday, March 20, 2024
 TIME: 6:45 AM to 8:45 AM and 3:45 PM to 5:45 PM
 AGENCY:



PM Peak Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
4:45 PM	5:00 PM	0	0	19	20	10	49		0	0	3	25	40	68		0	0	19	53	6	78		0	0	11	69	2	82		277
5:00 PM	5:15 PM	0	0	16	12	9	37		0	0	12	34	45	91		0	0	11	46	9	66		0	0	3	63	1	67		261
5:15 PM	5:30 PM	0	0	13	11	5	29		0	0	9	29	31	69		0	0	14	38	8	60		0	0	5	49	2	56		214
5:30 PM	5:45 PM	0	0	17	23	7	47		0	0	7	39	34	80		0	0	19	57	16	92		0	0	6	62	4	72		291
TOTAL		0	0	65	66	31	162		0	0	31	127	150	308		0	0	63	194	39	296		0	0	25	243	9	277		1043
PHF		0.83							0.85							0.80							0.84							0.90
%HGV		0.0%							0.2%							0.3%							0.2%							0.2%

600 S @ 250 E

250 E



INTERSECTION: 440 N @ 800 W
 DATE OF TMC: Tuesday, May 14, 2024
 TIME: 6:45 AM to 8:45 AM and 3:45 PM to 5:45 PM
 AGENCY:



AM Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
6:00 AM	6:15 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:15 AM	6:30 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:30 AM	6:45 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:45 AM	7:00 AM	0	0	1	4	0	5		0	0	0	1	0	1		0	0	0	0	0	0		0	0	0	0	1	1		7
7:00 AM	7:15 AM	0	0	0	1	0	1		0	0	0	2	0	2		0	0	0	0	0	0		0	0	0	1	1	2		5
7:15 AM	7:30 AM	0	0	2	2	0	4		0	0	1	3	0	4		0	0	4	0	1	5		0	0	0	0	4	4		17
7:30 AM	7:45 AM	0	0	0	7	0	7		0	0	2	1	1	4		0	0	2	1	0	3		0	0	0	0	1	1		15
7:45 AM	8:00 AM	0	0	1	1	0	2		0	0	1	0	0	1		0	0	1	1	0	2		0	0	0	0	0	0		5
8:00 AM	8:15 AM	0	0	0	5	0	5		0	0	0	2	2	4		0	0	1	1	0	2		0	0	0	1	1	2		13
8:15 AM	8:30 AM	0	0	0	2	0	2		0	0	0	2	1	3		0	0	2	2	1	5		0	0	0	2	5	7		17
8:30 AM	8:45 AM	0	0	0	3	0	3		0	0	1	5	5	11		0	0	2	0	0	2		0	0	0	1	2	3		19
8:45 AM	9:00 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
TOTAL		0	0	4	25	0	29		0	0	5	16	9	30		0	0	12	5	2	19		0	0	0	5	15	20		98

PM Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
3:00 PM	3:15 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:15 PM	3:30 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:30 PM	3:45 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:45 PM	4:00 PM	0	0	0	6	0	6		0	0	0	2	2	4		0	0	3	0	1	4		0	0	0	1	3	4		18
4:00 PM	4:15 PM	0	0	1	8	1	10		0	0	1	3	4	8		0	0	0	1	2	3		0	0	0	0	0	0		21
4:15 PM	4:30 PM	0	0	0	0	0	0		0	0	2	5	4	11		0	0	1	1	1	3		0	0	0	2	0	2		16
4:30 PM	4:45 PM	0	0	0	3	0	3		0	0	1	7	3	11		0	0	1	1	0	2		0	0	0	2	2	4		20
4:45 PM	5:00 PM	0	0	0	5	0	5		0	0	1	2	2	5		0	0	0	0	0	0		0	0	0	0	0	0		10
5:00 PM	5:15 PM	0	0	0	2	0	2		0	0	2	7	5	14		0	0	3	1	2	6		0	0	0	1	1	2		24
5:15 PM	5:30 PM	0	0	5	3	0	8		0	0	1	2	2	5		0	0	1	0	0	1		0	0	0	1	0	1		15
5:30 PM	5:45 PM	0	0	0	5	0	5		0	0	1	5	1	7		0	0	2	1	2	5		0	0	0	1	3	4		21
5:45 PM	6:00 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
TOTAL		0	0	6	32	1	39		0	0	9	33	23	65		0	0	11	5	8	24		0	0	0	8	9	17		145

INTERSECTION: 440 N @ 800 W
 DATE OF TMC: Tuesday, May 14, 2024
 TIME: 6:45 AM to 8:45 AM and 3:45 PM to 5:45 PM
 AGENCY:

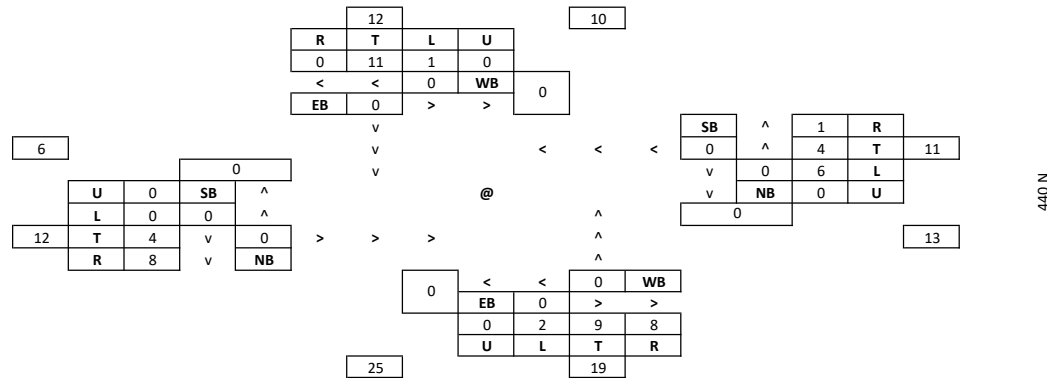


AM Peak Hour		SOUTHBOUND						NORTHBOUND						WESTBOUND						EASTBOUND						GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	TOTAL
7:45 AM	8:00 AM	0	0	1	1	0	2	0	0	1	0	0	1	0	0	1	1	0	2	0	0	0	0	0	0	5
8:00 AM	8:15 AM	0	0	0	5	0	5	0	0	0	2	2	4	0	0	1	1	0	2	0	0	0	1	1	2	13
8:15 AM	8:30 AM	0	0	0	2	0	2	0	0	0	2	1	3	0	0	2	2	1	5	0	0	0	2	5	7	17
8:30 AM	8:45 AM	0	0	0	3	0	3	0	0	1	5	5	11	0	0	2	0	0	2	0	0	0	1	2	3	19
TOTAL		0	0	1	11	0	12	0	0	2	9	8	19	0	0	6	4	1	11	0	0	0	4	8	12	54
PHF		0.60						0.43						0.55						0.43						0.71
%HGV		3.4%						0.0%						0.0%						0.0%						1.0%

440 N @ 800 W

800 W

440 N



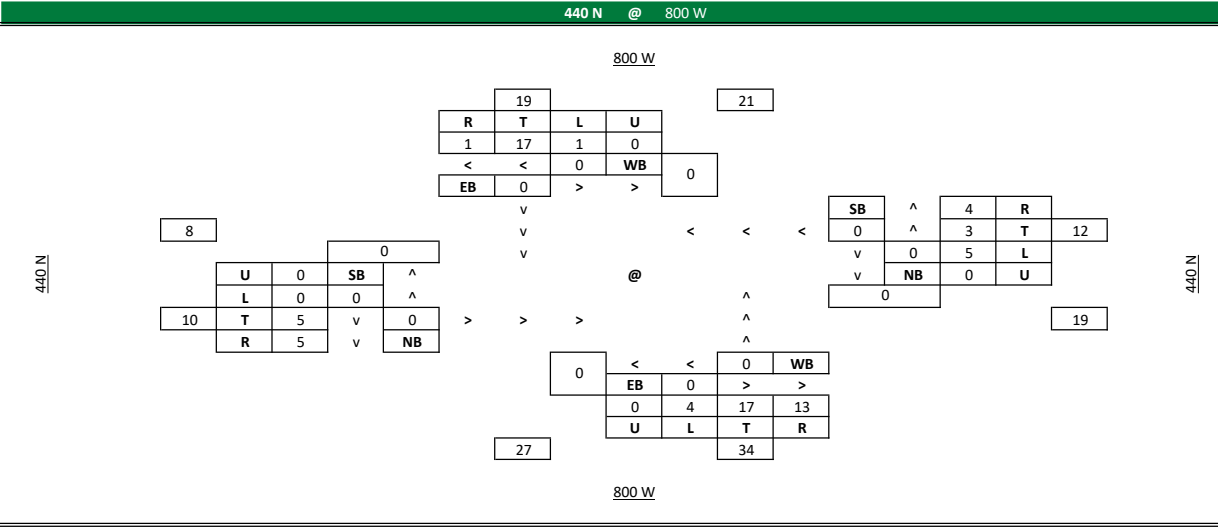
440 N

800 W

INTERSECTION: 440 N @ 800 W
DATE OF TMC: Tuesday, May 14, 2024
TIME: 6:45 AM to 8:45 AM and 3:45 PM to 5:45 PM
AGENCY:



PM Peak Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
3:45 PM	4:00 PM	0	0	0	6	0	6		0	0	0	2	2	4		0	0	3	0	1	4		0	0	0	1	3	4		18
4:00 PM	4:15 PM	0	0	1	8	1	10		0	0	1	3	4	8		0	0	0	1	2	3		0	0	0	0	0	0		21
4:15 PM	4:30 PM	0	0	0	0	0	0		0	0	2	5	4	11		0	0	1	1	1	3		0	0	0	2	0	2		16
4:30 PM	4:45 PM	0	0	0	3	0	3		0	0	1	7	3	11		0	0	1	1	0	2		0	0	0	2	2	4		20
TOTAL		0	0	1	17	1	19		0	0	4	17	13	34		0	0	5	3	4	12		0	0	0	5	5	10		75
PHF		0.48							0.77							0.75							0.63							0.89
%HGV		2.6%							3.1%							0.0%							5.9%							2.8%



INTERSECTION: 300 S @ 1000 E
 DATE OF TMC: Wednesday, May 8, 2024
 TIME: 6:45 AM to 8:45 AM and 3:45 PM to 5:45 PM
 AGENCY:



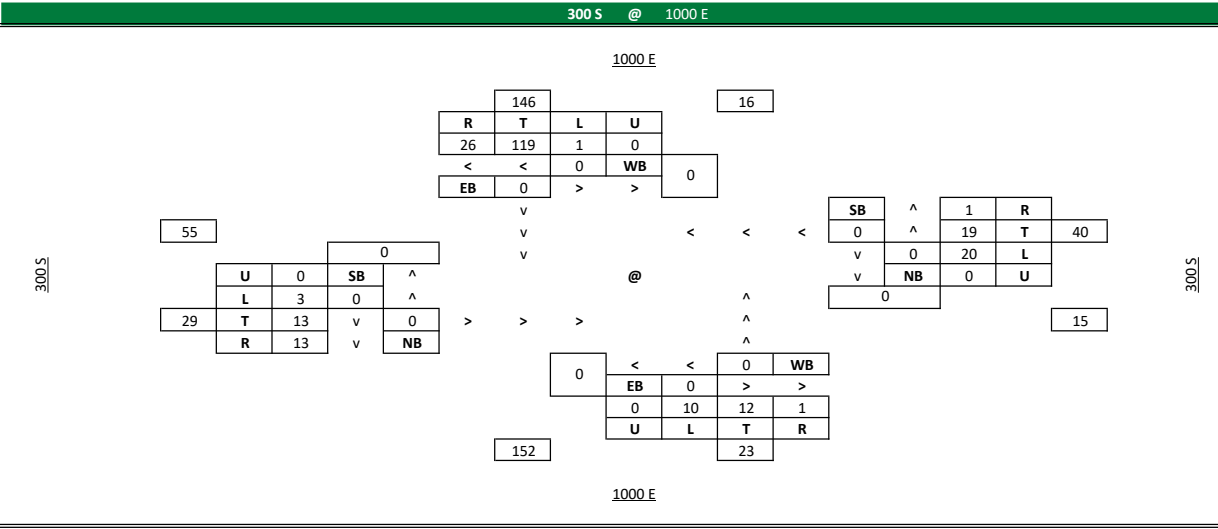
AM Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
6:00 AM	6:15 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:15 AM	6:30 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:30 AM	6:45 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:45 AM	7:00 AM	0	0	0	7	0	7		0	0	1	5	1	7		0	0	1	0	0	1		0	0	0	1	0	1		16
7:00 AM	7:15 AM	0	0	1	19	3	23		0	0	3	3	0	6		0	0	3	3	1	7		0	0	0	0	4	4		40
7:15 AM	7:30 AM	0	0	0	23	12	35		0	0	3	3	0	6		0	0	3	4	0	7		0	0	0	1	2	3		51
7:30 AM	7:45 AM	0	0	0	55	9	64		0	0	3	4	1	8		0	0	9	6	0	15		0	0	1	4	3	8		95
7:45 AM	8:00 AM	0	0	0	22	2	24		0	0	1	2	0	3		0	0	5	6	0	11		0	0	2	8	4	14		52
8:00 AM	8:15 AM	0	0	0	11	2	13		0	0	3	3	2	8		0	0	1	1	1	3		0	0	1	3	3	7		31
8:15 AM	8:30 AM	0	0	1	14	7	22		0	0	5	4	2	11		0	0	3	5	0	8		0	0	1	1	2	4		45
8:30 AM	8:45 AM	0	0	0	12	22	34		0	0	8	4	0	12		0	0	4	20	0	24		0	0	14	12	6	32		102
8:45 AM	9:00 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
TOTAL		0	0	2	163	57	222		0	0	27	28	6	61		0	0	29	45	2	76		0	0	19	30	24	73		432

PM Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
3:00 PM	3:15 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:15 PM	3:30 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:30 PM	3:45 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:45 PM	4:00 PM	0	0	0	21	3	24		0	0	1	23	4	28		0	0	6	4	0	10		0	0	5	7	2	14		76
4:00 PM	4:15 PM	0	0	0	9	3	12		0	0	2	18	4	24		0	0	3	5	0	8		0	0	5	5	0	10		54
4:15 PM	4:30 PM	0	0	0	9	2	11		0	0	1	18	2	21		0	0	3	3	0	6		0	0	0	3	2	5		43
4:30 PM	4:45 PM	0	0	1	16	2	19		0	0	3	27	1	31		0	0	3	2	0	5		0	0	4	2	0	6		61
4:45 PM	5:00 PM	0	0	1	19	0	20		0	0	5	19	4	28		0	0	0	2	0	2		0	0	9	5	4	18		68
5:00 PM	5:15 PM	0	0	2	12	2	16		0	0	2	27	5	34		0	0	4	3	1	8		0	0	4	3	4	11		69
5:15 PM	5:30 PM	0	0	0	14	1	15		0	0	2	21	3	26		0	0	5	4	1	10		0	0	3	2	0	5		56
5:30 PM	5:45 PM	0	0	0	11	1	12		0	0	4	22	4	30		0	0	2	3	0	5		0	0	6	3	4	13		60
5:45 PM	6:00 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
TOTAL		0	0	4	111	14	129		0	0	20	175	27	222		0	0	26	26	2	54		0	0	36	30	16	82		487

INTERSECTION: 300 S @ 1000 E
DATE OF TMC: Wednesday, May 8, 2024
TIME: 6:45 AM to 8:45 AM and 3:45 PM to 5:45 PM
AGENCY:



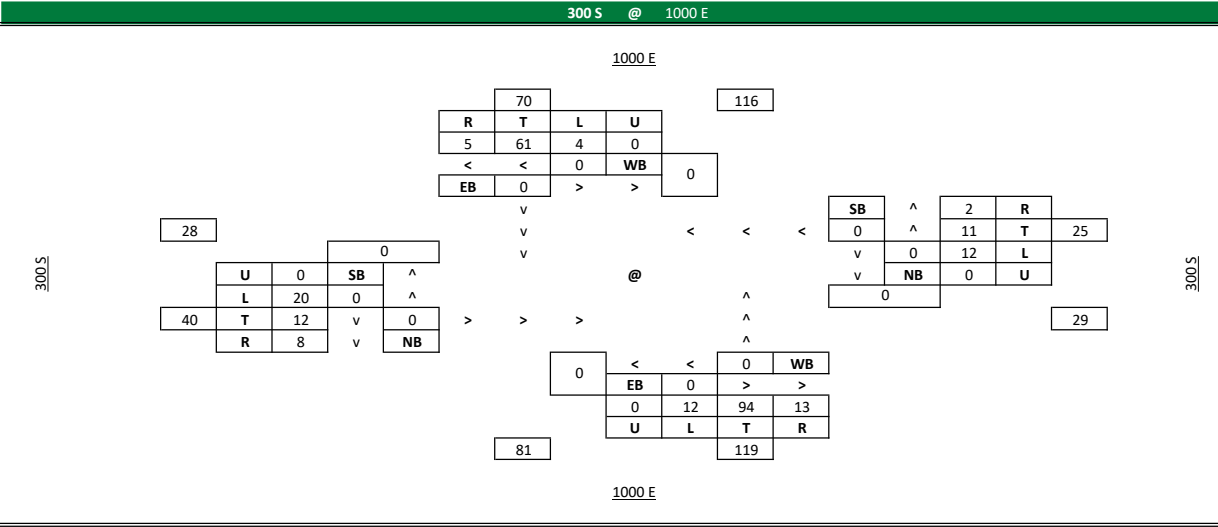
AM Peak Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
7:00 AM	7:15 AM	0	0	1	19	3	23		0	0	3	3	0	6		0	0	3	3	1	7		0	0	0	0	4	4		40
7:15 AM	7:30 AM	0	0	0	23	12	35		0	0	3	3	0	6		0	0	3	4	0	7		0	0	0	1	2	3		51
7:30 AM	7:45 AM	0	0	0	55	9	64		0	0	3	4	1	8		0	0	9	6	0	15		0	0	1	4	3	8		95
7:45 AM	8:00 AM	0	0	0	22	2	24		0	0	1	2	0	3		0	0	5	6	0	11		0	0	2	8	4	14		52
TOTAL		0	0	1	119	26	146		0	0	10	12	1	23		0	0	20	19	1	40		0	0	3	13	13	29		238
PHF		0.57							0.72							0.67							0.52							0.63
%HGV		0.0%							1.6%							1.3%							1.4%							0.7%



INTERSECTION: 300 S @ 1000 E
DATE OF TMC: Wednesday, May 8, 2024
TIME: 6:45 AM to 8:45 AM and 3:45 PM to 5:45 PM
AGENCY:



PM Peak Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND	
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total
4:30 PM	4:45 PM	0	0	1	16	2	19	0	0	3	27	1	31	0	0	3	2	0	5	0	0	4	2	0	6	0	0	4	2	0	6
4:45 PM	5:00 PM	0	0	1	19	0	20	0	0	5	19	4	28	0	0	0	2	0	2	0	0	9	5	4	18	0	0	4	3	4	11
5:00 PM	5:15 PM	0	0	2	12	2	16	0	0	2	27	5	34	0	0	4	3	1	8	0	0	4	3	4	11	0	0	3	2	0	5
5:15 PM	5:30 PM	0	0	0	14	1	15	0	0	2	21	3	26	0	0	5	4	1	10	0	0	3	2	0	5	0	0	20	12	8	40
TOTAL		0	0	4	61	5	70	0	0	12	94	13	119	0	0	12	11	2	25	0	0	20	12	8	40	0	0	20	12	8	40
PHF		0.88						0.88						0.63						0.56						0.92					
%HGV		0.0%						0.0%						0.0%						0.0%						0.0%					



INTERSECTION: 600 S @ 1000 E
 DATE OF TMC: Thursday, May 9, 2024
 TIME: 6:45 AM to 8:45 AM and 3:45 PM to 5:45 PM
 AGENCY:



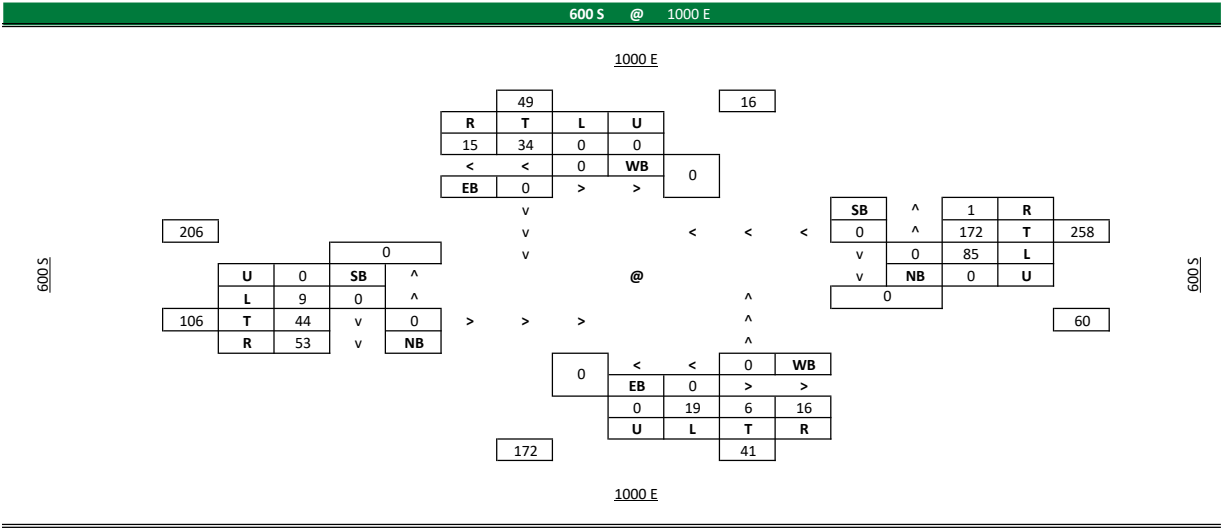
AM Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
6:00 AM	6:15 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:15 AM	6:30 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:30 AM	6:45 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
6:45 AM	7:00 AM	0	0	0	1	4	5		0	0	7	1	1	9		0	0	7	14	0	21		0	0	2	10	4	16		51
7:00 AM	7:15 AM	0	0	0	6	2	8		0	0	4	0	2	6		0	0	12	25	1	38		0	0	0	5	3	8		60
7:15 AM	7:30 AM	0	0	0	9	7	16		0	0	5	2	3	10		0	0	25	41	0	66		0	0	1	6	13	20		112
7:30 AM	7:45 AM	0	0	0	11	6	17		0	0	8	2	4	14		0	0	25	80	0	105		0	0	3	15	22	40		176
7:45 AM	8:00 AM	0	0	0	8	2	10		0	0	3	0	2	5		0	0	19	27	1	47		0	0	2	7	11	20		82
8:00 AM	8:15 AM	0	0	0	6	0	6		0	0	3	2	7	12		0	0	16	24	0	40		0	0	3	16	7	26		84
8:15 AM	8:30 AM	0	0	0	2	1	3		0	0	4	4	5	13		0	0	15	31	0	46		0	0	1	10	12	23		85
8:30 AM	8:45 AM	0	0	0	4	4	8		0	0	11	3	12	26		0	0	13	27	0	40		0	0	1	11	14	26		100
8:45 AM	9:00 AM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
TOTAL		0	0	0	47	26	73		0	0	45	14	36	95		0	0	132	269	2	403		0	0	13	80	86	179		750

PM Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
3:00 PM	3:15 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:15 PM	3:30 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:30 PM	3:45 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
3:45 PM	4:00 PM	0	0	0	0	4	4		0	0	5	5	12	22		0	0	15	26	0	41		0	0	3	33	9	45		112
4:00 PM	4:15 PM	0	0	0	2	3	5		0	0	5	2	15	22		0	0	9	24	0	33		0	0	2	23	10	35		95
4:15 PM	4:30 PM	0	0	0	7	2	9		0	0	7	2	23	32		0	0	13	26	1	40		0	0	2	37	13	52		133
4:30 PM	4:45 PM	0	0	0	7	1	8		0	0	14	10	17	41		0	0	6	22	0	28		0	0	2	34	11	47		124
4:45 PM	5:00 PM	0	0	1	6	5	12		0	0	10	6	16	32		0	0	20	35	0	55		0	0	3	30	10	43		142
5:00 PM	5:15 PM	0	0	0	6	3	9		0	0	15	10	23	48		0	0	11	34	0	45		0	0	5	34	12	51		153
5:15 PM	5:30 PM	0	0	0	0	1	1		0	0	14	6	18	38		0	0	9	22	0	31		0	0	2	36	16	54		124
5:30 PM	5:45 PM	0	0	0	5	3	8		0	0	12	8	41	61		0	0	7	29	0	36		0	0	1	32	10	43		148
5:45 PM	6:00 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0		0
TOTAL		0	0	1	33	22	56		0	0	82	49	165	296		0	0	90	218	1	309		0	0	20	259	91	370		1031

INTERSECTION: 600 S @ 1000 E
DATE OF TMC: Thursday, May 9, 2024
TIME: 6:45 AM to 8:45 AM and 3:45 PM to 5:45 PM
AGENCY:



AM Peak Hour		SOUTHBOUND						NORTHBOUND						WESTBOUND						EASTBOUND						GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	TOTAL
7:15 AM	7:30 AM	0	0	0	9	7	16	0	0	5	2	3	10	0	0	25	41	0	66	0	0	1	6	13	20	112
7:30 AM	7:45 AM	0	0	0	11	6	17	0	0	8	2	4	14	0	0	25	80	0	105	0	0	3	15	22	40	176
7:45 AM	8:00 AM	0	0	0	8	2	10	0	0	3	0	2	5	0	0	19	27	1	47	0	0	2	7	11	20	82
8:00 AM	8:15 AM	0	0	0	6	0	6	0	0	3	2	7	12	0	0	16	24	0	40	0	0	3	16	7	26	84
TOTAL		0	0	0	34	15	49	0	0	19	6	16	41	0	0	85	172	1	258	0	0	9	44	53	106	454
PHF		0.72						0.73						0.61						0.66						0.64
%HGV		0.0%						2.1%						0.2%						0.0%						0.4%



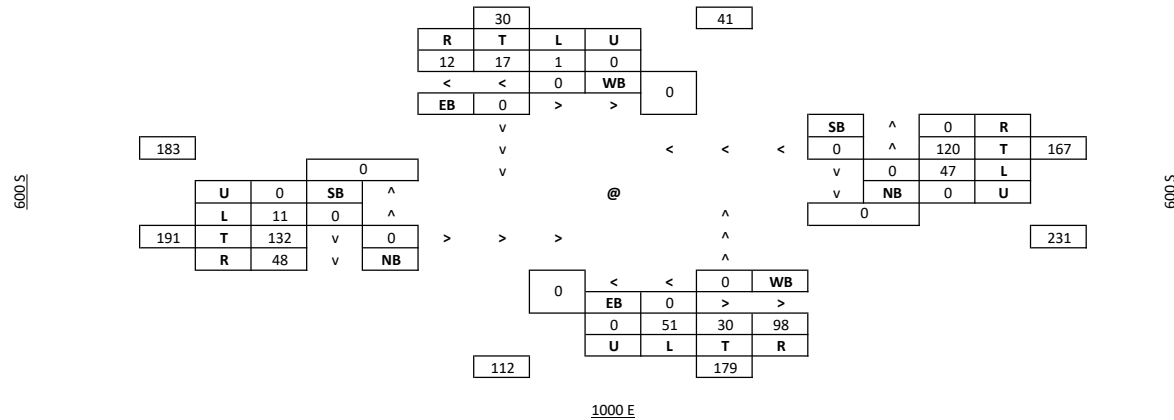
INTERSECTION: 600 S @ 1000 E
 DATE OF TMC: Thursday, May 9, 2024
 TIME: 6:45 AM to 8:45 AM and 3:45 PM to 5:45 PM
 AGENCY:



PM Peak Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
4:45 PM	5:00 PM	0	0	1	6	5	12		0	0	10	6	16	32		0	0	20	35	0	55		0	0	3	30	10	43		142
5:00 PM	5:15 PM	0	0	0	6	3	9		0	0	15	10	23	48		0	0	11	34	0	45		0	0	5	34	12	51		153
5:15 PM	5:30 PM	0	0	0	0	1	1		0	0	14	6	18	38		0	0	9	22	0	31		0	0	2	36	16	54		124
5:30 PM	5:45 PM	0	0	0	5	3	8		0	0	12	8	41	61		0	0	7	29	0	36		0	0	1	32	10	43		148
TOTAL		0	0	1	17	12	30		0	0	51	30	98	179		0	0	47	120	0	167		0	0	11	132	48	191		567
PHF		0.63							0.73							0.76							0.88							0.93
%HGV		0.0%							0.0%							0.0%							0.0%							0.0%

600 S @ 1000 E

1000 E



J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

100 N Smithfield, UT

Page 1

Site Code: 850 W 1
Station ID:
100 N
Smithfield, UT
Latitude: 41' 51.3217 North
Longitude: 111' 51.3250 West

Start Time	29-Apr-24 Mon	Westbound		Hour Totals		Eastbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		*	*			*	*				
12:15		*	*			*	*				
12:30		*	*			*	*				
12:45		*	*	0	0	*	*	0	0	0	0
01:00		*	*			*	*				
01:15		*	*			*	*				
01:30		*	19			*	28				
01:45		*	26	0	45	*	21	0	49	0	94
02:00		*	33			*	25				
02:15		*	34			*	28				
02:30		*	30			*	27				
02:45		*	46	0	143	*	22	0	102	0	245
03:00		*	33			*	22				
03:15		*	30			*	30				
03:30		*	43			*	45				
03:45		*	32	0	138	*	34	0	131	0	269
04:00		*	29			*	35				
04:15		*	38			*	31				
04:30		*	40			*	34				
04:45		*	42	0	149	*	34	0	134	0	283
05:00		*	38			*	44				
05:15		*	28			*	26				
05:30		*	31			*	21				
05:45		*	24	0	121	*	28	0	119	0	240
06:00		*	18			*	13				
06:15		*	14			*	21				
06:30		*	24			*	15				
06:45		*	20	0	76	*	12	0	61	0	137
07:00		*	27			*	10				
07:15		*	20			*	7				
07:30		*	18			*	7				
07:45		*	16	0	81	*	9	0	33	0	114
08:00		*	11			*	5				
08:15		*	7			*	9				
08:30		*	17			*	4				
08:45		*	5	0	40	*	4	0	22	0	62
09:00		*	3			*	4				
09:15		*	3			*	9				
09:30		*	5			*	1				
09:45		*	3	0	14	*	1	0	15	0	29
10:00		*	1			*	1				
10:15		*	3			*	0				
10:30		*	5			*	1				
10:45		*	5	0	14	*	1	0	3	0	17
11:00		*	2			*	1				
11:15		*	0			*	2				
11:30		*	0			*	5				
11:45		*	3	0	5	*	0	0	8	0	13
Total		0	826			0	677			0	1503
Percent		0.0%	100.0%			0.0%	100.0%			0.0%	100.0%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

100 N Smithfield, UT

Page 2

Site Code: 850 W 1
Station ID:
100 N
Smithfield, UT
Latitude: 41' 51.3217 North
Longitude: 111' 51.3250 West

Start Time	30-Apr-24 Tue	Westbound		Hour Totals		Eastbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	23			0	18				
12:15		0	20			2	10				
12:30		0	15			0	26				
12:45		1	24	2	82	1	18	3	72	5	154
01:00		0	24			0	24				
01:15		0	20			0	23				
01:30		2	27			0	24				
01:45		2	34	4	105	1	20	1	91	5	196
02:00		0	44			0	21				
02:15		0	19			0	22				
02:30		3	33			0	36				
02:45		3	57	6	153	0	20	0	99	6	252
03:00		2	29			1	20				
03:15		1	30			1	32				
03:30		1	24			2	25				
03:45		1	30	5	113	3	38	7	115	12	228
04:00		12	37			2	25				
04:15		12	41			5	24				
04:30		16	46			15	26				
04:45		27	45	67	169	13	34	35	109	102	278
05:00		8	33			21	38				
05:15		4	22			23	35				
05:30		8	40			16	14				
05:45		6	27	26	122	15	19	75	106	101	228
06:00		6	37			20	18				
06:15		15	30			34	19				
06:30		15	24			41	11				
06:45		12	19	48	110	28	14	123	62	171	172
07:00		12	10			20	11				
07:15		14	15			19	12				
07:30		15	16			32	23				
07:45		26	17	67	58	41	21	112	67	179	125
08:00		23	16			22	6				
08:15		18	16			22	9				
08:30		13	16			17	5				
08:45		15	8	69	56	16	4	77	24	146	80
09:00		14	4			21	5				
09:15		18	1			24	8				
09:30		14	2			16	5				
09:45		16	5	62	12	17	4	78	22	140	34
10:00		16	0			17	1				
10:15		18	1			19	1				
10:30		10	7			22	2				
10:45		14	4	58	12	28	0	86	4	144	16
11:00		19	2			21	1				
11:15		22	2			27	3				
11:30		17	1			17	1				
11:45		27	3	85	8	18	2	83	7	168	15
Total		499	1000			680	778			1179	1778
Percent		33.3%	66.7%			46.6%	53.4%			39.9%	60.1%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

100 N Smithfield, UT

Page 3

Site Code: 850 W 1
Station ID:
100 N
Smithfield, UT
Latitude: 41' 51.3217 North
Longitude: 111' 51.3250 West

Start Time	01-May-24 Wed	Westbound		Hour Totals		Eastbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	23			2	19				
12:15		0	14			1	10				
12:30		1	24			0	19				
12:45		0	26	1	87	0	13	3	61	4	148
01:00		0	18			1	19				
01:15		0	20			0	19				
01:30		2	15			0	30				
01:45		1	25	3	78	0	17	1	85	4	163
02:00		0	48			4	25				
02:15		0	32			1	24				
02:30		3	33			0	28				
02:45		2	55	5	168	0	19	5	96	10	264
03:00		1	28			2	21				
03:15		1	24			1	28				
03:30		3	25			2	28				
03:45		3	36	8	113	4	26	9	103	17	216
04:00		9	41			2	33				
04:15		13	42			8	47				
04:30		17	40			14	23				
04:45		21	29	60	152	21	41	45	144	105	296
05:00		6	28			18	35				
05:15		15	26			20	50				
05:30		7	30			19	16				
05:45		3	20	31	104	16	24	73	125	104	229
06:00		6	23			15	21				
06:15		10	32			28	18				
06:30		18	32			34	20				
06:45		25	31	59	118	32	17	109	76	168	194
07:00		12	22			26	14				
07:15		14	29			10	12				
07:30		15	15			32	12				
07:45		19	16	60	82	32	10	100	48	160	130
08:00		21	12			28	11				
08:15		19	17			26	16				
08:30		14	22			17	4				
08:45		18	6	72	57	18	7	89	38	161	95
09:00		12	10			19	8				
09:15		17	5			12	14				
09:30		12	7			27	4				
09:45		12	5	53	27	14	0	72	26	125	53
10:00		15	0			16	2				
10:15		21	5			16	1				
10:30		16	3			30	2				
10:45		10	4	62	12	21	2	83	7	145	19
11:00		17	5			19	1				
11:15		28	3			26	3				
11:30		25	1			20	1				
11:45		22	1	92	10	19	0	84	5	176	15
Total		506	1008			673	814			1179	1822
Percent		33.4%	66.6%			45.3%	54.7%			39.3%	60.7%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

100 N Smithfield, UT

Page 4

Site Code: 850 W 1
Station ID:
100 N
Smithfield, UT
Latitude: 41' 51.3217 North
Longitude: 111' 51.3250 West

Start Time	02-May-24 Thu	Westbound		Hour Totals		Eastbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	23			1	17				
12:15		0	21			1	13				
12:30		0	18			0	21				
12:45		0	23	1	85	0	18	2	69	3	154
01:00		0	25			0	16				
01:15		0	17			1	21				
01:30		1	29			1	13				
01:45		2	20	3	91	2	27	4	77	7	168
02:00		0	40			1	27				
02:15		0	11			0	6				
02:30		2	0			0	0				
02:45		1	0	3	51	1	0	2	33	5	84
03:00		6	*			1	*				
03:15		1	*			0	*				
03:30		3	*			2	*				
03:45		3	*	13	0	9	*	12	0	25	0
04:00		10	*			4	*				
04:15		13	*			3	*				
04:30		15	*			5	*				
04:45		22	*	60	0	24	*	36	0	96	0
05:00		6	*			21	*				
05:15		7	*			19	*				
05:30		6	*			19	*				
05:45		9	*	28	0	12	*	71	0	99	0
06:00		9	*			13	*				
06:15		19	*			29	*				
06:30		10	*			44	*				
06:45		18	*	56	0	33	*	119	0	175	0
07:00		18	*			24	*				
07:15		14	*			20	*				
07:30		10	*			25	*				
07:45		21	*	63	0	38	*	107	0	170	0
08:00		16	*			26	*				
08:15		18	*			16	*				
08:30		16	*			11	*				
08:45		18	*	68	0	7	*	60	0	128	0
09:00		9	*			32	*				
09:15		15	*			18	*				
09:30		15	*			18	*				
09:45		14	*	53	0	20	*	88	0	141	0
10:00		14	*			19	*				
10:15		20	*			15	*				
10:30		19	*			22	*				
10:45		21	*	74	0	25	*	81	0	155	0
11:00		21	*			22	*				
11:15		22	*			28	*				
11:30		26	*			15	*				
11:45		21	*	90	0	25	*	90	0	180	0
Total		512	227			672	179			1184	406
Percent		69.3%	30.7%			79.0%	21.0%			74.5%	25.5%
Grand Total		1517	3061			2025	2448			3542	5509
Percent		33.1%	66.9%			45.3%	54.7%			39.1%	60.9%
ADT		ADT 2,915	AADT 2,915								

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

200 E 50 N Smithfield, UT

Page 1

Site Code: 200 E

Station ID:

200 E 50 N

Smithfield, UT

Latitude: 41' 50.2733 North

Longitude: 111' 49.6200 West

Start Time	14-May-24 Tue	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		*	4			*	7				
12:15		*	4			*	14				
12:30		*	11			*	18				
12:45		*	8	0	27	*	10	0	49	0	76
01:00		*	8			*	12				
01:15		*	13			*	5				
01:30		*	11			*	9				
01:45		*	13	0	45	*	8	0	34	0	79
02:00		*	9			*	40				
02:15		*	14			*	14				
02:30		*	22			*	16				
02:45		*	19	0	64	*	27	0	97	0	161
03:00		*	13			*	20				
03:15		*	20			*	22				
03:30		*	14			*	22				
03:45		*	17	0	64	*	24	0	88	0	152
04:00		*	11			*	11				
04:15		*	18			*	20				
04:30		*	13			*	18				
04:45		*	12	0	54	*	20	0	69	0	123
05:00		*	17			*	23				
05:15		*	20			*	18				
05:30		*	20			*	13				
05:45		*	17	0	74	*	9	0	63	0	137
06:00		*	11			*	12				
06:15		*	9			*	14				
06:30		*	7			*	14				
06:45		*	3	0	30	*	15	0	55	0	85
07:00		*	9			*	8				
07:15		*	8			*	12				
07:30		*	5			*	16				
07:45		*	5	0	27	*	11	0	47	0	74
08:00		*	5			*	13				
08:15		*	9			*	7				
08:30		*	8			*	6				
08:45		*	7	0	29	*	0	0	26	0	55
09:00		*	4			*	5				
09:15		*	1			*	3				
09:30		*	4			*	2				
09:45		*	0	0	9	*	1	0	11	0	20
10:00		*	1			*	2				
10:15		*	0			*	1				
10:30		*	1			*	0				
10:45		*	0	0	2	*	1	0	4	0	6
11:00		*	0			*	0				
11:15		13	0			7	0				
11:30		13	0			12	0				
11:45		18	0	44	0	9	0	28	0	72	0
Total		44	425			28	543			72	968
Percent		9.4%	90.6%			4.9%	95.1%			6.9%	93.1%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

200 E 50 N Smithfield, UT

Page 2

Site Code: 200 E

Station ID:

200 E 50 N

Smithfield, UT

Latitude: 41' 50.2733 North

Longitude: 111' 49.6200 West

Start Time	15-May-24 Wed	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	10			0	9				
12:15		0	13			0	6				
12:30		0	4			0	4				
12:45		0	13	0	40	0	9	0	28	0	68
01:00		0	11			0	14				
01:15		0	8			0	10				
01:30		1	5			0	9				
01:45		0	10	1	34	0	14	0	47	1	81
02:00		0	14			0	31				
02:15		0	27			0	20				
02:30		0	17			0	15				
02:45		0	23	0	81	0	33	0	99	0	180
03:00		0	13			0	15				
03:15		0	23			0	23				
03:30		0	29			0	16				
03:45		0	26	0	91	1	30	1	84	1	175
04:00		2	24			2	21				
04:15		1	19			0	23				
04:30		0	24			0	13				
04:45		2	11	5	78	0	14	2	71	7	149
05:00		3	20			4	21				
05:15		2	11			0	18				
05:30		1	18			3	16				
05:45		1	10	7	59	6	12	13	67	20	126
06:00		11	16			4	15				
06:15		3	17			6	26				
06:30		19	8			13	14				
06:45		41	13	74	54	14	11	37	66	111	120
07:00		25	6			17	13				
07:15		15	11			9	5				
07:30		13	9			22	15				
07:45		35	6	88	32	19	11	67	44	155	76
08:00		17	5			15	4				
08:15		10	12			10	9				
08:30		7	7			8	12				
08:45		7	5	41	29	6	5	39	30	80	59
09:00		13	3			7	2				
09:15		9	4			13	1				
09:30		6	0			3	1				
09:45		9	2	37	9	9	2	32	6	69	15
10:00		5	1			8	1				
10:15		6	1			6	0				
10:30		14	0			5	0				
10:45		8	3	33	5	20	3	39	4	72	9
11:00		15	1			11	1				
11:15		18	0			13	2				
11:30		15	0			13	0				
11:45		7	0	55	1	4	0	41	3	96	4
Total		341	513			271	549			612	1062
Percent		39.9%	60.1%			33.0%	67.0%			36.6%	63.4%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

200 E 50 N Smithfield, UT

Site Code: 200 E

Station ID:

200 E 50 N

Smithfield, UT

Latitude: 41' 50.2733 North

Longitude: 111' 49.6200 West

Start Time	16-May-24 Thu	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	8			0	9				
12:15		0	14			0	10				
12:30		0	6			0	6				
12:45		0	10	0	38	0	12	0	37	0	75
01:00		0	12			0	23				
01:15		0	9			0	14				
01:30		0	11			0	6				
01:45		0	20	0	52	0	20	0	63	0	115
02:00		1	13			0	35				
02:15		0	14			0	18				
02:30		0	17			0	17				
02:45		0	14	1	58	0	32	0	102	1	160
03:00		0	21			0	26				
03:15		0	13			0	13				
03:30		0	13			0	20				
03:45		0	12	0	59	0	22	0	81	0	140
04:00		2	21			1	11				
04:15		0	12			0	21				
04:30		2	21			1	16				
04:45		0	19	4	73	1	14	3	62	7	135
05:00		4	14			2	22				
05:15		2	16			0	20				
05:30		3	15			6	22				
05:45		3	12	12	57	6	15	14	79	26	136
06:00		5	5			10	15				
06:15		6	7			4	16				
06:30		17	10			13	10				
06:45		53	7	81	29	12	14	39	55	120	84
07:00		27	7			23	11				
07:15		13	19			16	12				
07:30		11	9			7	13				
07:45		30	13	81	48	14	11	60	47	141	95
08:00		25	8			16	10				
08:15		8	7			17	11				
08:30		7	11			9	3				
08:45		9	5	49	31	6	4	48	28	97	59
09:00		6	6			9	4				
09:15		6	2			4	4				
09:30		4	1			5	1				
09:45		11	1	27	10	10	1	28	10	55	20
10:00		6	5			13	0				
10:15		8	1			4	1				
10:30		8	2			11	1				
10:45		12	2	34	10	18	2	46	4	80	14
11:00		8	0			11	1				
11:15		13	0			16	0				
11:30		16	0			6	1				
11:45		5	2	42	2	13	0	46	2	88	4
Total		331	467			284	570			615	1037
Percent		41.5%	58.5%			33.3%	66.7%			37.2%	62.8%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

200 E 50 N Smithfield, UT

Site Code: 200 E

Station ID:

200 E 50 N

Smithfield, UT

Latitude: 41' 50.2733 North

Longitude: 111' 49.6200 West

Start Time	17-May-24 Fri	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	*			0	*				
12:15		0	*			0	*				
12:30		0	*			1	*				
12:45		0	*	0	0	0	*	1	0	1	0
01:00		0	*			0	*				
01:15		0	*			0	*				
01:30		0	*			0	*				
01:45		0	*	0	0	0	*	0	0	0	0
02:00		0	*			0	*				
02:15		0	*			0	*				
02:30		0	*			0	*				
02:45		0	*	0	0	0	*	0	0	0	0
03:00		0	*			1	*				
03:15		0	*			0	*				
03:30		0	*			0	*				
03:45		0	*	0	0	1	*	2	0	2	0
04:00		1	*			0	*				
04:15		0	*			0	*				
04:30		2	*			1	*				
04:45		1	*	4	0	1	*	2	0	6	0
05:00		3	*			1	*				
05:15		3	*			0	*				
05:30		0	*			1	*				
05:45		2	*	8	0	5	*	7	0	15	0
06:00		3	*			1	*				
06:15		8	*			7	*				
06:30		13	*			10	*				
06:45		47	*	71	0	9	*	27	0	98	0
07:00		24	*			19	*				
07:15		10	*			4	*				
07:30		15	*			11	*				
07:45		23	*	72	0	15	*	49	0	121	0
08:00		19	*			22	*				
08:15		11	*			12	*				
08:30		8	*			9	*				
08:45		21	*	59	0	14	*	57	0	116	0
09:00		12	*			9	*				
09:15		4	*			12	*				
09:30		15	*			7	*				
09:45		6	*	37	0	4	*	32	0	69	0
10:00		1	*			2	*				
10:15		0	*			0	*				
10:30		0	*			0	*				
10:45		*	*	*	*	*	*	*	*	*	*
11:00		*	*	*	*	*	*	*	*	*	*
11:15		*	*	*	*	*	*	*	*	*	*
11:30		*	*	*	*	*	*	*	*	*	*
11:45		*	*	*	*	*	*	*	*	*	*
Total		252	0			179	0			428	0
Percent		100.0%	0.0%			100.0%	0.0%			100.0%	0.0%
Grand Total		968	1405			762	1662			1727	3067
Percent		40.8%	59.2%			31.4%	68.6%			36.0%	64.0%
ADT		ADT 1,616			AADT 1,616						

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

250 E Smithfield, UT

Site Code: 250 E

Station ID:

250 E

Smithfield, UT

Latitude: 41' 49.0667 North

Longitude: 111' 49.5917 West

Start Time	29-Apr-24 Mon	Northbound		Hour Totals		SouthBound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		*	*			*	*				
12:15		*	*			*	*				
12:30		*	*			*	*				
12:45		*	*	0	0	*	*	0	0	0	0
01:00		*	*			*	*				
01:15		*	*			*	*				
01:30		*	*			*	*				
01:45		*	*	0	0	*	*	0	0	0	0
02:00		*	*			*	*				
02:15		*	*			*	*				
02:30		*	*			*	*				
02:45		*	*	0	0	*	*	0	0	0	0
03:00		*	*			*	*				
03:15		*	*			*	*				
03:30		*	*			*	*				
03:45		*	*	0	0	*	*	0	0	0	0
04:00		*	*			*	*				
04:15		*	*			*	*				
04:30		*	*			*	*				
04:45		*	*	0	0	*	*	0	0	0	0
05:00		*	*			*	*				
05:15		*	*			*	*				
05:30		*	35			*	43				
05:45		*	22	0	57	*	59	0	102	0	159
06:00		*	26			*	60				
06:15		*	35			*	62				
06:30		*	41			*	44				
06:45		*	28	0	130	*	65	0	231	0	361
07:00		*	18			*	29				
07:15		*	22			*	27				
07:30		*	16			*	12				
07:45		*	12	0	68	*	17	0	85	0	153
08:00		*	14			*	16				
08:15		*	17			*	17				
08:30		*	9			*	14				
08:45		*	16	0	56	*	13	0	60	0	116
09:00		*	8			*	11				
09:15		*	13			*	11				
09:30		*	16			*	8				
09:45		*	8	0	45	*	8	0	38	0	83
10:00		*	6			*	5				
10:15		*	4			*	4				
10:30		*	4			*	2				
10:45		*	1	0	15	*	2	0	13	0	28
11:00		*	3			*	1				
11:15		*	3			*	2				
11:30		*	4			*	2				
11:45		*	1	0	11	*	1	0	6	0	17
Total		0	382			0	535			0	917
Percent		0.0%	100.0%			0.0%	100.0%			0.0%	100.0%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

250 E Smithfield, UT

Page 2

Site Code: 250 E

Station ID:

250 E

Smithfield, UT

Latitude: 41' 49.0667 North

Longitude: 111' 49.5917 West

Start Time	30-Apr-24 Tue	Northbound		Hour Totals		SouthBound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	15			1	16				
12:15		3	25			0	12				
12:30		1	16			0	15				
12:45		0	16	5	72	2	19	3	62	8	134
01:00		1	22			1	21				
01:15		1	16			0	20				
01:30		0	23			0	12				
01:45		0	23	2	84	0	14	1	67	3	151
02:00		0	15			0	10				
02:15		0	22			1	9				
02:30		0	13			0	15				
02:45		0	19	0	69	0	18	1	52	1	121
03:00		0	19			0	23				
03:15		0	35			0	31				
03:30		0	32			0	22				
03:45		0	28	0	114	0	24	0	100	0	214
04:00		0	19			0	32				
04:15		0	26			0	24				
04:30		1	39			0	26				
04:45		0	26	1	110	0	43	0	125	1	235
05:00		0	35			0	30				
05:15		0	28			1	46				
05:30		3	36			2	46				
05:45		2	36	5	135	0	64	3	186	8	321
06:00		3	28			2	61				
06:15		2	24			4	71				
06:30		5	25			1	42				
06:45		2	25	12	102	3	39	10	213	22	315
07:00		10	28			1	25				
07:15		8	26			6	26				
07:30		9	28			9	18				
07:45		13	27	40	109	7	18	23	87	63	196
08:00		27	21			8	23				
08:15		35	17			13	17				
08:30		28	16			6	23				
08:45		15	14	105	68	11	21	38	84	143	152
09:00		24	18			12	10				
09:15		24	13			18	8				
09:30		23	8			19	10				
09:45		7	9	78	48	5	16	54	44	132	92
10:00		12	6			10	3				
10:15		11	9			10	9				
10:30		16	11			11	6				
10:45		15	2	54	28	13	5	44	23	98	51
11:00		12	1			12	1				
11:15		13	1			13	1				
11:30		20	3			11	1				
11:45		10	0	55	5	16	0	52	3	107	8
Total		357	944			229	1046			586	1990
Percent		27.4%	72.6%			18.0%	82.0%			22.7%	77.3%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

250 E Smithfield, UT

Page 3

Site Code: 250 E

Station ID:

250 E

Smithfield, UT

Latitude: 41' 49.0667 North

Longitude: 111' 49.5917 West

Start Time	01-May-24 Wed	Northbound		Hour Totals		SouthBound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	18			1	14				
12:15		1	19			0	22				
12:30		2	20			1	23				
12:45		0	24	4	81	1	20	3	79	7	160
01:00		2	19			1	17				
01:15		1	17			1	17				
01:30		1	19			0	14				
01:45		0	19	4	74	0	10	2	58	6	132
02:00		0	31			0	18				
02:15		0	10			0	20				
02:30		0	16			0	16				
02:45		0	20	0	77	0	27	0	81	0	158
03:00		0	14			0	22				
03:15		1	33			1	35				
03:30		0	24			0	36				
03:45		0	43	1	114	0	22	1	115	2	229
04:00		0	32			0	20				
04:15		0	41			0	51				
04:30		0	26			0	45				
04:45		0	25	0	124	0	49	0	165	0	289
05:00		0	29			0	42				
05:15		0	36			0	73				
05:30		1	36			2	58				
05:45		1	31	2	132	1	82	3	255	5	387
06:00		1	32			1	82				
06:15		4	21			3	81				
06:30		1	14			3	40				
06:45		5	37	11	104	4	46	11	249	22	353
07:00		10	42			9	46				
07:15		11	21			3	31				
07:30		11	32			4	20				
07:45		13	30	45	125	5	27	21	124	66	249
08:00		21	17			13	24				
08:15		35	21			10	21				
08:30		21	18			13	15				
08:45		21	24	98	80	13	17	49	77	147	157
09:00		20	19			15	12				
09:15		24	24			14	2				
09:30		21	24			13	1				
09:45		13	19	78	86	7	2	49	17	127	103
10:00		17	18			14	0				
10:15		18	16			13	1				
10:30		11	11			15	0				
10:45		10	5	56	50	12	0	54	1	110	51
11:00		14	4			15	0				
11:15		16	3			9	0				
11:30		15	6			16	0				
11:45		18	3	63	16	19	0	59	0	122	16
Total		362	1063			252	1221			614	2284
Percent		25.4%	74.6%			17.1%	82.9%			21.2%	78.8%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

250 E Smithfield, UT

Site Code: 250 E

Station ID:

250 E

Smithfield, UT

Latitude: 41' 49.0667 North

Longitude: 111' 49.5917 West

Start Time	02-May-24 Thu	Northbound		Hour Totals		SouthBound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	30			0	1				
12:15		0	27			0	6				
12:30		3	24			0	7				
12:45		1	32	5	113	0	1	0	15	5	128
01:00		3	31			0	0				
01:15		0	42			0	1				
01:30		1	24			0	3				
01:45		0	29	4	126	0	2	0	6	4	132
02:00		0	27			0	5				
02:15		0	13			0	20				
02:30		0	2			0	1				
02:45		1	0	1	42	0	0	0	26	1	68
03:00		1	0			0	0				
03:15		0	*			0	*				
03:30		0	*			0	*				
03:45		0	*	1	0	0	*	0	0	1	0
04:00		0	*			0	*				
04:15		1	*			0	*				
04:30		1	*			0	*				
04:45		0	*	2	0	0	*	0	0	2	0
05:00		0	*			0	*				
05:15		0	*			0	*				
05:30		3	*			0	*				
05:45		1	*	4	0	0	*	0	0	4	0
06:00		2	*			0	*				
06:15		4	*			0	*				
06:30		8	*			0	*				
06:45		4	*	18	0	0	*	0	0	18	0
07:00		11	*			0	*				
07:15		13	*			4	*				
07:30		21	*			1	*				
07:45		14	*	59	0	0	*	5	0	64	0
08:00		26	*			1	*				
08:15		49	*			3	*				
08:30		42	*			0	*				
08:45		30	*	147	0	0	*	4	0	151	0
09:00		30	*			0	*				
09:15		41	*			1	*				
09:30		42	*			1	*				
09:45		29	*	142	0	0	*	2	0	144	0
10:00		18	*			0	*				
10:15		18	*			0	*				
10:30		25	*			0	*				
10:45		22	*	83	0	0	*	0	0	83	0
11:00		17	*			0	*				
11:15		21	*			0	*				
11:30		16	*			1	*				
11:45		29	*	83	0	0	*	1	0	84	0
Total		549	281			12	47			561	328
Percent		66.1%	33.9%			20.3%	79.7%			63.1%	36.9%
Grand Total		1268	2670			493	2849			1761	5519
Percent		32.2%	67.8%			14.8%	85.2%			24.2%	75.8%
ADT		ADT 2,628			AADT 2,628						

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

300 S Smithfield, UT

Page 1

Site Code: 300 S

Station ID:

300 S

Smithfield, UT

Latitude: 41' 49.8117 North

Longitude: 111' 49.7650 West

Start Time	14-May-24 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		*	*			*	*				
12:15		*	*			*	*				
12:30		*	*			*	*				
12:45		*	*	0	0	*	*	0	0	0	0
01:00		*	*			*	*				
01:15		*	*			*	*				
01:30		*	*			*	*				
01:45		*	*	0	0	*	*	0	0	0	0
02:00		*	*			*	*				
02:15		*	*			*	*				
02:30		*	*			*	*				
02:45		*	*	0	0	*	*	0	0	0	0
03:00		*	*			*	*				
03:15		*	*			*	*				
03:30		*	*			*	*				
03:45		*	*	0	0	*	*	0	0	0	0
04:00		*	32			*	27				
04:15		*	28			*	32				
04:30		*	22			*	26				
04:45		*	32	0	114	*	35	0	120	0	234
05:00		*	32			*	23				
05:15		*	35			*	27				
05:30		*	27			*	27				
05:45		*	26	0	120	*	28	0	105	0	225
06:00		*	26			*	28				
06:15		*	34			*	16				
06:30		*	30			*	22				
06:45		*	32	0	122	*	12	0	78	0	200
07:00		*	20			*	24				
07:15		*	23			*	16				
07:30		*	21			*	17				
07:45		*	19	0	83	*	23	0	80	0	163
08:00		*	17			*	16				
08:15		*	13			*	20				
08:30		*	24			*	32				
08:45		*	16	0	70	*	14	0	82	0	152
09:00		*	14			*	11				
09:15		*	14			*	3				
09:30		*	17			*	17				
09:45		*	6	0	51	*	13	0	44	0	95
10:00		*	8			*	6				
10:15		*	3			*	7				
10:30		*	7			*	7				
10:45		*	6	0	24	*	4	0	24	0	48
11:00		*	8			*	1				
11:15		*	6			*	3				
11:30		*	2			*	1				
11:45		*	4	0	20	*	1	0	6	0	26
Total		0	604			0	539			0	1143
Percent		0.0%	100.0%			0.0%	100.0%			0.0%	100.0%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

300 S Smithfield, UT

Page 2

Site Code: 300 S

Station ID:

300 S

Smithfield, UT

Latitude: 41' 49.8117 North

Longitude: 111' 49.7650 West

Start Time	15-May-24 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	17			0	27				
12:15		3	19			1	26				
12:30		3	19			2	23				
12:45		2	24	10	79	0	21	3	97	13	176
01:00		0	19			0	17				
01:15		0	16			0	18				
01:30		2	16			0	28				
01:45		1	13	3	64	2	27	2	90	5	154
02:00		1	14			0	22				
02:15		0	24			0	27				
02:30		0	25			1	23				
02:45		0	24	1	87	0	69	1	141	2	228
03:00		0	20			0	39				
03:15		1	27			1	35				
03:30		0	33			2	51				
03:45		1	29	2	109	3	58	6	183	8	292
04:00		0	30			2	33				
04:15		1	28			3	28				
04:30		1	25			4	23				
04:45		0	27	2	110	4	30	13	114	15	224
05:00		1	36			10	34				
05:15		1	39			11	29				
05:30		1	28			12	24				
05:45		1	34	4	137	11	30	44	117	48	254
06:00		3	40			11	24				
06:15		1	27			13	41				
06:30		7	19			25	26				
06:45		1	22	12	108	18	28	67	119	79	227
07:00		6	17			28	26				
07:15		12	29			41	29				
07:30		18	28			41	24				
07:45		29	23	65	97	63	12	173	91	238	188
08:00		17	28			37	12				
08:15		13	27			25	15				
08:30		21	19			48	18				
08:45		21	16	72	90	64	15	174	60	246	150
09:00		19	23			47	11				
09:15		19	21			20	13				
09:30		7	15			25	15				
09:45		12	8	57	67	27	14	119	53	176	120
10:00		15	9			20	11				
10:15		10	14			23	3				
10:30		5	6			15	5				
10:45		13	6	43	35	24	6	82	25	125	60
11:00		16	3			20	0				
11:15		16	4			18	4				
11:30		14	5			41	5				
11:45		27	4	73	16	38	0	117	9	190	25
Total		344	999			801	1099			1145	2098
Percent		25.6%	74.4%			42.2%	57.8%			35.3%	64.7%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

300 S Smithfield, UT

Page 3

Site Code: 300 S

Station ID:

300 S

Smithfield, UT

Latitude: 41' 49.8117 North

Longitude: 111' 49.7650 West

Start Time	16-May-24 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	21			2	32				
12:15		1	22			1	26				
12:30		0	16			0	31				
12:45		1	25	4	84	0	23	3	112	7	196
01:00		2	12			1	25				
01:15		0	24			0	26				
01:30		1	22			0	15				
01:45		1	15	4	73	1	24	2	90	6	163
02:00		1	24			0	26				
02:15		0	13			0	29				
02:30		0	20			1	34				
02:45		0	24	1	81	0	60	1	149	2	230
03:00		0	21			1	36				
03:15		0	27			0	43				
03:30		1	37			1	43				
03:45		0	33	1	118	4	46	6	168	7	286
04:00		0	25			3	31				
04:15		1	33			2	29				
04:30		0	22			4	36				
04:45		0	36	1	116	9	37	18	133	19	249
05:00		2	32			6	25				
05:15		1	36			15	34				
05:30		0	39			8	37				
05:45		2	33	5	140	9	27	38	123	43	263
06:00		4	29			11	39				
06:15		3	23			13	41				
06:30		2	23			34	30				
06:45		3	23	12	98	25	31	83	141	95	239
07:00		6	29			26	23				
07:15		10	19			41	24				
07:30		20	22			59	17				
07:45		27	19	63	89	66	19	192	83	255	172
08:00		15	24			32	22				
08:15		23	20			32	29				
08:30		26	19			50	14				
08:45		18	21	82	84	59	8	173	73	255	157
09:00		12	19			47	14				
09:15		11	17			13	16				
09:30		17	11			20	9				
09:45		11	13	51	60	28	10	108	49	159	109
10:00		15	10			22	10				
10:15		14	9			25	3				
10:30		15	8			29	5				
10:45		11	7	55	34	19	4	95	22	150	56
11:00		19	9			13	7				
11:15		11	8			21	5				
11:30		25	3			41	3				
11:45		25	7	80	27	30	3	105	18	185	45
Total		359	1004			824	1161			1183	2165
Percent		26.3%	73.7%			41.5%	58.5%			35.3%	64.7%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

300 S Smithfield, UT

Page 4

Site Code: 300 S

Station ID:

300 S

Smithfield, UT

Latitude: 41' 49.8117 North

Longitude: 111' 49.7650 West

Start Time	17-May-24 Fri	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	*			1	*				
12:15		0	*			1	*				
12:30		0	*			2	*				
12:45		0	*	3	0	0	*	4	0	7	0
01:00		1	*			1	*				
01:15		0	*			1	*				
01:30		2	*			0	*				
01:45		1	*	4	0	1	*	3	0	7	0
02:00		4	*			0	*				
02:15		0	*			0	*				
02:30		0	*			1	*				
02:45		0	*	4	0	0	*	1	0	5	0
03:00		1	*			0	*				
03:15		0	*			2	*				
03:30		1	*			1	*				
03:45		1	*	3	0	1	*	4	0	7	0
04:00		1	*			2	*				
04:15		0	*			6	*				
04:30		0	*			1	*				
04:45		1	*	2	0	3	*	12	0	14	0
05:00		1	*			9	*				
05:15		0	*			13	*				
05:30		2	*			11	*				
05:45		7	*	10	0	12	*	45	0	55	0
06:00		0	*			10	*				
06:15		1	*			9	*				
06:30		3	*			32	*				
06:45		5	*	9	0	22	*	73	0	82	0
07:00		5	*			28	*				
07:15		10	*			36	*				
07:30		16	*			41	*				
07:45		29	*	60	0	57	*	162	0	222	0
08:00		13	*			31	*				
08:15		20	*			25	*				
08:30		15	*			43	*				
08:45		17	*	65	0	66	*	165	0	230	0
09:00		19	*			40	*				
09:15		15	*			17	*				
09:30		13	*			26	*				
09:45		15	*	62	0	28	*	111	0	173	0
10:00		10	*			29	*				
10:15		8	*			15	*				
10:30		0	*			0	*				
10:45		0	*	18	0	0	*	44	0	62	0
11:00		*	*	*	*	*	*	*	*	*	*
11:15		*	*	*	*	*	*	*	*	*	*
11:30		*	*	*	*	*	*	*	*	*	*
11:45		*	*	*	*	*	*	*	*	*	*
Total		240	0			624	0			864	0
Percent		100.0%	0.0%			100.0%	0.0%			100.0%	0.0%
Grand Total		943	2607			2249	2799			3192	5406
Percent		26.6%	73.4%			44.6%	55.4%			37.1%	62.9%
ADT		ADT 3,213				AADT 3,213					

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

400 N Smithfield, UT

Page 1

Site Code: 400 N

Station ID:

400 N

Smithfield, UT

Latitude: 41' 50.6950 North

Longitude: 111' 49.8767 West

Start Time	29-Apr-24 Mon	Westbound		Hour Totals		Eastbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		*	*			*	*				
12:15		*	*			*	*				
12:30		*	*			*	*				
12:45		*	11	0	11	*	15	0	15	0	26
01:00		*	11			*	13				
01:15		*	9			*	16				
01:30		*	12			*	20				
01:45		*	3	0	35	*	7	0	56	0	91
02:00		*	14			*	33				
02:15		*	11			*	17				
02:30		*	7			*	14				
02:45		*	8	0	40	*	24	0	88	0	128
03:00		*	7			*	21				
03:15		*	13			*	21				
03:30		*	5			*	42				
03:45		*	13	0	38	*	34	0	118	0	156
04:00		*	9			*	22				
04:15		*	9			*	31				
04:30		*	13			*	32				
04:45		*	11	0	42	*	22	0	107	0	149
05:00		*	13			*	28				
05:15		*	14			*	29				
05:30		*	7			*	20				
05:45		*	9	0	43	*	24	0	101	0	144
06:00		*	4			*	17				
06:15		*	1			*	23				
06:30		*	11			*	16				
06:45		*	7	0	23	*	17	0	73	0	96
07:00		*	9			*	13				
07:15		*	8			*	17				
07:30		*	9			*	12				
07:45		*	11	0	37	*	12	0	54	0	91
08:00		*	6			*	17				
08:15		*	4			*	14				
08:30		*	5			*	7				
08:45		*	5	0	20	*	5	0	43	0	63
09:00		*	3			*	5				
09:15		*	2			*	3				
09:30		*	4			*	7				
09:45		*	1	0	10	*	4	0	19	0	29
10:00		*	3			*	0				
10:15		*	0			*	2				
10:30		*	0			*	3				
10:45		*	3	0	6	*	2	0	7	0	13
11:00		*	1			*	0				
11:15		*	0			*	2				
11:30		*	0			*	0				
11:45		*	2	0	3	*	2	0	4	0	7
Total		0	308			0	685			0	993
Percent		0.0%	100.0%			0.0%	100.0%			0.0%	100.0%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

400 N Smithfield, UT

Page 2

Site Code: 400 N

Station ID:

400 N

Smithfield, UT

Latitude: 41' 50.6950 North

Longitude: 111' 49.8767 West

Start Time	30-Apr-24 Tue	Westbound		Hour Totals		Eastbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	9			1	11				
12:15		0	5			1	13				
12:30		0	15			0	15				
12:45		0	10	1	39	1	15	3	54	4	93
01:00		0	10			2	14				
01:15		0	7			0	17				
01:30		1	17			1	16				
01:45		1	7	2	41	2	16	5	63	7	104
02:00		1	10			0	14				
02:15		1	16			0	15				
02:30		0	16			1	15				
02:45		1	11	3	53	0	47	1	91	4	144
03:00		0	6			0	35				
03:15		4	16			1	27				
03:30		6	4			1	31				
03:45		4	7	14	33	0	39	2	132	16	165
04:00		2	11			1	21				
04:15		8	12			0	35				
04:30		4	5			2	37				
04:45		7	17	21	45	0	25	3	118	24	163
05:00		9	9			2	36				
05:15		12	11			3	25				
05:30		8	15			4	19				
05:45		14	5	43	40	6	24	15	104	58	144
06:00		6	7			10	24				
06:15		21	7			6	23				
06:30		7	4			49	22				
06:45		7	9	41	27	79	12	144	81	185	108
07:00		20	11			12	16				
07:15		14	13			11	15				
07:30		18	7			14	22				
07:45		14	9	66	40	14	14	51	67	117	107
08:00		9	11			13	18				
08:15		4	7			10	14				
08:30		13	22			12	11				
08:45		4	15	30	55	8	12	43	55	73	110
09:00		9	6			1	2				
09:15		9	4			9	5				
09:30		12	9			16	8				
09:45		11	3	41	22	8	5	34	20	75	42
10:00		4	0			11	2				
10:15		9	0			13	1				
10:30		8	0			8	2				
10:45		11	0	32	0	12	3	44	8	76	8
11:00		5	1			18	2				
11:15		11	1			14	0				
11:30		8	0			14	3				
11:45		11	0	35	2	13	2	59	7	94	9
Total		329	397			404	800			733	1197
Percent		45.3%	54.7%			33.6%	66.4%			38.0%	62.0%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

400 N Smithfield, UT

Page 3

Site Code: 400 N

Station ID:

400 N

Smithfield, UT

Latitude: 41' 50.6950 North

Longitude: 111' 49.8767 West

Start Time	01-May-24 Wed	Westbound		Hour Totals		Eastbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	8			3	18				
12:15		0	9			0	18				
12:30		0	13			0	13				
12:45		0	10	1	40	0	9	3	58	4	98
01:00		0	4			0	17				
01:15		0	5			0	9				
01:30		0	15			0	17				
01:45		0	13	0	37	0	20	0	63	0	100
02:00		0	10			1	20				
02:15		0	9			1	18				
02:30		2	11			1	27				
02:45		3	11	5	41	1	46	4	111	9	152
03:00		0	13			6	25				
03:15		5	10			0	28				
03:30		10	10			0	44				
03:45		6	11	21	44	1	27	7	124	28	168
04:00		6	19			1	27				
04:15		5	10			4	25				
04:30		5	12			1	28				
04:45		12	12	28	53	5	26	11	106	39	159
05:00		10	12			2	27				
05:15		7	12			1	31				
05:30		20	11			9	24				
05:45		15	15	52	50	5	19	17	101	69	151
06:00		13	18			10	25				
06:15		13	5			12	19				
06:30		9	9			46	20				
06:45		4	13	39	45	89	21	157	85	196	130
07:00		11	19			27	28				
07:15		18	13			18	28				
07:30		20	16			11	27				
07:45		14	4	63	52	15	14	71	97	134	149
08:00		10	5			22	7				
08:15		15	4			11	8				
08:30		11	15			12	16				
08:45		9	14	45	38	10	20	55	51	100	89
09:00		15	4			5	8				
09:15		11	4			14	6				
09:30		10	4			8	5				
09:45		10	2	46	14	8	6	35	25	81	39
10:00		6	2			12	3				
10:15		12	1			11	2				
10:30		6	0			12	2				
10:45		6	0	30	3	14	4	49	11	79	14
11:00		10	1			15	1				
11:15		9	0			15	0				
11:30		21	0			14	1				
11:45		7	0	47	1	12	1	56	3	103	4
Total		377	418			465	835			842	1253
Percent		47.4%	52.6%			35.8%	64.2%			40.2%	59.8%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

400 N Smithfield, UT

Site Code: 400 N

Station ID:

400 N

Smithfield, UT

Latitude: 41' 50.6950 North

Longitude: 111' 49.8767 West

Start Time	02-May-24 Thu	Westbound		Hour Totals		Eastbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	13			0	12				
12:15		0	9			0	11				
12:30		1	8			1	11				
12:45		0	17	2	47	0	14	1	48	3	95
01:00		0	10			1	15				
01:15		0	10			0	12				
01:30		1	6			0	18				
01:45		0	9	1	35	0	24	1	69	2	104
02:00		0	5			2	8				
02:15		1	0			0	0				
02:30		1	0			1	0				
02:45		0	0	2	5	0	0	3	8	5	13
03:00		0	*			0	*				
03:15		3	*			0	*				
03:30		6	*			0	*				
03:45		7	*	16	0	1	*	1	0	17	0
04:00		2	*			0	*				
04:15		9	*			0	*				
04:30		4	*			2	*				
04:45		10	*	25	0	0	*	2	0	27	0
05:00		12	*			7	*				
05:15		7	*			3	*				
05:30		8	*			4	*				
05:45		14	*	41	0	7	*	21	0	62	0
06:00		11	*			4	*				
06:15		7	*			14	*				
06:30		10	*			38	*				
06:45		10	*	38	0	83	*	139	0	177	0
07:00		10	*			31	*				
07:15		17	*			7	*				
07:30		15	*			12	*				
07:45		12	*	54	0	14	*	64	0	118	0
08:00		12	*			8	*				
08:15		8	*			11	*				
08:30		11	*			17	*				
08:45		8	*	39	0	10	*	46	0	85	0
09:00		13	*			12	*				
09:15		7	*			11	*				
09:30		5	*			10	*				
09:45		11	*	36	0	7	*	40	0	76	0
10:00		13	*			14	*				
10:15		16	*			8	*				
10:30		10	*			16	*				
10:45		15	*	54	0	16	*	54	0	108	0
11:00		3	*			13	*				
11:15		6	*			21	*				
11:30		5	*			17	*				
11:45		15	*	29	0	15	*	66	0	95	0
Total		337	87			438	125			775	212
Percent		79.5%	20.5%			77.8%	22.2%			78.5%	21.5%
Grand Total		1043	1210			1307	2445			2350	3655
Percent		46.3%	53.7%			34.8%	65.2%			39.1%	60.9%
ADT		ADT 1,922	AADT 1,922								

J-U-B Engineers
1047 S 100 W # 180,
Logan, UT 84321
400 W 150 S Smithfield, UT

Page 1

Site Code: 400 W
Station ID:
400 W 150 S
Smithfield, UT
Latitude: 41' 50.0433 North
Longitude: 111' 50.6400 West

Start Time	14-May-24 Tue	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		*	*			*	*				
12:15		*	*			*	*				
12:30		*	*			*	*				
12:45		*	*	0	0	*	*	0	0	0	0
01:00		*	0			*	4				
01:15		*	8			*	4				
01:30		*	3			*	3				
01:45		*	6	0	17	*	4	0	15	0	32
02:00		*	1			*	10				
02:15		*	4			*	6				
02:30		*	1			*	7				
02:45		*	10	0	16	*	12	0	35	0	51
03:00		*	8			*	6				
03:15		*	10			*	6				
03:30		*	9			*	14				
03:45		*	4	0	31	*	7	0	33	0	64
04:00		*	12			*	6				
04:15		*	6			*	14				
04:30		*	8			*	9				
04:45		*	6	0	32	*	9	0	38	0	70
05:00		*	7			*	10				
05:15		*	4			*	7				
05:30		*	11			*	7				
05:45		*	5	0	27	*	7	0	31	0	58
06:00		*	5			*	6				
06:15		*	1			*	5				
06:30		*	4			*	8				
06:45		*	4	0	14	*	6	0	25	0	39
07:00		*	2			*	6				
07:15		*	7			*	2				
07:30		*	2			*	3				
07:45		*	2	0	13	*	2	0	13	0	26
08:00		*	3			*	3				
08:15		*	0			*	5				
08:30		*	2			*	4				
08:45		*	0	0	5	*	1	0	13	0	18
09:00		*	5			*	1				
09:15		*	2			*	3				
09:30		*	0			*	0				
09:45		*	1	0	8	*	1	0	5	0	13
10:00		*	0			*	0				
10:15		*	0			*	0				
10:30		*	0			*	0				
10:45		*	0	0	0	*	1	0	1	0	1
11:00		*	1			*	1				
11:15		*	0			*	0				
11:30		*	0			*	0				
11:45		*	0	0	1	*	0	0	1	0	2
Total		0	164			0	210			0	374
Percent		0.0%	100.0%			0.0%	100.0%			0.0%	100.0%

J-U-B Engineers
1047 S 100 W # 180,
Logan, UT 84321
400 W 150 S Smithfield, UT

Page 2

Site Code: 400 W
Station ID:
400 W 150 S
Smithfield, UT
Latitude: 41' 50.0433 North
Longitude: 111' 50.6400 West

Start Time	15-May-24 Wed	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	4			0	5				
12:15		0	3			0	2				
12:30		0	0			0	3				
12:45		0	6	0	13	0	5	0	15	0	28
01:00		0	6			0	5				
01:15		0	5			0	3				
01:30		0	4			0	1				
01:45		0	2	0	17	0	8	0	17	0	34
02:00		0	5			0	10				
02:15		0	4			0	8				
02:30		0	10			1	9				
02:45		1	11	1	30	0	7	1	34	2	64
03:00		0	4			0	6				
03:15		1	6			0	7				
03:30		1	6			0	9				
03:45		0	4	2	20	0	15	0	37	2	57
04:00		1	8			1	14				
04:15		0	4			0	6				
04:30		1	6			1	19				
04:45		0	6	2	24	1	9	3	48	5	72
05:00		2	8			1	12				
05:15		3	4			1	10				
05:30		1	7			3	9				
05:45		1	7	7	26	4	6	9	37	16	63
06:00		4	6			1	7				
06:15		6	4			1	14				
06:30		6	5			0	5				
06:45		25	0	41	15	3	6	5	32	46	47
07:00		19	4			5	3				
07:15		2	1			3	4				
07:30		14	3			5	4				
07:45		11	3	46	11	10	2	23	13	69	24
08:00		5	3			10	6				
08:15		5	5			8	2				
08:30		8	2			6	2				
08:45		2	4	20	14	5	2	29	12	49	26
09:00		1	2			6	1				
09:15		3	1			3	1				
09:30		7	1			9	0				
09:45		5	0	16	4	1	2	19	4	35	8
10:00		0	0			2	0				
10:15		3	0			4	0				
10:30		4	0			1	1				
10:45		4	0	11	0	7	0	14	1	25	1
11:00		3	0			3	0				
11:15		8	0			14	0				
11:30		4	0			10	0				
11:45		4	0	19	0	2	0	29	0	48	0
Total		165	174			132	250			297	424
Percent		48.7%	51.3%			34.6%	65.4%			41.2%	58.8%

J-U-B Engineers
1047 S 100 W # 180,
Logan, UT 84321
400 W 150 S Smithfield, UT

Page 3

Site Code: 400 W
Station ID:
400 W 150 S
Smithfield, UT
Latitude: 41' 50.0433 North
Longitude: 111' 50.6400 West

Start Time	16-May-24 Thu	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	5			0	7				
12:15		0	0			0	1				
12:30		0	5			0	7				
12:45		0	8	0	18	0	7	0	22	0	40
01:00		0	3			0	5				
01:15		0	4			0	4				
01:30		0	6			0	6				
01:45		1	2	1	15	0	4	0	19	1	34
02:00		0	4			0	10				
02:15		0	5			0	6				
02:30		0	6			0	6				
02:45		0	5	0	20	0	13	0	35	0	55
03:00		0	12			0	10				
03:15		0	6			0	6				
03:30		0	9			0	5				
03:45		0	14	0	41	0	10	0	31	0	72
04:00		1	9			1	13				
04:15		0	7			0	8				
04:30		1	5			3	8				
04:45		1	7	3	28	2	5	6	34	9	62
05:00		4	12			0	7				
05:15		2	4			1	14				
05:30		5	9			2	3				
05:45		0	5	11	30	2	10	5	34	16	64
06:00		1	6			1	10				
06:15		5	3			2	5				
06:30		15	3			2	3				
06:45		20	4	41	16	2	7	7	25	48	41
07:00		14	8			10	3				
07:15		9	8			2	7				
07:30		6	4			3	7				
07:45		13	2	42	22	8	3	23	20	65	42
08:00		11	2			7	5				
08:15		6	0			2	1				
08:30		6	2			2	1				
08:45		2	0	25	4	3	2	14	9	39	13
09:00		4	2			1	0				
09:15		3	2			4	2				
09:30		5	0			1	0				
09:45		3	0	15	4	5	0	11	2	26	6
10:00		1	0			7	1				
10:15		5	0			5	0				
10:30		5	0			4	0				
10:45		5	0	16	0	4	0	20	1	36	1
11:00		6	0			8	0				
11:15		3	0			8	0				
11:30		6	0			8	0				
11:45		3	0	18	0	3	0	27	0	45	0
Total		172	198			113	232			285	430
Percent		46.5%	53.5%			32.8%	67.2%			39.9%	60.1%

J-U-B Engineers
1047 S 100 W # 180,
Logan, UT 84321
400 W 150 S Smithfield, UT

Page 4

Site Code: 400 W
Station ID:
400 W 150 S
Smithfield, UT
Latitude: 41' 50.0433 North
Longitude: 111' 50.6400 West

Start Time	17-May-24 Fri	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	*			0	*				
12:15		0	*			0	*				
12:30		0	*			0	*				
12:45		0	*	0	0	0	*	0	0	0	0
01:00		0	*			0	*				
01:15		0	*			0	*				
01:30		1	*			1	*				
01:45		0	*	1	0	0	*	1	0	2	0
02:00		0	*			0	*				
02:15		0	*			0	*				
02:30		1	*			0	*				
02:45		0	*	1	0	0	*	0	0	1	0
03:00		0	*			0	*				
03:15		0	*			0	*				
03:30		0	*			0	*				
03:45		0	*	0	0	0	*	0	0	0	0
04:00		0	*			1	*				
04:15		0	*			0	*				
04:30		1	*			2	*				
04:45		1	*	2	0	0	*	3	0	5	0
05:00		4	*			0	*				
05:15		1	*			2	*				
05:30		2	*			2	*				
05:45		1	*	8	0	2	*	6	0	14	0
06:00		1	*			0	*				
06:15		5	*			0	*				
06:30		6	*			1	*				
06:45		16	*	28	0	2	*	3	0	31	0
07:00		12	*			10	*				
07:15		12	*			1	*				
07:30		8	*			2	*				
07:45		9	*	41	0	7	*	20	0	61	0
08:00		9	*			8	*				
08:15		2	*			4	*				
08:30		1	*			4	*				
08:45		4	*	16	0	6	*	22	0	38	0
09:00		5	*			4	*				
09:15		4	*			0	*				
09:30		1	*			0	*				
09:45		3	*	13	0	2	*	6	0	19	0
10:00		*	*	*	*	*	*	*	*	*	*
10:15		*	*	*	*	*	*	*	*	*	*
10:30		*	*	*	*	*	*	*	*	*	*
10:45		*	*	*	*	*	*	*	*	*	*
11:00		*	*	*	*	*	*	*	*	*	*
11:15		*	*	*	*	*	*	*	*	*	*
11:30		*	*	*	*	*	*	*	*	*	*
11:45		*	*	*	*	*	*	*	*	*	*
Total		110	0			61	0			171	0
Percent		100.0%	0.0%			100.0%	0.0%			100.0%	0.0%
Grand Total		447	536			306	692			753	1228
Percent		45.5%	54.5%			30.7%	69.3%			38.0%	62.0%
ADT		ADT 696		AADT 696							

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

600 S Smithfield, UT

Page 1

Site Code: 600 S

Station ID:

600 S

Smithfield, UT

Latitude: 41' 49.4367 North

Longitude: 111' 49.8850 West

Start Time	14-May-24 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		*	*			*	*				
12:15		*	*			*	*				
12:30		*	*			*	*				
12:45		*	*	0	0	*	*	0	0	0	0
01:00		*	*			*	*				
01:15		*	*			*	*				
01:30		*	*			*	*				
01:45		*	*	0	0	*	*	0	0	0	0
02:00		*	*			*	*				
02:15		*	*			*	*				
02:30		*	*			*	*				
02:45		*	*	0	0	*	*	0	0	0	0
03:00		*	*			*	*				
03:15		*	58			*	126				
03:30		*	51			*	69				
03:45		*	65	0	174	*	70	0	265	0	439
04:00		*	51			*	66				
04:15		*	75			*	60				
04:30		*	66			*	66				
04:45		*	54	0	246	*	71	0	263	0	509
05:00		*	58			*	58				
05:15		*	74			*	63				
05:30		*	71			*	74				
05:45		*	70	0	273	*	77	0	272	0	545
06:00		*	70			*	101				
06:15		*	50			*	89				
06:30		*	54			*	63				
06:45		*	81	0	255	*	55	0	308	0	563
07:00		*	100			*	49				
07:15		*	117			*	54				
07:30		*	62			*	53				
07:45		*	52	0	331	*	58	0	214	0	545
08:00		*	33			*	46				
08:15		*	38			*	45				
08:30		*	36			*	35				
08:45		*	34	0	141	*	53	0	179	0	320
09:00		*	37			*	111				
09:15		*	33			*	65				
09:30		*	29			*	26				
09:45		*	24	0	123	*	17	0	219	0	342
10:00		*	39			*	26				
10:15		*	21			*	12				
10:30		*	20			*	11				
10:45		*	14	0	94	*	18	0	67	0	161
11:00		*	11			*	4				
11:15		*	9			*	3				
11:30		*	12			*	5				
11:45		*	8	0	40	*	3	0	15	0	55
Total		0	1677			0	1802			0	3479
Percent		0.0%	100.0%			0.0%	100.0%			0.0%	100.0%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

600 S Smithfield, UT

Page 2

Site Code: 600 S

Station ID:

600 S

Smithfield, UT

Latitude: 41' 49.4367 North

Longitude: 111' 49.8850 West

Start Time	15-May-24 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	36			2	94				
12:15		8	37			2	60				
12:30		11	37			1	50				
12:45		3	60	25	170	2	48	7	252	32	422
01:00		1	47			2	55				
01:15		3	31			2	51				
01:30		2	37			0	47				
01:45		0	24	6	139	1	33	5	186	11	325
02:00		1	36			0	54				
02:15		1	33			0	69				
02:30		4	33			1	37				
02:45		2	44	8	146	0	47	1	207	9	353
03:00		1	44			0	51				
03:15		1	57			0	105				
03:30		0	44			1	105				
03:45		1	61	3	206	1	74	2	335	5	541
04:00		0	46			0	61				
04:15		1	63			1	53				
04:30		0	35			0	60				
04:45		0	63	1	207	1	69	2	243	3	450
05:00		3	72			3	63				
05:15		3	71			3	68				
05:30		2	74			4	63				
05:45		3	52	11	269	10	64	20	258	31	527
06:00		1	74			8	55				
06:15		17	68			19	59				
06:30		20	73			12	59				
06:45		9	70	47	285	17	70	56	243	103	528
07:00		13	60			38	99				
07:15		22	51			46	64				
07:30		16	55			47	64				
07:45		16	56	67	222	52	91	183	318	250	540
08:00		56	51			74	63				
08:15		77	44			99	31				
08:30		43	39			55	40				
08:45		29	71	205	205	54	59	282	193	487	398
09:00		26	36			54	27				
09:15		27	41			75	46				
09:30		29	44			57	39				
09:45		30	42	112	163	49	28	235	140	347	303
10:00		10	18			47	30				
10:15		28	25			39	16				
10:30		24	28			25	22				
10:45		29	11	91	82	53	16	164	84	255	166
11:00		30	11			46	10				
11:15		25	16			39	10				
11:30		27	9			36	3				
11:45		31	8	113	44	45	4	166	27	279	71
Total		689	2138			1123	2486			1812	4624
Percent		24.4%	75.6%			31.1%	68.9%			28.2%	71.8%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

600 S Smithfield, UT

Page 3

Site Code: 600 S

Station ID:

600 S

Smithfield, UT

Latitude: 41' 49.4367 North

Longitude: 111' 49.8850 West

Start Time	16-May-24 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		11	33			5	95				
12:15		5	45			2	63				
12:30		6	32			0	52				
12:45		3	58	25	168	1	54	8	264	33	432
01:00		1	43			3	46				
01:15		0	42			0	48				
01:30		1	40			0	36				
01:45		2	30	4	155	1	40	4	170	8	325
02:00		1	26			0	52				
02:15		0	28			0	65				
02:30		3	40			1	55				
02:45		0	41	4	135	0	54	1	226	5	361
03:00		2	50			0	49				
03:15		2	47			1	113				
03:30		1	56			0	75				
03:45		0	44	5	197	0	69	1	306	6	503
04:00		0	56			0	52				
04:15		1	54			3	57				
04:30		0	71			0	58				
04:45		0	66	1	247	2	81	5	248	6	495
05:00		3	64			1	66				
05:15		6	63			1	59				
05:30		6	54			2	56				
05:45		4	60	19	241	8	83	12	264	31	505
06:00		4	90			12	81				
06:15		18	60			16	70				
06:30		11	66			14	85				
06:45		9	93	42	309	25	79	67	315	109	624
07:00		6	70			40	68				
07:15		18	77			49	47				
07:30		17	74			45	40				
07:45		29	54	70	275	53	39	187	194	257	469
08:00		47	50			81	57				
08:15		82	58			81	40				
08:30		39	52			69	93				
08:45		31	52	199	212	43	69	274	259	473	471
09:00		28	50			45	37				
09:15		30	45			68	51				
09:30		46	45			68	43				
09:45		22	44	126	184	46	32	227	163	353	347
10:00		26	24			36	17				
10:15		21	26			44	13				
10:30		29	25			33	31				
10:45		33	26	109	101	44	21	157	82	266	183
11:00		27	14			45	11				
11:15		19	10			41	10				
11:30		34	8			35	2				
11:45		34	7	114	39	39	4	160	27	274	66
Total		718	2263			1103	2518			1821	4781
Percent		24.1%	75.9%			30.5%	69.5%			27.6%	72.4%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

600 S Smithfield, UT

Page 4

Site Code: 600 S

Station ID:

600 S

Smithfield, UT

Latitude: 41' 49.4367 North

Longitude: 111' 49.8850 West

Start Time	17-May-24 Fri	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	*			4	*				
12:15		3	*			4	*				
12:30		4	*			3	*				
12:45		1	*	14	0	4	*	15	0	29	0
01:00		2	*			2	*				
01:15		1	*			0	*				
01:30		4	*			2	*				
01:45		2	*	9	0	0	*	4	0	13	0
02:00		1	*			0	*				
02:15		1	*			1	*				
02:30		4	*			0	*				
02:45		2	*	8	0	0	*	1	0	9	0
03:00		1	*			0	*				
03:15		2	*			2	*				
03:30		0	*			1	*				
03:45		1	*	4	0	0	*	3	0	7	0
04:00		2	*			1	*				
04:15		1	*			0	*				
04:30		1	*			1	*				
04:45		0	*	4	0	2	*	4	0	8	0
05:00		2	*			1	*				
05:15		4	*			5	*				
05:30		5	*			4	*				
05:45		4	*	15	0	4	*	14	0	29	0
06:00		7	*			9	*				
06:15		13	*			10	*				
06:30		14	*			9	*				
06:45		12	*	46	0	14	*	42	0	88	0
07:00		3	*			34	*				
07:15		9	*			34	*				
07:30		17	*			43	*				
07:45		27	*	56	0	48	*	159	0	215	0
08:00		45	*			84	*				
08:15		70	*			97	*				
08:30		43	*			68	*				
08:45		28	*	186	0	47	*	296	0	482	0
09:00		32	*			51	*				
09:15		29	*			57	*				
09:30		44	*			45	*				
09:45		25	*	130	0	43	*	196	0	326	0
10:00		28	*			42	*				
10:15		32	*			31	*				
10:30		20	*			66	*				
10:45		0	*	80	0	0	*	139	0	219	0
11:00		0	*			0	*				
11:15		0	*			0	*				
11:30		*	*	*	*	*	*	*	*	*	*
11:45		*	*	*	*	*	*	*	*	*	*
Total		552	0			873	0			1425	0
Percent		100.0%	0.0%			100.0%	0.0%			100.0%	0.0%
Grand Total		1959	6078			3099	6806			5058	12884
Percent		24.4%	75.6%			31.3%	68.7%			28.2%	71.8%
ADT		ADT 6,430				AADT 6,430					

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

800 E Smithfield, UT

Page 1

Site Code: 800 E

Station ID:

800 E

Smithfield, UT

Latitude: 41' 49.3000 North

Longitude: 111' 48.6167 West

Start Time	29-Apr-24 Mon	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		*	*			*	*				
12:15		*	*			*	*				
12:30		*	*			*	*				
12:45		*	*	0	0	*	*	0	0	0	0
01:00		*	*			*	*				
01:15		*	*			*	*				
01:30		*	*			*	*				
01:45		*	*	0	0	*	*	0	0	0	0
02:00		*	*			*	*				
02:15		*	*			*	*				
02:30		*	*			*	*				
02:45		*	*	0	0	*	*	0	0	0	0
03:00		*	*			*	*				
03:15		*	*			*	*				
03:30		*	26			*	35				
03:45		*	33	0	59	*	47	0	82	0	141
04:00		*	35			*	45				
04:15		*	38			*	53				
04:30		*	34			*	61				
04:45		*	17	0	124	*	48	0	207	0	331
05:00		*	32			*	53				
05:15		*	24			*	66				
05:30		*	6			*	71				
05:45		*	20	0	82	*	32	0	222	0	304
06:00		*	14			*	32				
06:15		*	24			*	26				
06:30		*	14			*	26				
06:45		*	16	0	68	*	17	0	101	0	169
07:00		*	16			*	24				
07:15		*	14			*	19				
07:30		*	13			*	18				
07:45		*	14	0	57	*	17	0	78	0	135
08:00		*	8			*	14				
08:15		*	10			*	8				
08:30		*	13			*	11				
08:45		*	5	0	36	*	3	0	36	0	72
09:00		*	6			*	5				
09:15		*	2			*	5				
09:30		*	10			*	14				
09:45		*	2	0	20	*	4	0	28	0	48
10:00		*	1			*	7				
10:15		*	3			*	1				
10:30		*	2			*	0				
10:45		*	3	0	9	*	5	0	13	0	22
11:00		*	2			*	1				
11:15		*	1			*	1				
11:30		*	0			*	0				
11:45		*	1	0	4	*	0	0	2	0	6
Total		0	459			0	769			0	1228
Percent		0.0%	100.0%			0.0%	100.0%			0.0%	100.0%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

800 E Smithfield, UT

Page 2

Site Code: 800 E

Station ID:

800 E

Smithfield, UT

Latitude: 41' 49.3000 North

Longitude: 111' 48.6167 West

Start Time	30-Apr-24 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	15			1	21				
12:15		1	10			0	21				
12:30		0	15			0	19				
12:45		1	27	2	67	1	18	2	79	4	146
01:00		0	9			0	17				
01:15		1	19			1	27				
01:30		0	17			1	21				
01:45		0	22	1	67	0	21	2	86	3	153
02:00		0	39			0	29				
02:15		1	24			0	21				
02:30		1	25			0	42				
02:45		2	26	4	114	0	39	0	131	4	245
03:00		0	27			0	40				
03:15		0	23			0	24				
03:30		2	19			0	37				
03:45		3	39	5	108	0	46	0	147	5	255
04:00		6	33			4	52				
04:15		1	32			1	49				
04:30		4	23			1	62				
04:45		10	31	21	119	5	70	11	233	32	352
05:00		5	31			6	47				
05:15		7	37			3	44				
05:30		5	23			2	39				
05:45		14	18	31	109	4	41	15	171	46	280
06:00		12	16			7	23				
06:15		16	21			8	27				
06:30		33	16			19	19				
06:45		47	17	108	70	19	18	53	87	161	157
07:00		67	10			14	23				
07:15		27	17			11	24				
07:30		36	18			20	20				
07:45		30	6	160	51	18	15	63	82	223	133
08:00		26	12			16	16				
08:15		25	11			3	7				
08:30		20	6			9	13				
08:45		18	10	89	39	13	13	41	49	130	88
09:00		20	3			10	7				
09:15		16	1			8	7				
09:30		19	5			11	2				
09:45		15	1	70	10	14	5	43	21	113	31
10:00		11	3			10	7				
10:15		15	1			17	4				
10:30		12	1			15	2				
10:45		14	0	52	5	15	2	57	15	109	20
11:00		16	2			26	0				
11:15		15	1			16	1				
11:30		17	1			18	3				
11:45		15	2	63	6	25	1	85	5	148	11
Total		606	765			372	1106			978	1871
Percent		44.2%	55.8%			25.2%	74.8%			34.3%	65.7%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

800 E Smithfield, UT

Page 3

Site Code: 800 E

Station ID:

800 E

Smithfield, UT

Latitude: 41' 49.3000 North

Longitude: 111' 48.6167 West

Start Time	01-May-24 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	14			3	18				
12:15		0	7			1	23				
12:30		1	15			1	14				
12:45		2	15	3	51	1	19	6	74	9	125
01:00		0	7			0	16				
01:15		0	13			1	13				
01:30		0	10			0	21				
01:45		0	23	0	53	1	26	2	76	2	129
02:00		0	31			0	19				
02:15		1	22			0	26				
02:30		1	18			0	27				
02:45		0	30	2	101	0	21	0	93	2	194
03:00		0	20			0	28				
03:15		0	25			0	39				
03:30		2	20			0	27				
03:45		0	27	2	92	0	29	0	123	2	215
04:00		7	30			0	30				
04:15		3	29			0	44				
04:30		3	32			1	42				
04:45		5	27	18	118	3	51	4	167	22	285
05:00		4	31			1	56				
05:15		6	28			5	35				
05:30		5	17			4	27				
05:45		13	12	28	88	5	28	15	146	43	234
06:00		7	21			5	26				
06:15		18	26			3	31				
06:30		24	17			9	26				
06:45		55	17	104	81	15	23	32	106	136	187
07:00		63	14			13	20				
07:15		35	12			12	24				
07:30		21	22			12	21				
07:45		29	14	148	62	6	14	43	79	191	141
08:00		31	7			16	14				
08:15		22	9			7	16				
08:30		19	7			10	12				
08:45		18	3	90	26	6	14	39	56	129	82
09:00		20	11			7	10				
09:15		17	3			11	9				
09:30		16	3			5	2				
09:45		17	2	70	19	12	3	35	24	105	43
10:00		14	1			11	2				
10:15		15	3			15	0				
10:30		17	3			12	1				
10:45		19	1	65	8	11	2	49	5	114	13
11:00		15	4			11	2				
11:15		19	1			14	1				
11:30		14	1			16	3				
11:45		17	0	65	6	15	1	56	7	121	13
Total		595	705			281	956			876	1661
Percent		45.8%	54.2%			22.7%	77.3%			34.5%	65.5%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

800 E Smithfield, UT

Page 4

Site Code: 800 E

Station ID:

800 E

Smithfield, UT

Latitude: 41' 49.3000 North

Longitude: 111' 48.6167 West

Start Time	02-May-24 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	20			0	16				
12:15		1	19			0	19				
12:30		0	25			0	19				
12:45		1	12	2	76	2	13	2	67	4	143
01:00		0	15			1	19				
01:15		0	17			0	25				
01:30		0	1			0	0				
01:45		0	0	0	33	0	0	1	44	1	77
02:00		1	0			0	0				
02:15		2	*			0	*				
02:30		2	*			0	*				
02:45		0	*	5	0	1	*	1	0	6	0
03:00		0	*			0	*				
03:15		0	*			0	*				
03:30		2	*			0	*				
03:45		2	*	4	0	0	*	0	0	4	0
04:00		6	*			2	*				
04:15		1	*			2	*				
04:30		1	*			2	*				
04:45		2	*	10	0	5	*	11	0	21	0
05:00		8	*			6	*				
05:15		4	*			5	*				
05:30		7	*			3	*				
05:45		18	*	37	0	3	*	17	0	54	0
06:00		14	*			6	*				
06:15		22	*			10	*				
06:30		25	*			9	*				
06:45		56	*	117	0	13	*	38	0	155	0
07:00		59	*			12	*				
07:15		36	*			13	*				
07:30		20	*			11	*				
07:45		29	*	144	0	14	*	50	0	194	0
08:00		31	*			20	*				
08:15		11	*			11	*				
08:30		12	*			10	*				
08:45		15	*	69	0	11	*	52	0	121	0
09:00		24	*			13	*				
09:15		15	*			12	*				
09:30		12	*			14	*				
09:45		18	*	69	0	16	*	55	0	124	0
10:00		15	*			19	*				
10:15		22	*			10	*				
10:30		24	*			14	*				
10:45		23	*	84	0	21	*	64	0	148	0
11:00		21	*			21	*				
11:15		16	*			14	*				
11:30		13	*			21	*				
11:45		18	*	68	0	16	*	72	0	140	0
Total		609	109			363	111			972	220
Percent		84.8%	15.2%			76.6%	23.4%			81.5%	18.5%
Grand Total		1810	2038			1016	2942			2826	4980
Percent		47.0%	53.0%			25.7%	74.3%			36.2%	63.8%
ADT		ADT 2,694		AADT 2,694							

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321
1000 S Smithfield, UT

Page 1

Site Code: 1000 S
Station ID:
1000 S
Smithfield, UT
Latitude: 41' 48.9800 North
Longitude: 111' 49.9100 West

Start Time	14-May-24 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		*	*			*	*				
12:15		*	*			*	*				
12:30		*	*			*	*				
12:45		*	*	0	0	*	*	0	0	0	0
01:00		*	*			*	*				
01:15		*	*			*	*				
01:30		*	*			*	*				
01:45		*	*	0	0	*	*	0	0	0	0
02:00		*	*			*	*				
02:15		*	*			*	*				
02:30		*	36			*	24				
02:45		*	35	0	71	*	24	0	48	0	119
03:00		*	49			*	33				
03:15		*	63			*	29				
03:30		*	32			*	28				
03:45		*	61	0	205	*	36	0	126	0	331
04:00		*	48			*	38				
04:15		*	43			*	35				
04:30		*	59			*	48				
04:45		*	48	0	198	*	31	0	152	0	350
05:00		*	32			*	34				
05:15		*	60			*	28				
05:30		*	44			*	27				
05:45		*	47	0	183	*	18	0	107	0	290
06:00		*	28			*	19				
06:15		*	27			*	19				
06:30		*	43			*	18				
06:45		*	32	0	130	*	11	0	67	0	197
07:00		*	14			*	10				
07:15		*	26			*	15				
07:30		*	17			*	10				
07:45		*	17	0	74	*	13	0	48	0	122
08:00		*	17			*	12				
08:15		*	13			*	3				
08:30		*	7			*	5				
08:45		*	7	0	44	*	8	0	28	0	72
09:00		*	3			*	7				
09:15		*	2			*	4				
09:30		*	2			*	1				
09:45		*	1	0	8	*	5	0	17	0	25
10:00		*	2			*	1				
10:15		*	1			*	2				
10:30		*	2			*	4				
10:45		*	0	0	5	*	0	0	7	0	12
11:00		*	3			*	1				
11:15		*	0			*	0				
11:30		*	0			*	0				
11:45		*	0	0	3	*	0	0	1	0	4
Total		0	921			0	601			0	1522
Percent		0.0%	100.0%			0.0%	100.0%			0.0%	100.0%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

1000 S Smithfield, UT

Page 2

Site Code: 1000 S

Station ID:

1000 S

Smithfield, UT

Latitude: 41' 48.9800 North

Longitude: 111' 49.9100 West

Start Time	15-May-24 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	45			0	23				
12:15		0	65			2	26				
12:30		1	40			1	21				
12:45		0	46	1	196	0	14	3	84	4	280
01:00		0	49			0	28				
01:15		0	38			0	23				
01:30		0	50			0	31				
01:45		0	41	0	178	0	30	0	112	0	290
02:00		1	76			0	35				
02:15		0	47			0	25				
02:30		0	48			0	47				
02:45		1	46	2	217	0	35	0	142	2	359
03:00		0	44			0	33				
03:15		1	61			0	44				
03:30		2	58			0	33				
03:45		1	50	4	213	1	32	1	142	5	355
04:00		4	50			1	39				
04:15		6	39			1	30				
04:30		13	34			3	41				
04:45		18	54	41	177	3	43	8	153	49	330
05:00		4	30			2	35				
05:15		16	40			3	20				
05:30		4	38			0	21				
05:45		32	36	56	144	9	27	14	103	70	247
06:00		27	27			5	21				
06:15		30	53			6	25				
06:30		29	23			5	10				
06:45		69	44	155	147	8	15	24	71	179	218
07:00		40	27			7	20				
07:15		58	16			12	13				
07:30		39	25			9	15				
07:45		33	22	170	90	16	12	44	60	214	150
08:00		53	23			14	8				
08:15		46	7			8	7				
08:30		31	12			11	13				
08:45		58	10	188	52	11	7	44	35	232	87
09:00		40	5			18	5				
09:15		35	7			13	3				
09:30		34	4			7	2				
09:45		34	2	143	18	18	2	56	12	199	30
10:00		41	4			26	1				
10:15		25	2			15	4				
10:30		38	0			22	1				
10:45		69	2	173	8	28	0	91	6	264	14
11:00		25	0			19	0				
11:15		46	0			27	2				
11:30		42	0			29	1				
11:45		60	1	173	1	38	0	113	3	286	4
Total		1106	1441			398	923			1504	2364
Percent		43.4%	56.6%			30.1%	69.9%			38.9%	61.1%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

1000 S Smithfield, UT

Page 3

Site Code: 1000 S

Station ID:

1000 S

Smithfield, UT

Latitude: 41' 48.9800 North

Longitude: 111' 49.9100 West

Start Time	16-May-24 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	49			0	35				
12:15		0	53			0	18				
12:30		0	18			0	28				
12:45		0	54	0	174	0	20	0	101	0	275
01:00		0	31			0	35				
01:15		0	30			0	14				
01:30		0	65			0	32				
01:45		0	28	0	154	0	28	0	109	0	263
02:00		0	54			0	25				
02:15		0	54			0	33				
02:30		0	36			0	40				
02:45		0	45	0	189	0	31	0	129	0	318
03:00		1	43			0	35				
03:15		0	44			0	25				
03:30		0	32			0	34				
03:45		1	49	2	168	1	33	1	127	3	295
04:00		5	34			2	36				
04:15		6	48			1	43				
04:30		13	29			1	28				
04:45		9	58	33	169	3	36	7	143	40	312
05:00		8	53			0	25				
05:15		11	52			2	28				
05:30		16	29			2	20				
05:45		20	34	55	168	5	29	9	102	64	270
06:00		24	39			5	24				
06:15		41	19			4	19				
06:30		49	35			5	17				
06:45		64	27	178	120	10	17	24	77	202	197
07:00		54	27			15	22				
07:15		39	23			12	12				
07:30		36	22			12	17				
07:45		34	24	163	96	11	14	50	65	213	161
08:00		31	9			7	16				
08:15		33	5			13	8				
08:30		29	13			7	8				
08:45		25	9	118	36	12	12	39	44	157	80
09:00		28	11			15	12				
09:15		34	6			12	6				
09:30		42	6			9	6				
09:45		46	4	150	27	18	3	54	27	204	54
10:00		45	2			18	1				
10:15		56	8			24	3				
10:30		39	0			20	1				
10:45		70	0	210	10	25	1	87	6	297	16
11:00		74	0			21	1				
11:15		32	1			35	0				
11:30		39	1			18	0				
11:45		62	1	207	3	33	0	107	1	314	4
Total		1116	1314			378	931			1494	2245
Percent		45.9%	54.1%			28.9%	71.1%			40.0%	60.0%

J-U-B Engineers

1047 S 100 W # 180,
Logan, UT 84321

1000 S Smithfield, UT

Page 4

Site Code: 1000 S

Station ID:

1000 S

Smithfield, UT

Latitude: 41' 48.9800 North

Longitude: 111' 49.9100 West

Start Time	17-May-24 Fri	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	*			0	*				
12:15		0	*			0	*				
12:30		0	*			0	*				
12:45		1	*	1	0	0	*	0	0	1	0
01:00		0	*			0	*				
01:15		0	*			0	*				
01:30		0	*			0	*				
01:45		0	*	0	0	0	*	0	0	0	0
02:00		1	*			0	*				
02:15		0	*			0	*				
02:30		0	*			0	*				
02:45		1	*	2	0	1	*	1	0	3	0
03:00		0	*			0	*				
03:15		2	*			1	*				
03:30		0	*			0	*				
03:45		4	*	6	0	1	*	2	0	8	0
04:00		3	*			4	*				
04:15		6	*			2	*				
04:30		9	*			0	*				
04:45		12	*	30	0	2	*	8	0	38	0
05:00		5	*			1	*				
05:15		5	*			1	*				
05:30		8	*			1	*				
05:45		25	*	43	0	2	*	5	0	48	0
06:00		23	*			2	*				
06:15		29	*			8	*				
06:30		43	*			5	*				
06:45		64	*	159	0	11	*	26	0	185	0
07:00		40	*			11	*				
07:15		47	*			10	*				
07:30		40	*			11	*				
07:45		56	*	183	0	18	*	50	0	233	0
08:00		27	*			8	*				
08:15		53	*			8	*				
08:30		36	*			3	*				
08:45		31	*	147	0	14	*	33	0	180	0
09:00		15	*			10	*				
09:15		0	*			0	*				
09:30		0	*			0	*				
09:45		*	*	*	*	*	*	*	*	*	*
10:00		*	*	*	*	*	*	*	*	*	*
10:15		*	*	*	*	*	*	*	*	*	*
10:30		*	*	*	*	*	*	*	*	*	*
10:45		*	*	*	*	*	*	*	*	*	*
11:00		*	*	*	*	*	*	*	*	*	*
11:15		*	*	*	*	*	*	*	*	*	*
11:30		*	*	*	*	*	*	*	*	*	*
11:45		*	*	*	*	*	*	*	*	*	*
Total		586	0			135	0			696	0
Percent		100.0%	0.0%			100.0%	0.0%			100.0%	0.0%
Grand Total		2808	3676			911	2455			3694	6131
Percent		43.3%	56.7%			27.1%	72.9%			37.6%	62.4%
ADT		ADT 3,741			AADT 3,741						

2024 Existing Conditions AM

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	4	8	6	4	1	2	9	8	1	11	0
Future Vol, veh/h	0	4	8	6	4	1	2	9	8	1	11	0
Conflicting Peds, #/hr	1	0	1	0	0	0	2	0	2	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	43	43	43	55	55	55	43	43	43	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	3	3	3
Mvmt Flow	0	9	19	11	7	2	5	21	19	2	18	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	59	75	21	69	65	33	20	0	0	42	0	0
Stage 1	24	24	-	42	42	-	-	-	-	-	-	-
Stage 2	35	51	-	27	24	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	943	820	1062	928	829	1046	1609	-	-	1561	-	-
Stage 1	1000	880	-	978	864	-	-	-	-	-	-	-
Stage 2	986	856	-	995	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	926	813	1059	895	823	1043	1606	-	-	1558	-	-
Mov Cap-2 Maneuver	926	813	-	895	823	-	-	-	-	-	-	-
Stage 1	997	877	-	973	860	-	-	-	-	-	-	-
Stage 2	972	852	-	965	877	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	8.85		9.19		0.76		0.61	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	173	-	-	962	879	150	-
HCM Lane V/C Ratio	0.003	-	-	0.029	0.023	0.001	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.9	9.2	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

HCM Unsignalized Intersection Capacity Analysis

20: 100 E & 400 N

05/29/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	31	6	6	56	0	1	1	1	1	23	5
Future Volume (Veh/h)	3	31	6	6	56	0	1	1	1	1	23	5
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.82	0.82	0.82	0.75	0.75	0.75	0.73	0.73	0.73
Hourly flow rate (vph)	4	37	7	7	68	0	1	1	1	1	32	7
Pedestrians								1			1	
Lane Width (ft)								12.0			12.0	
Walking Speed (ft/s)								3.5			3.5	
Percent Blockage								0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	69			45			155	133	42	133	136	69
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	69			45			155	133	42	133	136	69
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	96	99
cM capacity (veh/h)	1543			1549			779	755	1034	835	752	999
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	48	75	3	40								
Volume Left	4	7	1	1								
Volume Right	7	0	1	7								
cSH	1543	1549	839	788								
Volume to Capacity	0.00*	0.00*	0.00*	0.05								
Queue Length 95th (ft)	0	0	0	4								
Control Delay (s/veh)	0.6	0.7	9.3	9.8								
Lane LOS	A	A	A	A								
Approach Delay (s/veh)	0.6	0.7	9.3	9.8								
Approach LOS			A	A								
Intersection Summary												
Average Delay			3.0									
Intersection Capacity Utilization			14.9%		ICU Level of Service		A					
Analysis Period (min)			15									
* Value less than 0.01.												

Intersection												
Int Delay, s/veh	7.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	3	2	0	19	0	8	0	0	0	0	98
Future Vol, veh/h	35	3	2	0	19	0	8	0	0	0	0	98
Conflicting Peds, #/hr	3	0	3	2	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	68	68	68	50	50	50	66	66	66
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	1	1	1
Mvmt Flow	45	4	3	0	28	0	16	0	0	0	0	148
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	31	0	0	9	0	0	127	130	8	126	131	31
Stage 1	-	-	-	-	-	-	99	99	-	31	31	-
Stage 2	-	-	-	-	-	-	28	31	-	95	100	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.509	4.009	3.309
Pot Cap-1 Maneuver	1588	-	-	1623	-	-	851	764	1080	850	761	1046
Stage 1	-	-	-	-	-	-	912	817	-	988	871	-
Stage 2	-	-	-	-	-	-	994	873	-	914	814	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1584	-	-	1619	-	-	707	738	1077	824	735	1043
Mov Cap-2 Maneuver	-	-	-	-	-	-	707	738	-	824	735	-
Stage 1	-	-	-	-	-	-	883	791	-	985	869	-
Stage 2	-	-	-	-	-	-	853	871	-	888	788	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	6.42			0			10.21			9.02		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	707	1458	-	-	1619	-	-	1043				
HCM Lane V/C Ratio	0.023	0.029	-	-	-	-	-	0.142				
HCM Ctrl Dly (s/v)	10.2	7.3	0	-	0	-	-	9				
HCM Lane LOS	B	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.5				

HCM Unsignalized Intersection Capacity Analysis

40: 100 E & 100 N

05/29/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	24	15	3	102	0	22	13	3	13	220	88
Future Volume (Veh/h)	5	24	15	3	102	0	22	13	3	13	220	88
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.69	0.69	0.69	0.82	0.82	0.82	0.86	0.86	0.86	0.55	0.55	0.55
Hourly flow rate (vph)	7	35	22	4	124	0	26	15	3	24	400	160
Pedestrians		2			2							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	124			57			554	192	48	205	203	126
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	124			57			554	192	48	205	203	126
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			87	98	100	97	42	83
cM capacity (veh/h)	1457			1528			197	698	1019	738	692	928
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	64	128	44	584								
Volume Left	7	4	26	24								
Volume Right	22	0	3	160								
cSH	1457	1528	281	746								
Volume to Capacity	0.00*	0.00*	0.16	0.78								
Queue Length 95th (ft)	0	0	14	195								
Control Delay (s/veh)	0.9	0.3	20.2	24.9								
Lane LOS	A	A	C	C								
Approach Delay (s/veh)	0.9	0.3	20.2	24.9								
Approach LOS			C	C								
Intersection Summary												
Average Delay			18.9									
Intersection Capacity Utilization			30.2%	ICU Level of Service				A				
Analysis Period (min)			15									

* Value less than 0.01.

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	61	44	0	216	0	13	7	1	7	47	44
Future Vol, veh/h	5	61	44	0	216	0	13	7	1	7	47	44
Conflicting Peds, #/hr	1	0	1	0	0	0	0	0	0	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	51	51	51	75	75	75	58	58	58	45	45	45
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	120	86	0	288	0	22	12	2	16	104	98
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	289	0	0	207	0	0	526	472	166	436	515	291
Stage 1	-	-	-	-	-	-	183	183	-	289	289	-
Stage 2	-	-	-	-	-	-	342	289	-	147	226	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1284	-	-	1376	-	-	466	493	884	534	466	753
Stage 1	-	-	-	-	-	-	823	752	-	723	677	-
Stage 2	-	-	-	-	-	-	677	677	-	860	720	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1283	-	-	1375	-	-	310	488	881	514	461	751
Mov Cap-2 Maneuver	-	-	-	-	-	-	310	488	-	514	461	-
Stage 1	-	-	-	-	-	-	815	744	-	722	676	-
Stage 2	-	-	-	-	-	-	497	676	-	836	713	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.36			0			15.91			15.38		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	366	75	-	-	1375	-	-	563				
HCM Lane V/C Ratio	0.099	0.008	-	-	-	-	-	0.387				
HCM Ctrl Dly (s/v)	15.9	7.8	0	-	0	-	-	15.4				
HCM Lane LOS	C	A	A	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	1.8				

Intersection												
Int Delay, s/veh	9.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	13	13	20	19	1	10	12	1	1	119	26
Future Vol, veh/h	3	13	13	20	19	1	10	12	1	1	119	26
Conflicting Peds, #/hr	7	0	7	4	0	4	0	0	0	8	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	52	52	67	67	67	72	72	72	57	57	57
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	0	0	0
Mvmt Flow	6	25	25	30	28	1	14	17	1	2	209	46
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	37	0	0	57	0	0	256	153	53	149	164	44
Stage 1	-	-	-	-	-	-	56	56	-	96	96	-
Stage 2	-	-	-	-	-	-	200	97	-	53	69	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1580	-	-	1554	-	-	697	739	1015	824	732	1032
Stage 1	-	-	-	-	-	-	956	848	-	916	820	-
Stage 2	-	-	-	-	-	-	801	815	-	965	842	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1570	-	-	1544	-	-	454	712	1001	774	705	1017
Mov Cap-2 Maneuver	-	-	-	-	-	-	454	712	-	774	705	-
Stage 1	-	-	-	-	-	-	946	839	-	892	798	-
Stage 2	-	-	-	-	-	-	550	794	-	934	833	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.76			3.69			11.61			12.32		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	577	169	-	-	891	-	-	746				
HCM Lane V/C Ratio	0.055	0.004	-	-	0.019	-	-	0.343				
HCM Ctrl Dly (s/v)	11.6	7.3	0	-	7.4	0	-	12.3				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	1.5				

Intersection	
Intersection Delay, s/veh	26.5
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	145	9	50	222	42	5	38	32	117	59	53
Future Vol, veh/h	46	145	9	50	222	42	5	38	32	117	59	53
Peak Hour Factor	0.55	0.55	0.55	0.81	0.81	0.81	0.57	0.57	0.57	0.54	0.54	0.54
Heavy Vehicles, %	1	1	1	0	0	0	3	3	3	0	0	0
Mvmt Flow	84	264	16	62	274	52	9	67	56	217	109	98
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	26.2	24.1	13.8	33
HCM LOS	D	C	B	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	7%	23%	18%	0%	51%
Vol Thru, %	51%	73%	82%	0%	26%
Vol Right, %	43%	5%	0%	100%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	200	272	42	229
LT Vol	5	46	50	0	117
Through Vol	38	145	222	0	59
RT Vol	32	9	0	42	53
Lane Flow Rate	132	364	336	52	424
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.281	0.716	0.701	0.096	0.81
Departure Headway (Hd)	7.687	7.089	7.512	6.698	6.88
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	466	509	480	534	530
Service Time	5.767	5.151	5.275	4.46	4.88
HCM Lane V/C Ratio	0.283	0.715	0.7	0.097	0.8
HCM Control Delay, s/veh	13.8	26.2	26.2	10.2	33
HCM Lane LOS	B	D	D	B	D
HCM 95th-tile Q	1.1	5.7	5.4	0.3	7.8

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	44	53	85	172	1	19	6	16	0	34	15
Future Vol, veh/h	9	44	53	85	172	1	19	6	16	0	34	15
Conflicting Peds, #/hr	3	0	3	5	0	5	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	61	61	61	73	73	73	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	0	0	0
Mvmt Flow	14	67	80	139	282	2	26	8	22	0	47	21
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	289	0	-	72	0	0	683	666	72	665	665	288
Stage 1	-	-	-	-	-	-	99	99	-	566	566	-
Stage 2	-	-	-	-	-	-	584	567	-	98	99	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1285	-	0	1541	-	-	363	380	991	377	383	756
Stage 1	-	-	0	-	-	-	907	813	-	512	510	-
Stage 2	-	-	0	-	-	-	497	507	-	913	817	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1279	-	-	1534	-	-	271	332	986	316	335	752
Mov Cap-2 Maneuver	-	-	-	-	-	-	271	332	-	316	335	-
Stage 1	-	-	-	-	-	-	893	800	-	455	453	-
Stage 2	-	-	-	-	-	-	387	450	-	874	804	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.33			2.5			15.7			15.73		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1					
Capacity (veh/h)	393	306	-	592	-	-	403					
HCM Lane V/C Ratio	0.143	0.011	-	0.091	-	-	0.169					
HCM Ctrl Dly (s/v)	15.7	7.8	0	7.6	0	-	15.7					
HCM Lane LOS	C	A	A	A	A	-	C					
HCM 95th %tile Q(veh)	0.5	0	-	0.3	-	-	0.6					

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	42	12	46	53	5	6	3	16	5	45	18
Future Vol, veh/h	14	42	12	46	53	5	6	3	16	5	45	18
Conflicting Peds, #/hr	1	0	1	0	0	0	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	81	81	81	48	48	48	81	81	81
Heavy Vehicles, %	2	2	2	0	0	0	2	2	2	0	0	0
Mvmt Flow	18	55	16	57	65	6	13	6	33	6	56	22
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	73	0	0	71	0	0	307	286	64	278	291	71
Stage 1	-	-	-	-	-	-	100	100	-	183	183	-
Stage 2	-	-	-	-	-	-	208	186	-	95	107	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1527	-	-	1542	-	-	645	624	1000	678	623	998
Stage 1	-	-	-	-	-	-	907	813	-	823	752	-
Stage 2	-	-	-	-	-	-	794	746	-	917	810	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1526	-	-	1541	-	-	544	591	998	615	591	996
Mov Cap-2 Maneuver	-	-	-	-	-	-	544	591	-	615	591	-
Stage 1	-	-	-	-	-	-	894	802	-	791	722	-
Stage 2	-	-	-	-	-	-	689	717	-	867	799	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.52			3.28			9.96			11.2		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	778	355	-	-	783	-	-	664				
HCM Lane V/C Ratio	0.067	0.012	-	-	0.037	-	-	0.126				
HCM Ctrl Dly (s/v)	10	7.4	0	-	7.4	0	-	11.2				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.4				

2024 Existing Conditions PM

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	5	5	3	4	4	17	13	1	17	1
Future Vol, veh/h	0	5	5	5	3	4	4	17	13	1	17	1
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	75	75	75	77	77	77	48	48	48
Heavy Vehicles, %	6	6	6	0	0	0	3	3	3	3	3	3
Mvmt Flow	0	8	8	7	4	5	5	22	17	2	35	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	77	94	38	86	87	33	40	0	0	41	0	0
Stage 1	43	43	-	43	43	-	-	-	-	-	-	-
Stage 2	34	51	-	44	44	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.1	6.5	6.2	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.5	4	3.3	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	902	789	1022	904	807	1047	1564	-	-	1562	-	-
Stage 1	962	852	-	977	863	-	-	-	-	-	-	-
Stage 2	971	844	-	976	863	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	887	782	1020	882	800	1045	1561	-	-	1559	-	-
Mov Cap-2 Maneuver	887	782	-	882	800	-	-	-	-	-	-	-
Stage 1	959	849	-	971	859	-	-	-	-	-	-	-
Stage 2	959	840	-	958	860	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.14		9.04		0.86		0.38	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	195	-	-	885	906	94	-
HCM Lane V/C Ratio	0.003	-	-	0.018	0.018	0.001	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.1	9	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

HCM Unsignalized Intersection Capacity Analysis

20: 100 E & 400 N

05/29/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	106	2	6	45	2	0	6	2	0	14	5
Future Volume (Veh/h)	19	106	2	6	45	2	0	6	2	0	14	5
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.66	0.66	0.66	1.00	1.00	1.00	0.68	0.68	0.68
Hourly flow rate (vph)	25	139	3	9	68	3	0	6	2	0	21	7
Pedestrians		2			2			1			1	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	72			143			299	282	144	286	282	73
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	72			143			299	282	144	286	282	73
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			99			100	99	100	100	97	99
cM capacity (veh/h)	1539			1451			623	615	907	650	615	992
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	167	80	8	28								
Volume Left	25	9	0	0								
Volume Right	3	3	2	7								
cSH	1539	1451	669	680								
Volume to Capacity	0.02	0.00*	0.01	0.04								
Queue Length 95th (ft)	1	0	1	3								
Control Delay (s/veh)	1.2	0.9	10.4	10.5								
Lane LOS	A	A	B	B								
Approach Delay (s/veh)	1.2	0.9	10.4	10.5								
Approach LOS			B	B								
Intersection Summary												
Average Delay			2.3									
Intersection Capacity Utilization			20.6%		ICU Level of Service				A			
Analysis Period (min)			15									

* Value less than 0.01.

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	108	27	10	1	19	3	7	0	0	2	0	70
Future Vol, veh/h	108	27	10	1	19	3	7	0	0	2	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	72	72	72	44	44	44	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	129	32	12	1	26	4	16	0	0	2	0	85
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	31	0	0	44	0	0	325	329	39	322	332	29
Stage 1	-	-	-	-	-	-	295	295	-	31	31	-
Stage 2	-	-	-	-	-	-	30	33	-	290	301	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1595	-	-	1577	-	-	632	594	1038	635	591	1051
Stage 1	-	-	-	-	-	-	717	672	-	990	873	-
Stage 2	-	-	-	-	-	-	992	871	-	722	668	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1595	-	-	1577	-	-	531	544	1037	582	541	1050
Mov Cap-2 Maneuver	-	-	-	-	-	-	531	544	-	582	541	-
Stage 1	-	-	-	-	-	-	658	617	-	990	872	-
Stage 2	-	-	-	-	-	-	909	870	-	662	613	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	5.55			0.32			11.99			8.83		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	531	1272	-	-	76	-	-	1027				
HCM Lane V/C Ratio	0.03	0.081	-	-	0.001	-	-	0.085				
HCM Ctrl Dly (s/v)	12	7.5	0	-	7.3	0	-	8.8				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	0.3				

HCM Unsignalized Intersection Capacity Analysis

40: 100 E & 100 N

05/29/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	38	18	1	99	1	35	26	2	0	61	54
Future Volume (Veh/h)	8	38	18	1	99	1	35	26	2	0	61	54
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.84	0.84	0.84	0.79	0.79	0.79	0.85	0.85	0.85
Hourly flow rate (vph)	11	50	24	1	118	1	44	33	3	0	72	64
Pedestrians		7			7			3			3	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	122			77			315	211	72	234	223	129
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	122			77			315	211	72	234	223	129
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			92	95	100	100	89	93
cM capacity (veh/h)	1474			1530			537	680	986	680	669	915
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	85	120	80	136								
Volume Left	11	1	44	0								
Volume Right	24	1	3	64								
cSH	1474	1530	599	766								
Volume to Capacity	0.00*	0.00*	0.13	0.18								
Queue Length 95th (ft)	1	0	11	16								
Control Delay (s/veh)	1.0	0.1	11.9	10.7								
Lane LOS	A	A	B	B								
Approach Delay (s/veh)	1.0	0.1	11.9	10.7								
Approach LOS			B	B								
Intersection Summary												
Average Delay			6.0									
Intersection Capacity Utilization			26.3%		ICU Level of Service				A			
Analysis Period (min)			15									
* Value less than 0.01.												

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	121	10	0	146	7	5	14	1	7	22	34
Future Vol, veh/h	5	121	10	0	146	7	5	14	1	7	22	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	71	71	71	83	83	83	79	79	79
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	6	139	11	0	206	10	6	17	1	9	28	43
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	215	0	0	151	0	0	376	372	145	370	373	211
Stage 1	-	-	-	-	-	-	156	156	-	211	211	-
Stage 2	-	-	-	-	-	-	220	215	-	159	162	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1360	-	-	1437	-	-	585	561	908	591	561	835
Stage 1	-	-	-	-	-	-	851	772	-	796	732	-
Stage 2	-	-	-	-	-	-	787	728	-	848	768	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1360	-	-	1437	-	-	525	559	908	570	558	835
Mov Cap-2 Maneuver	-	-	-	-	-	-	525	559	-	570	558	-
Stage 1	-	-	-	-	-	-	847	769	-	796	732	-
Stage 2	-	-	-	-	-	-	718	728	-	824	764	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.28			0			11.71			10.98		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	561	65	-	-	1437	-	-	682				
HCM Lane V/C Ratio	0.043	0.004	-	-	-	-	-	0.117				
HCM Ctrl Dly (s/v)	11.7	7.7	0	-	0	-	-	11				
HCM Lane LOS	B	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4				

Intersection												
Int Delay, s/veh	8.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	12	8	12	11	2	12	94	13	4	61	5
Future Vol, veh/h	20	12	8	12	11	2	12	94	13	4	61	5
Conflicting Peds, #/hr	3	0	3	1	0	1	1	0	1	4	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	63	63	63	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	36	21	14	19	17	3	14	107	15	5	69	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	24	0	0	39	0	0	197	165	36	210	170	26
Stage 1	-	-	-	-	-	-	103	103	-	60	60	-
Stage 2	-	-	-	-	-	-	94	62	-	150	110	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1604	-	-	1584	-	-	766	731	1043	751	726	1056
Stage 1	-	-	-	-	-	-	908	814	-	956	849	-
Stage 2	-	-	-	-	-	-	918	847	-	857	808	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1600	-	-	1580	-	-	660	702	1036	605	697	1049
Mov Cap-2 Maneuver	-	-	-	-	-	-	660	702	-	605	697	-
Stage 1	-	-	-	-	-	-	885	793	-	942	836	-
Stage 2	-	-	-	-	-	-	824	835	-	712	787	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	3.65			3.51			11.12			10.73		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	723	833	-	-	838	-	-	708
HCM Lane V/C Ratio	0.187	0.022	-	-	0.012	-	-	0.112
HCM Ctrl Dly (s/v)	11.1	7.3	0	-	7.3	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0	-	-	0.4

Intersection	
Intersection Delay, s/veh	20.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	243	9	63	194	39	31	127	150	65	66	31
Future Vol, veh/h	25	243	9	63	194	39	31	127	150	65	66	31
Peak Hour Factor	0.84	0.84	0.84	0.80	0.80	0.80	0.85	0.85	0.85	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	30	289	11	79	243	49	36	149	176	78	80	37
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	21.3	21.4	21.7	15.1
HCM LOS	C	C	C	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	10%	9%	25%	0%	40%
Vol Thru, %	41%	88%	75%	0%	41%
Vol Right, %	49%	3%	0%	100%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	308	277	257	39	162
LT Vol	31	25	63	0	65
Through Vol	127	243	194	0	66
RT Vol	150	9	0	39	31
Lane Flow Rate	362	330	321	49	195
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.663	0.635	0.657	0.088	0.396
Departure Headway (Hd)	6.591	6.935	7.36	6.516	7.303
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	547	521	492	550	492
Service Time	4.629	4.973	5.095	4.251	5.365
HCM Lane V/C Ratio	0.662	0.633	0.652	0.089	0.396
HCM Control Delay, s/veh	21.7	21.3	23.2	9.9	15.1
HCM Lane LOS	C	C	C	A	C
HCM 95th-tile Q	4.9	4.4	4.7	0.3	1.9

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	132	48	47	120	0	51	30	98	1	17	12
Future Vol, veh/h	11	132	48	47	120	0	51	30	98	1	17	12
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	1	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	76	76	76	73	73	73	63	63	63
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	150	55	62	158	0	70	41	134	2	27	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	-	150	0	0	472	458	152	480	458	161
Stage 1	-	-	-	-	-	-	175	175	-	283	283	-
Stage 2	-	-	-	-	-	-	297	283	-	198	175	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1433	-	0	1444	-	-	506	503	900	499	503	889
Stage 1	-	-	0	-	-	-	832	758	-	729	681	-
Stage 2	-	-	0	-	-	-	716	681	-	809	758	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1431	-	-	1444	-	-	441	474	898	367	474	887
Mov Cap-2 Maneuver	-	-	-	-	-	-	441	474	-	367	474	-
Stage 1	-	-	-	-	-	-	824	751	-	694	648	-
Stage 2	-	-	-	-	-	-	639	648	-	643	751	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.58	2.14	14.52	11.82
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	621	138	-	507	-	-	576
HCM Lane V/C Ratio	0.395	0.009	-	0.043	-	-	0.083
HCM Ctrl Dly (s/v)	14.5	7.5	0	7.6	0	-	11.8
HCM Lane LOS	B	A	A	A	A	-	B
HCM 95th %tile Q(veh)	1.9	0	-	0.1	-	-	0.3

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	77	147	11	34	115	14	7	24	57	6	22	25
Future Vol, veh/h	77	147	11	34	115	14	7	24	57	6	22	25
Conflicting Peds, #/hr	21	0	21	0	0	0	0	0	0	18	0	18
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	93	93	93	76	76	76	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	87	165	12	37	124	15	9	32	75	8	28	32
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	199	0	0	594	598	210	597	597	170
Stage 1	-	-	-	-	-	-	365	365	-	225	225	-
Stage 2	-	-	-	-	-	-	229	233	-	372	372	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1432	-	-	1386	-	-	419	418	835	417	419	879
Stage 1	-	-	-	-	-	-	658	627	-	782	721	-
Stage 2	-	-	-	-	-	-	778	716	-	653	623	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1403	-	-	1358	-	-	327	363	804	304	364	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	363	-	304	364	-
Stage 1	-	-	-	-	-	-	601	572	-	744	686	-
Stage 2	-	-	-	-	-	-	685	681	-	512	568	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.53			1.61			13.18			13.67		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	556	582	-	-	367	-	-	483				
HCM Lane V/C Ratio	0.208	0.062	-	-	0.027	-	-	0.141				
HCM Ctrl Dly (s/v)	13.2	7.7	0	-	7.7	0	-	13.7				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.8	0.2	-	-	0.1	-	-	0.5				

2050 Build AM

Intersection												
Int Delay, s/veh	8.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	30	60	45	30	8	3	11	10	1	12	0
Future Vol, veh/h	0	30	60	45	30	8	3	11	10	1	12	0
Conflicting Peds, #/hr	1	0	1	0	0	0	2	0	2	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	43	43	43	55	55	55	43	43	43	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	3	3	3
Mvmt Flow	0	70	140	82	55	15	7	26	23	2	20	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	93	90	23	112	78	40	22	0	0	51	0	0
Stage 1	25	25	-	53	53	-	-	-	-	-	-	-
Stage 2	68	65	-	59	25	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	895	804	1060	870	816	1037	1607	-	-	1549	-	-
Stage 1	998	878	-	964	855	-	-	-	-	-	-	-
Stage 2	947	845	-	957	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	817	796	1057	683	808	1034	1604	-	-	1546	-	-
Mov Cap-2 Maneuver	817	796	-	683	808	-	-	-	-	-	-	-
Stage 1	995	875	-	958	849	-	-	-	-	-	-	-
Stage 2	869	839	-	763	875	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.84	11.01	0.91	0.56
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	205	-	-	953	750	138	-
HCM Lane V/C Ratio	0.004	-	-	0.22	0.201	0.001	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.8	11	7.3	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.8	0.7	0	-

HCM Unsignalized Intersection Capacity Analysis

20: 100 E & 400 N

05/28/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	35	7	7	63	0	1	1	1	1	26	6
Future Volume (Veh/h)	3	35	7	7	63	0	1	1	1	1	26	6
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.82	0.82	0.82	0.75	0.75	0.75	0.73	0.73	0.73
Hourly flow rate (vph)	4	42	8	9	77	0	1	1	1	1	36	8
Pedestrians								1			1	
Lane Width (ft)								12.0			12.0	
Walking Speed (ft/s)								3.5			3.5	
Percent Blockage								0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	78			51			176	151	47	152	155	78
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	78			51			176	151	47	152	155	78
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	100	100	95	99
cM capacity (veh/h)	1532			1541			748	737	1027	812	733	987
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	54	86	3	45								
Volume Left	4	9	1	1								
Volume Right	8	0	1	8								
cSH	1532	1541	818	770								
Volume to Capacity	0.00*	0.00*	0.00*	0.06								
Queue Length 95th (ft)	0	0	0	5								
Control Delay (s/veh)	0.6	0.8	9.4	10.0								
Lane LOS	A	A	A	A								
Approach Delay (s/veh)	0.6	0.8	9.4	10.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			3.1									
Intersection Capacity Utilization			15.7%		ICU Level of Service		A					
Analysis Period (min)			15									

* Value less than 0.01.

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	3	2	0	21	0	9	0	0	0	0	126
Future Vol, veh/h	40	3	2	0	21	0	9	0	0	0	0	126
Conflicting Peds, #/hr	3	0	3	2	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	68	68	68	50	50	50	66	66	66
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	1	1	1
Mvmt Flow	52	4	3	0	31	0	18	0	0	0	0	191
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	34	0	0	9	0	0	143	146	8	142	147	34
Stage 1	-	-	-	-	-	-	112	112	-	34	34	-
Stage 2	-	-	-	-	-	-	31	34	-	108	113	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.509	4.009	3.309
Pot Cap-1 Maneuver	1584	-	-	1623	-	-	831	749	1080	830	746	1042
Stage 1	-	-	-	-	-	-	898	807	-	985	869	-
Stage 2	-	-	-	-	-	-	991	871	-	900	804	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1619	-	-	654	720	1077	801	717	1039
Mov Cap-2 Maneuver	-	-	-	-	-	-	654	720	-	801	717	-
Stage 1	-	-	-	-	-	-	866	778	-	982	866	-
Stage 2	-	-	-	-	-	-	809	868	-	870	775	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	6.54			0			10.66			9.24		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	654	1481	-	-	1619	-	-	1039				
HCM Lane V/C Ratio	0.028	0.033	-	-	-	-	-	0.184				
HCM Ctrl Dly (s/v)	10.7	7.4	0	-	0	-	-	9.2				
HCM Lane LOS	B	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.7				

HCM Unsignalized Intersection Capacity Analysis

40: 100 E & 100 N

05/28/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	27	17	3	115	0	25	15	3	15	249	99
Future Volume (Veh/h)	6	27	17	3	115	0	25	15	3	15	249	99
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.69	0.69	0.69	0.82	0.82	0.82	0.86	0.86	0.86	0.55	0.55	0.55
Hourly flow rate (vph)	9	39	25	4	140	0	29	17	3	27	453	180
Pedestrians		2			2							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	140			64			626	218	54	231	230	142
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	140			64			626	218	54	231	230	142
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			80	97	100	96	32	80
cM capacity (veh/h)	1437			1519			143	675	1012	706	667	909
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	73	144	49	660								
Volume Left	9	4	29	27								
Volume Right	25	0	3	180								
cSH	1437	1519	212	721								
Volume to Capacity	0.00*	0.00*	0.23	0.92								
Queue Length 95th (ft)	0	0	22	309								
Control Delay (s/veh)	1.0	0.2	27.0	40.1								
Lane LOS	A	A	D	E								
Approach Delay (s/veh)	1.0	0.2	27.0	40.1								
Approach LOS			D	E								
Intersection Summary												
Average Delay			30.1									
Intersection Capacity Utilization			33.1%		ICU Level of Service				A			
Analysis Period (min)			15									

* Value less than 0.01.

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	84	61	0	268	0	18	10	1	10	65	61
Future Vol, veh/h	7	84	61	0	268	0	18	10	1	10	65	61
Conflicting Peds, #/hr	1	0	1	0	0	0	0	0	0	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	51	51	51	75	75	75	58	58	58	45	45	45
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	165	120	0	357	0	31	17	2	22	144	136

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	358	0	0	285	0	0	685	611	228	561	671	360
Stage 1	-	-	-	-	-	-	253	253	-	358	358	-
Stage 2	-	-	-	-	-	-	432	358	-	203	313	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1212	-	-	1288	-	-	365	411	817	441	380	689
Stage 1	-	-	-	-	-	-	756	701	-	664	631	-
Stage 2	-	-	-	-	-	-	606	631	-	804	661	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1210	-	-	1287	-	-	178	405	814	415	374	687
Mov Cap-2 Maneuver	-	-	-	-	-	-	178	405	-	415	374	-
Stage 1	-	-	-	-	-	-	745	691	-	663	630	-
Stage 2	-	-	-	-	-	-	374	630	-	770	651	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.37	0	25.15	24.96
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	228	76	-	-	1287	-	-	474
HCM Lane V/C Ratio	0.219	0.011	-	-	-	-	-	0.637
HCM Ctrl Dly (s/v)	25.2	8	0	-	0	-	-	25
HCM Lane LOS	D	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	4.4

Intersection

Int Delay, s/veh 13.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	17	17	26	25	1	19	23	2	2	193	42
Future Vol, veh/h	4	17	17	26	25	1	19	23	2	2	193	42
Conflicting Peds, #/hr	7	0	7	4	0	4	0	0	0	8	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	52	52	52	67	67	67	72	72	72	57	57	57
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	0	0	0
Mvmt Flow	8	33	33	39	37	1	26	32	3	4	339	74

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	46	0	0	72	0	0	364	195	64	195	210	53
Stage 1	-	-	-	-	-	-	71	71	-	123	123	-
Stage 2	-	-	-	-	-	-	292	123	-	72	88	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1568	-	-	1534	-	-	592	700	1000	769	690	1020
Stage 1	-	-	-	-	-	-	938	835	-	886	798	-
Stage 2	-	-	-	-	-	-	716	794	-	943	826	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1558	-	-	1524	-	-	259	670	986	699	660	1006
Mov Cap-2 Maneuver	-	-	-	-	-	-	259	670	-	699	660	-
Stage 1	-	-	-	-	-	-	927	826	-	858	772	-
Stage 2	-	-	-	-	-	-	360	768	-	892	816	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.77			3.71			15.57			17.25		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	401	172	-	-	893	-	-	703
HCM Lane V/C Ratio	0.152	0.005	-	-	0.025	-	-	0.591
HCM Ctrl Dly (s/v)	15.6	7.3	0	-	7.4	0	-	17.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	3.9

Intersection	
Intersection Delay, s/veh	67.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	164	10	57	251	47	6	44	37	149	75	67
Future Vol, veh/h	52	164	10	57	251	47	6	44	37	149	75	67
Peak Hour Factor	0.55	0.55	0.55	0.81	0.81	0.81	0.57	0.57	0.57	0.54	0.54	0.54
Heavy Vehicles, %	1	1	1	0	0	0	3	3	3	0	0	0
Mvmt Flow	95	298	18	70	310	58	11	77	65	276	139	124
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	51.2	43.7	17.9	113.2
HCM LOS	F	E	C	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	7%	23%	19%	0%	51%
Vol Thru, %	51%	73%	81%	0%	26%
Vol Right, %	43%	4%	0%	100%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	226	308	47	291
LT Vol	6	52	57	0	149
Through Vol	44	164	251	0	75
RT Vol	37	10	0	47	67
Lane Flow Rate	153	411	380	58	539
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.374	0.898	0.874	0.121	1.142
Departure Headway (Hd)	9.378	8.438	8.837	8.013	7.632
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	386	431	414	450	474
Service Time	7.378	6.438	6.537	5.713	5.703
HCM Lane V/C Ratio	0.396	0.954	0.918	0.129	1.137
HCM Control Delay, s/veh	17.9	51.2	48.6	11.8	113.2
HCM Lane LOS	C	F	E	B	F
HCM 95th-tile Q	1.7	9.6	8.8	0.4	18.9

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	77	92	138	280	2	21	7	18	0	38	17
Future Vol, veh/h	16	77	92	138	280	2	21	7	18	0	38	17
Conflicting Peds, #/hr	3	0	3	5	0	5	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	61	61	61	73	73	73	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	0	0	0
Mvmt Flow	24	117	139	226	459	3	29	10	25	0	53	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	467	0	-	122	0	0	1108	1090	122	1088	1088	466
Stage 1	-	-	-	-	-	-	170	170	-	918	918	-
Stage 2	-	-	-	-	-	-	938	920	-	170	170	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1105	-	0	1478	-	-	187	215	930	195	217	601
Stage 1	-	-	0	-	-	-	832	758	-	328	353	-
Stage 2	-	-	0	-	-	-	317	350	-	837	762	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1100	-	-	1471	-	-	102	165	925	140	167	598
Mov Cap-2 Maneuver	-	-	-	-	-	-	102	165	-	140	167	-
Stage 1	-	-	-	-	-	-	808	736	-	259	279	-
Stage 2	-	-	-	-	-	-	196	276	-	785	740	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.44			2.59			37.61			30.77		
HCM LOS							E			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	172	310	-	591	-	-	215
HCM Lane V/C Ratio	0.367	0.022	-	0.154	-	-	0.356
HCM Ctrl Dly (s/v)	37.6	8.3	0	7.9	0	-	30.8
HCM Lane LOS	E	A	A	A	A	-	D
HCM 95th %tile Q(veh)	1.6	0.1	-	0.5	-	-	1.5

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	58	17	57	66	6	7	3	18	6	51	20
Future Vol, veh/h	19	58	17	57	66	6	7	3	18	6	51	20
Conflicting Peds, #/hr	1	0	1	0	0	0	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	81	81	81	48	48	48	81	81	81
Heavy Vehicles, %	2	2	2	0	0	0	2	2	2	0	0	0
Mvmt Flow	25	75	22	70	81	7	15	6	38	7	63	25
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	90	0	0	98	0	0	391	367	88	356	375	87
Stage 1	-	-	-	-	-	-	137	137	-	227	227	-
Stage 2	-	-	-	-	-	-	255	231	-	129	148	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1505	-	-	1507	-	-	568	561	970	603	559	977
Stage 1	-	-	-	-	-	-	866	783	-	780	720	-
Stage 2	-	-	-	-	-	-	750	714	-	880	779	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1504	-	-	1506	-	-	457	524	968	535	522	975
Mov Cap-2 Maneuver	-	-	-	-	-	-	457	524	-	535	522	-
Stage 1	-	-	-	-	-	-	851	769	-	741	684	-
Stage 2	-	-	-	-	-	-	630	678	-	823	764	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.5			3.32			10.55			12.2		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	707	348	-	-	782	-	-	595				
HCM Lane V/C Ratio	0.083	0.016	-	-	0.047	-	-	0.16				
HCM Ctrl Dly (s/v)	10.6	7.4	0	-	7.5	0	-	12.2				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	-	0.6				

2050 Build PM

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	38	38	38	23	30	5	21	16	1	19	1
Future Vol, veh/h	0	38	38	38	23	30	5	21	16	1	19	1
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	75	75	75	77	77	77	48	48	48
Heavy Vehicles, %	6	6	6	0	0	0	3	3	3	3	3	3
Mvmt Flow	0	60	60	51	31	40	6	27	21	2	40	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	102	110	43	127	100	40	44	0	0	50	0	0
Stage 1	47	47	-	53	53	-	-	-	-	-	-	-
Stage 2	56	63	-	74	48	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.1	6.5	6.2	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.5	4	3.3	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	869	773	1017	852	793	1038	1558	-	-	1550	-	-
Stage 1	957	848	-	965	855	-	-	-	-	-	-	-
Stage 2	947	835	-	940	859	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	797	766	1015	733	786	1036	1555	-	-	1547	-	-
Mov Cap-2 Maneuver	797	766	-	733	786	-	-	-	-	-	-	-
Stage 1	954	845	-	959	850	-	-	-	-	-	-	-
Stage 2	873	829	-	820	856	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.79		10.1		0.87		0.35	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	197	-	-	873	827	85	-
HCM Lane V/C Ratio	0.004	-	-	0.138	0.147	0.001	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.8	10.1	7.3	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.5	0.5	0	-

HCM Unsignalized Intersection Capacity Analysis

20: 100 E & 400 N

05/28/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	120	2	7	51	2	0	7	2	0	16	6
Future Volume (Veh/h)	21	120	2	7	51	2	0	7	2	0	16	6
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.66	0.66	0.66	1.00	1.00	1.00	0.68	0.68	0.68
Hourly flow rate (vph)	28	158	3	11	77	3	0	7	2	0	24	9
Pedestrians		2			2			1			1	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			0	
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	81			162			340	320	163	325	320	82
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	81			162			340	320	163	325	320	82
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			99			100	99	100	100	96	99
cM capacity (veh/h)	1528			1428			579	584	885	610	584	981
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	189	91	9	33								
Volume Left	28	11	0	0								
Volume Right	3	3	2	9								
cSH	1528	1428	632	656								
Volume to Capacity	0.02	0.00*	0.01	0.05								
Queue Length 95th (ft)	1	1	1	4								
Control Delay (s/veh)	1.2	1.0	10.8	10.8								
Lane LOS	A	A	B	B								
Approach Delay (s/veh)	1.2	1.0	10.8	10.8								
Approach LOS			B	B								
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			21.6%	ICU Level of Service				A				
Analysis Period (min)			15									

* Value less than 0.01.

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	122	31	11	1	21	3	8	0	0	3	0	90
Future Vol, veh/h	122	31	11	1	21	3	8	0	0	3	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	72	72	72	44	44	44	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	145	37	13	1	29	4	18	0	0	4	0	110

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	33	0	0	50	0	0	367	370	44	362	375	32
Stage 1	-	-	-	-	-	-	334	334	-	34	34	-
Stage 2	-	-	-	-	-	-	33	36	-	328	340	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1592	-	-	1570	-	-	593	563	1031	597	560	1047
Stage 1	-	-	-	-	-	-	684	647	-	987	871	-
Stage 2	-	-	-	-	-	-	988	869	-	689	643	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1592	-	-	1570	-	-	480	509	1030	540	506	1046
Mov Cap-2 Maneuver	-	-	-	-	-	-	480	509	-	540	506	-
Stage 1	-	-	-	-	-	-	620	586	-	986	870	-
Stage 2	-	-	-	-	-	-	883	868	-	623	582	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	5.57	0.29	12.79	8.99
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	480	1272	-	-	70	-	-	1016
HCM Lane V/C Ratio	0.038	0.091	-	-	0.001	-	-	0.112
HCM Ctrl Dly (s/v)	12.8	7.5	0	-	7.3	0	-	9
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	0.4

HCM Unsignalized Intersection Capacity Analysis

40: 100 E & 100 N

05/28/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	43	20	1	112	1	40	29	2	0	69	61
Future Volume (Veh/h)	9	43	20	1	112	1	40	29	2	0	69	61
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.84	0.84	0.84	0.79	0.79	0.79	0.85	0.85	0.85
Hourly flow rate (vph)	12	57	26	1	133	1	51	37	3	0	81	72
Pedestrians		7			7			3			3	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	137			86			352	236	80	261	249	144
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	137			86			352	236	80	261	249	144
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			90	94	100	100	87	92
cM capacity (veh/h)	1455			1519			494	658	976	649	646	898
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	95	135	91	153								
Volume Left	12	1	51	0								
Volume Right	26	1	3	72								
cSH	1455	1519	560	745								
Volume to Capacity	0.00*	0.00*	0.16	0.21								
Queue Length 95th (ft)	1	0	14	19								
Control Delay (s/veh)	1.0	0.1	12.7	11.1								
Lane LOS	A	A	B	B								
Approach Delay (s/veh)	1.0	0.1	12.7	11.1								
Approach LOS			B	B								
Intersection Summary												
Average Delay			6.2									
Intersection Capacity Utilization			33.5%		ICU Level of Service				A			
Analysis Period (min)			15									
* Value less than 0.01.												

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	167	14	0	181	9	7	19	1	10	30	46
Future Vol, veh/h	7	167	14	0	181	9	7	19	1	10	30	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	71	71	71	83	83	83	79	79	79
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	8	192	16	0	255	13	8	23	1	13	38	58

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	268	0	0	208	0	0	490	484	200	481	485	261
Stage 1	-	-	-	-	-	-	216	216	-	261	261	-
Stage 2	-	-	-	-	-	-	274	268	-	219	224	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1302	-	-	1369	-	-	492	486	846	499	485	782
Stage 1	-	-	-	-	-	-	791	728	-	748	696	-
Stage 2	-	-	-	-	-	-	737	691	-	787	722	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1302	-	-	1369	-	-	417	482	846	471	481	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	417	482	-	471	481	-
Stage 1	-	-	-	-	-	-	785	723	-	748	696	-
Stage 2	-	-	-	-	-	-	645	691	-	756	717	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.29	0	13.22	12.26
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	471	66	-	-	1369	-	-	604
HCM Lane V/C Ratio	0.069	0.006	-	-	-	-	-	0.18
HCM Ctrl Dly (s/v)	13.2	7.8	0	-	0	-	-	12.3
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.7

Intersection												
Int Delay, s/veh	10.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	16	10	16	14	3	23	182	25	7	99	8
Future Vol, veh/h	26	16	10	16	14	3	23	182	25	7	99	8
Conflicting Peds, #/hr	3	0	3	1	0	1	1	0	1	4	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	63	63	63	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	46	29	18	25	22	5	26	207	28	8	113	9
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	30	0	0	49	0	0	267	214	45	307	221	32
Stage 1	-	-	-	-	-	-	133	133	-	78	78	-
Stage 2	-	-	-	-	-	-	133	81	-	229	142	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1596	-	-	1570	-	-	690	687	1031	649	681	1048
Stage 1	-	-	-	-	-	-	875	790	-	935	834	-
Stage 2	-	-	-	-	-	-	875	832	-	778	783	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1591	-	-	1566	-	-	540	652	1024	414	646	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	540	652	-	414	646	-
Stage 1	-	-	-	-	-	-	846	764	-	917	818	-
Stage 2	-	-	-	-	-	-	733	816	-	533	757	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	3.67			3.56			13.89			12.03		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	664	836	-	-	843	-	-	641				
HCM Lane V/C Ratio	0.394	0.029	-	-	0.016	-	-	0.202				
HCM Ctrl Dly (s/v)	13.9	7.3	0	-	7.3	0	-	12				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	1.9	0.1	-	-	0	-	-	0.8				

Intersection	
Intersection Delay, s/veh	45.7
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	275	10	71	219	44	36	148	175	83	84	39
Future Vol, veh/h	28	275	10	71	219	44	36	148	175	83	84	39
Peak Hour Factor	0.84	0.84	0.84	0.80	0.80	0.80	0.85	0.85	0.85	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	327	12	89	274	55	42	174	206	100	101	47
Number of Lanes	0	1	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	47.5	45.4	56.4	25.4
HCM LOS	E	E	F	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	10%	9%	24%	0%	40%
Vol Thru, %	41%	88%	76%	0%	41%
Vol Right, %	49%	3%	0%	100%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	359	313	290	44	206
LT Vol	36	28	71	0	83
Through Vol	148	275	219	0	84
RT Vol	175	10	0	44	39
Lane Flow Rate	422	373	363	55	248
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.936	0.873	0.886	0.121	0.615
Departure Headway (Hd)	7.975	8.435	8.794	7.94	8.915
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	456	429	413	452	402
Service Time	6.002	6.525	6.533	5.679	7.013
HCM Lane V/C Ratio	0.925	0.869	0.879	0.122	0.617
HCM Control Delay, s/veh	56.4	47.5	50.5	11.8	25.4
HCM Lane LOS	F	E	F	B	D
HCM 95th-tile Q	10.9	8.9	9.1	0.4	4

Intersection												
Int Delay, s/veh	10.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	230	84	77	195	0	58	34	111	1	19	14
Future Vol, veh/h	19	230	84	77	195	0	58	34	111	1	19	14
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	1	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	76	76	76	73	73	73	63	63	63
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	261	95	101	257	0	79	47	152	2	30	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	258	0	-	261	0	0	781	765	263	790	765	260
Stage 1	-	-	-	-	-	-	305	305	-	460	460	-
Stage 2	-	-	-	-	-	-	476	460	-	330	305	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1319	-	0	1315	-	-	315	336	780	310	336	784
Stage 1	-	-	0	-	-	-	709	666	-	585	569	-
Stage 2	-	-	0	-	-	-	573	569	-	688	666	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1318	-	-	1315	-	-	248	299	779	191	299	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	248	299	-	191	299	-
Stage 1	-	-	-	-	-	-	696	653	-	532	517	-
Stage 2	-	-	-	-	-	-	477	517	-	503	653	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.59	2.26	29.73	15.62
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	414	137	-	510	-	-	393
HCM Lane V/C Ratio	0.672	0.016	-	0.077	-	-	0.137
HCM Ctrl Dly (s/v)	29.7	7.8	0	8	0	-	15.6
HCM Lane LOS	D	A	A	A	A	-	C
HCM 95th %tile Q(veh)	4.8	0	-	0.3	-	-	0.5

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	106	203	15	42	143	17	8	27	64	7	25	28
Future Vol, veh/h	106	203	15	42	143	17	8	27	64	7	25	28
Conflicting Peds, #/hr	21	0	21	0	0	0	0	0	0	18	0	18
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	93	93	93	76	76	76	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	119	228	17	45	154	18	11	36	84	9	32	36
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	193	0	0	266	0	0	774	779	276	776	778	202
Stage 1	-	-	-	-	-	-	496	496	-	274	274	-
Stage 2	-	-	-	-	-	-	278	283	-	502	504	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1392	-	-	1310	-	-	318	329	768	317	330	844
Stage 1	-	-	-	-	-	-	560	549	-	736	687	-
Stage 2	-	-	-	-	-	-	733	680	-	555	544	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1365	-	-	1283	-	-	227	273	740	207	274	813
Mov Cap-2 Maneuver	-	-	-	-	-	-	227	273	-	207	274	-
Stage 1	-	-	-	-	-	-	493	483	-	693	647	-
Stage 2	-	-	-	-	-	-	629	641	-	403	479	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.58			1.64			16.27			17.03		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	449	581	-	-	366	-	-	376				
HCM Lane V/C Ratio	0.29	0.087	-	-	0.035	-	-	0.205				
HCM Ctrl Dly (s/v)	16.3	7.9	0	-	7.9	0	-	17				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	1.2	0.3	-	-	0.1	-	-	0.8				

2050 Build AM - Mitigation

HCM Unsignalized Intersection Capacity Analysis

40: 100 E & 100 N

05/27/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	27	17	3	115	0	25	15	3	15	249	99
Future Volume (Veh/h)	6	27	17	3	115	0	25	15	3	15	249	99
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.69	0.69	0.69	0.82	0.82	0.82	0.86	0.86	0.86	0.55	0.55	0.55
Hourly flow rate (vph)	9	39	25	4	140	0	29	17	3	27	453	180
Pedestrians		2			2							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												4
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	140			64			536	218	54	231	230	142
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	140			64			536	218	54	231	230	142
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			82	97	100	96	32	80
cM capacity (veh/h)	1437			1519			164	675	1012	706	667	909
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	73	144	49	660								
Volume Left	9	4	29	27								
Volume Right	25	0	3	180								
cSH	1437	1519	239	921								
Volume to Capacity	0.01	0.00	0.21	0.72								
Queue Length 95th (ft)	0	0	19	159								
Control Delay (s/veh)	1.0	0.2	23.9	19.3								
Lane LOS	A	A	C	C								
Approach Delay (s/veh)	1.0	0.2	23.9	19.3								
Approach LOS			C	C								
Intersection Summary												
Average Delay			15.1									
Intersection Capacity Utilization			34.5%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	77	92	138	280	2	21	7	18	0	38	17
Future Vol, veh/h	16	77	92	138	280	2	21	7	18	0	38	17
Conflicting Peds, #/hr	3	0	3	5	0	5	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	61	61	61	73	73	73	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	0	0	0
Mvmt Flow	24	117	139	226	459	3	29	10	25	0	53	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	467	0	-	122	0	0	1108	1090	122	1088	1088	466
Stage 1	-	-	-	-	-	-	170	170	-	918	918	-
Stage 2	-	-	-	-	-	-	938	920	-	170	170	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.12	6.52	6.22	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.518	4.018	3.318	3.5	4	3.3
Pot Cap-1 Maneuver	1105	-	0	1478	-	-	187	215	930	195	217	601
Stage 1	-	-	0	-	-	-	832	758	-	328	353	-
Stage 2	-	-	0	-	-	-	317	350	-	837	762	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1100	-	-	1471	-	-	110	176	925	149	178	598
Mov Cap-2 Maneuver	-	-	-	-	-	-	110	176	-	149	178	-
Stage 1	-	-	-	-	-	-	810	738	-	276	297	-
Stage 2	-	-	-	-	-	-	212	295	-	786	741	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.44			2.59			34.48			28.6		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	184	1100	-	1471	-	-	228
HCM Lane V/C Ratio	0.343	0.022	-	0.154	-	-	0.336
HCM Ctrl Dly (s/v)	34.5	8.3	-	7.9	-	-	28.6
HCM Lane LOS	D	A	-	A	-	-	D
HCM 95th %tile Q(veh)	1.4	0.1	-	0.5	-	-	1.4

SITE LAYOUT

 Site: [2050AM] 600S / 250 E_2050AM (Smithfields)

2050 AM

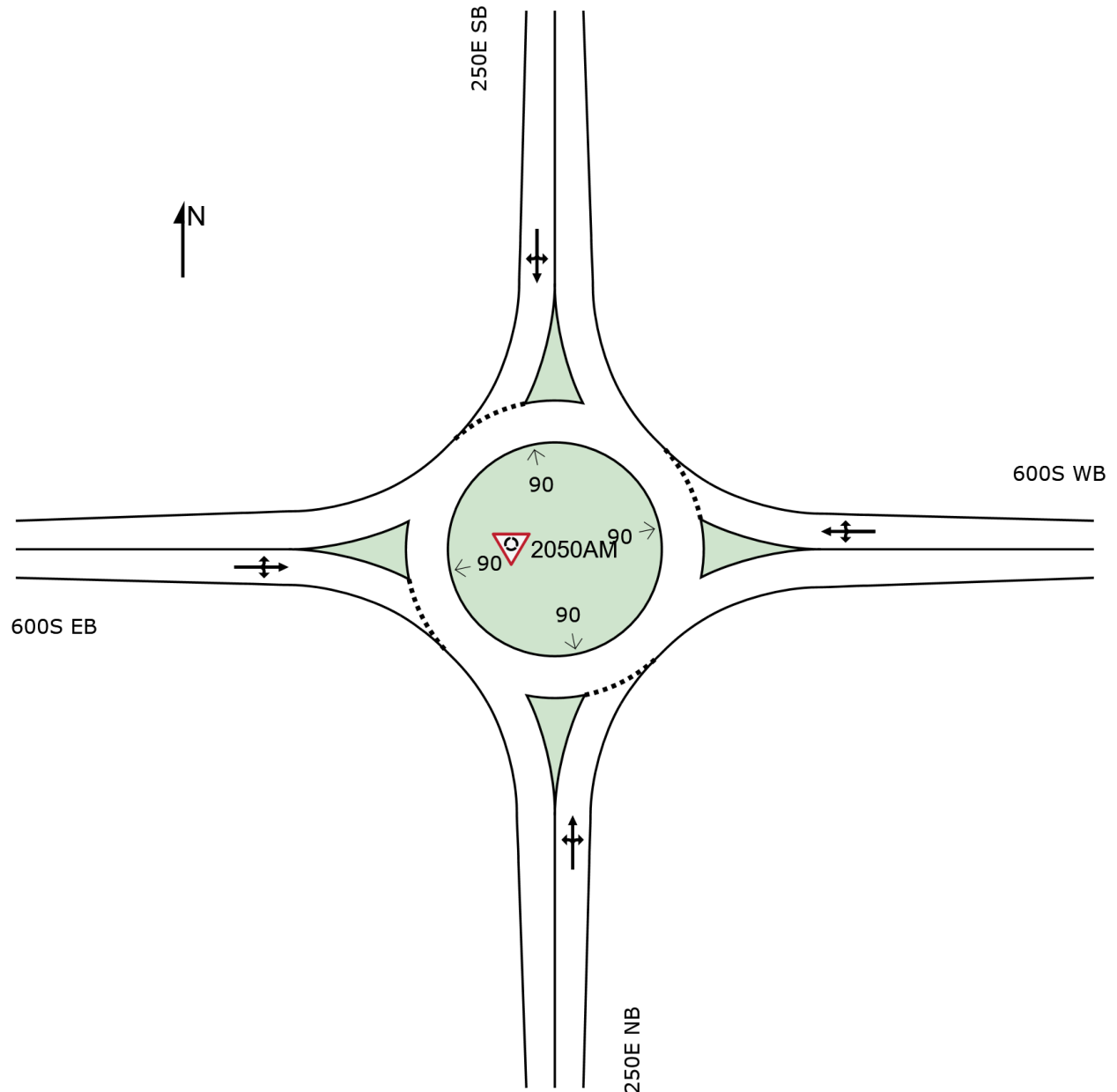
600S / 250E

Site Category: (None)

Roundabout

Site Scenario: 1 | Local Volumes

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MOVEMENT SUMMARY



Site: [2050AM] 600S / 250 E_2050AM (Smithfields)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

2050 AM

600S / 250E

Site Category: (None)

Roundabout

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Veh.	Dist]				veh	ft				
			veh/h	%	veh/h	%				v/c	sec				mph
South: 250E NB															
3	L2	All MCs	11	3.0	11	3.0	0.206	7.1	LOS A	1.2	29.8	0.69	0.54	0.69	29.3
8	T1	All MCs	77	3.0	77	3.0	0.206	7.1	LOS A	1.2	29.8	0.69	0.54	0.69	29.8
18	R2	All MCs	65	3.0	65	3.0	0.206	7.1	LOS A	1.2	29.8	0.69	0.54	0.69	29.6
Approach			153	3.0	153	3.0	0.206	7.1	LOS A	1.2	29.8	0.69	0.54	0.69	29.7
East: 600S WB															
1	L2	All MCs	70	0.0	70	0.0	0.381	6.8	LOS A	2.3	58.2	0.43	0.24	0.43	29.3
6	T1	All MCs	310	0.0	310	0.0	0.381	6.8	LOS A	2.3	58.2	0.43	0.24	0.43	29.8
16	R2	All MCs	58	0.0	58	0.0	0.381	6.8	LOS A	2.3	58.2	0.43	0.24	0.43	29.6
Approach			438	0.0	438	0.0	0.381	6.8	LOS A	2.3	58.2	0.43	0.24	0.43	29.7
North: 250E SB															
7	L2	All MCs	276	0.0	276	0.0	0.547	10.5	LOS B	4.7	118.5	0.69	0.56	0.81	27.3
4	T1	All MCs	139	0.0	139	0.0	0.547	10.5	LOS B	4.7	118.5	0.69	0.56	0.81	27.8
14	R2	All MCs	124	0.0	124	0.0	0.547	10.5	LOS B	4.7	118.5	0.69	0.56	0.81	27.6
Approach			539	0.0	539	0.0	0.547	10.5	LOS B	4.7	118.5	0.69	0.56	0.81	27.5
West: 600S EB															
5	L2	All MCs	95	1.0	95	1.0	0.467	9.8	LOS A	3.4	85.1	0.72	0.56	0.77	28.1
2	T1	All MCs	298	1.0	298	1.0	0.467	9.8	LOS A	3.4	85.1	0.72	0.56	0.77	28.6
12	R2	All MCs	18	1.0	18	1.0	0.467	9.8	LOS A	3.4	85.1	0.72	0.56	0.77	28.4
Approach			411	1.0	411	1.0	0.467	9.8	LOS A	3.4	85.1	0.72	0.56	0.77	28.5
All Vehicles			1541	0.6	1541	0.6	0.547	9.0	LOS A	4.7	118.5	0.62	0.47	0.68	28.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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2050 Build PM - Mitigation

HCM Unsignalized Intersection Capacity Analysis

40: 100 E & 100 N

05/27/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	43	20	1	112	1	40	29	2	0	69	61
Future Volume (Veh/h)	9	43	20	1	112	1	40	29	2	0	69	61
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.84	0.84	0.84	0.79	0.79	0.79	0.85	0.85	0.85
Hourly flow rate (vph)	12	57	26	1	133	1	51	37	3	0	81	72
Pedestrians		7			7			3			3	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			0			0	
Right turn flare (veh)	4											
Median type	None		None									
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	137			86			316	236	80	261	249	144
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	137			86			316	236	80	261	249	144
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			90	94	100	100	87	92
cM capacity (veh/h)	1455			1519			522	658	976	649	646	898
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	95	135	91	153								
Volume Left	12	1	51	0								
Volume Right	26	1	3	72								
cSH	1455	1519	580	1221								
Volume to Capacity	0.01	0.00	0.16	0.13								
Queue Length 95th (ft)	1	0	14	11								
Control Delay (s/veh)	1.0	0.1	12.4	10.4								
Lane LOS	A	A	B	B								
Approach Delay (s/veh)	1.0	0.1	12.4	10.4								
Approach LOS			B	B								
Intersection Summary												
Average Delay			6.0									
Intersection Capacity Utilization			27.8%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection												
Int Delay, s/veh	10.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	230	84	77	195	0	58	34	111	1	19	14
Future Vol, veh/h	19	230	84	77	195	0	58	34	111	1	19	14
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	1	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	76	76	76	73	73	73	63	63	63
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	261	95	101	257	0	79	47	152	2	30	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	258	0	-	261	0	0	781	765	263	790	765	260
Stage 1	-	-	-	-	-	-	305	305	-	460	460	-
Stage 2	-	-	-	-	-	-	476	460	-	330	305	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1319	-	0	1315	-	-	315	336	780	310	336	784
Stage 1	-	-	0	-	-	-	709	666	-	585	569	-
Stage 2	-	-	0	-	-	-	573	569	-	688	666	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1318	-	-	1315	-	-	252	305	779	194	305	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	252	305	-	194	305	-
Stage 1	-	-	-	-	-	-	698	655	-	539	525	-
Stage 2	-	-	-	-	-	-	484	525	-	505	655	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.59	2.26	28.98	15.46
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	419	1318	-	1315	-	-	398
HCM Lane V/C Ratio	0.664	0.016	-	0.077	-	-	0.136
HCM Ctrl Dly (s/v)	29	7.8	-	8	-	-	15.5
HCM Lane LOS	D	A	-	A	-	-	C
HCM 95th %tile Q(veh)	4.7	0	-	0.3	-	-	0.5

SITE LAYOUT

 Site: [2050PM] 600S / 250 E_2050PM (Smithfields)

2050 PM

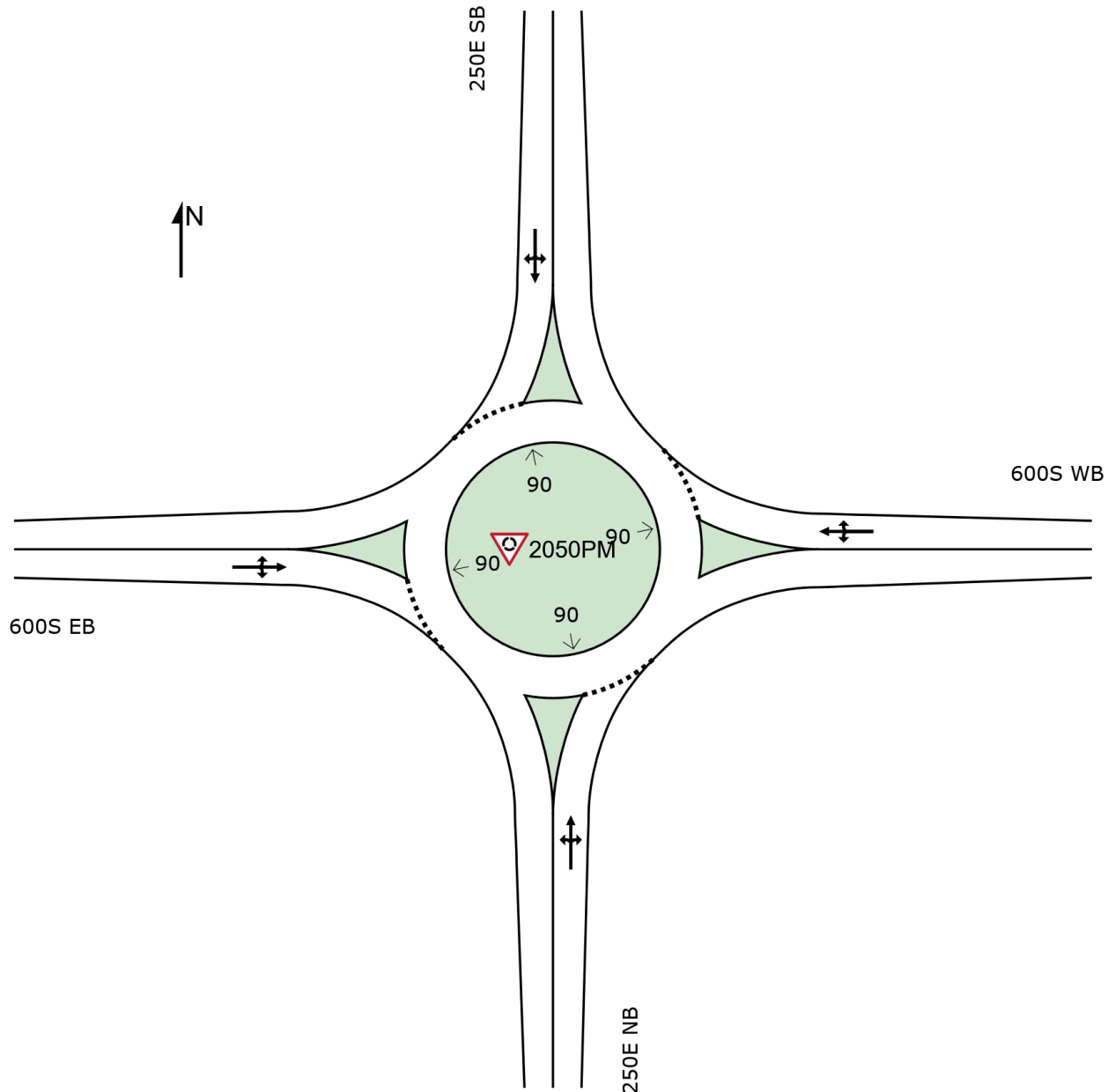
600S / 250E

Site Category: (None)

Roundabout

Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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MOVEMENT SUMMARY



Site: [2050PM] 600S / 250 E_2050PM (Smithfields)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

2050 PM

600S / 250E

Site Category: (None)

Roundabout

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	Dist]				mph
South: 250E NB															
3	L2	All MCs	42	0.0	42	0.0	0.451	9.1	LOS A	2.9	73.6	0.67	0.50	0.68	28.5
8	T1	All MCs	174	0.0	174	0.0	0.451	9.1	LOS A	2.9	73.6	0.67	0.50	0.68	29.0
18	R2	All MCs	206	0.0	206	0.0	0.451	9.1	LOS A	2.9	73.6	0.67	0.50	0.68	28.8
Approach			422	0.0	422	0.0	0.451	9.1	LOS A	2.9	73.6	0.67	0.50	0.68	28.8
East: 600S WB															
1	L2	All MCs	89	0.0	89	0.0	0.385	7.2	LOS A	2.5	61.4	0.51	0.32	0.51	29.1
6	T1	All MCs	274	0.0	274	0.0	0.385	7.2	LOS A	2.5	61.4	0.51	0.32	0.51	29.6
16	R2	All MCs	55	0.0	55	0.0	0.385	7.2	LOS A	2.5	61.4	0.51	0.32	0.51	29.3
Approach			418	0.0	418	0.0	0.385	7.2	LOS A	2.5	61.4	0.51	0.32	0.51	29.4
North: 250E SB															
7	L2	All MCs	100	0.0	100	0.0	0.255	6.2	LOS A	1.4	35.8	0.56	0.39	0.56	29.1
4	T1	All MCs	101	0.0	101	0.0	0.255	6.2	LOS A	1.4	35.8	0.56	0.39	0.56	29.5
14	R2	All MCs	47	0.0	47	0.0	0.255	6.2	LOS A	1.4	35.8	0.56	0.39	0.56	29.3
Approach			248	0.0	248	0.0	0.255	6.2	LOS A	1.4	35.8	0.56	0.39	0.56	29.3
West: 600S EB															
5	L2	All MCs	33	0.0	33	0.0	0.350	6.9	LOS A	2.1	51.6	0.51	0.33	0.51	29.5
2	T1	All MCs	327	0.0	327	0.0	0.350	6.9	LOS A	2.1	51.6	0.51	0.33	0.51	30.0
12	R2	All MCs	12	0.0	12	0.0	0.350	6.9	LOS A	2.1	51.6	0.51	0.33	0.51	29.8
Approach			373	0.0	373	0.0	0.350	6.9	LOS A	2.1	51.6	0.51	0.33	0.51	29.9
All Vehicles			1461	0.0	1461	0.0	0.451	7.5	LOS A	2.9	73.6	0.56	0.38	0.57	29.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c >1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA HCM.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: \\jub\central\Clients\UT\SmithfieldCity\Projects\57-24-004_General\MasterPlanUpdate\Planning\Traffic\Sidra\600S & 250E_5-27-26.sipx

Existing AM and PM

Intersection		Movement	Existing 2024 AM					Existing 2024 PM				
			Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio	Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio
440 N / 800 W (TWSC)	440 N	EBL	0	8.9	A	2.5	0.03	0	9.1	A	2.5	0.02
		EBT	4					5				
		EBR	8					5				
	440 N	WBL	6	9.2	A	2.5	0.02	5	9.0	A	2.5	0.02
		WBT	4					3				
		WBR	1					4				
	800 W	NBL	2	7.2	A	0.0	0.00	4	7.3	A	0.0	0.00
		NBT	9					17				
		NBR	8					13				
	800 W	SBL	1	7.3	A	0.0	0.00	1	7.3	A	0.0	0.00
		SBT	11					17				
		SBR	0					1				
400 N / 100 E (Yield Control)	400 N	EBL	3	0.6	A	0.0	0.00	19	1.2	A	1.0	0.02
		EBT	31					106				
		EBR	6					2				
	400 N	WBL	6	0.7	A	0.0	0.00	6	0.9	A	0.0	0.01
		WBT	56					45				
		WBR	0					2				
	100 E	NBL	1	9.3	A	0.0	0.00	0	10.4	B	1.0	0.01
		NBT	1					6				
		NBR	1					2				
	100 E	SBL	1	9.8	A	4.0	0.05	0	10.5	B	3.0	0.04
		SBT	23					14				
		SBR	5					5				
Upper Canyon / 600 E (TWSC)	Upper Canyon	EBL	35	7.3	A	2.5	0.03	108	7.5	A	7.5	0.08
		EBT	3					27				
		EBR	2					10				
	Upper Canyon	WBL	0	0.0	A	0.0	-	1	7.3	A	0.0	0.00
		WBT	19					19				
		WBR	0					3				
	600 E	NBL	8	10.2	B	2.5	0.02	7	12.0	B	2.5	0.03
		NBT	0					0				
		NBR	0					0				
	600 E	SBL	0	9.0	A	12.5	0.14	2	8.8	A	7.5	0.09
		SBT	0					0				
		SBR	98					70				

Existing AM and PM

Intersection		Movement	Existing 2024 AM					Existing 2024 PM				
			Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio	Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio
100 N / 100 E (Yield Control)	100 N	EBL	5	0.9	A	0.0	0.00	8	1.0	A	1.0	0.01
		EBT	24					38				
		EBR	15					18				
	100 N	WBL	3	0.3	A	0.0	0.00	1	0.1	A	0.0	0.00
		WBT	102					99				
		WBR	0					1				
	100 E	NBL	22	20.2	C	14.0	0.16	35	11.9	B	11.0	0.13
		NBT	13					26				
		NBR	3					2				
	100 E	SBL	13	24.9	C	195.0	0.78	0	10.7	B	16.0	0.18
		SBT	220					61				
		SBR	88					54				
300 S / 100 E (TWSC)	300 S	EBL	5	7.8	A	0.0	0.01	5	7.7	A	0.0	0.00
		EBT	61					121				
		EBR	44					10				
	300 S	WBL	0	0.0	A	0.0	-	0	0.0	A	0.0	-
		WBT	216					146				
		WBR	0					7				
	100 E	NBL	13	15.9	C	7.5	0.10	5	11.7	B	2.5	0.04
		NBT	7					14				
		NBR	1					1				
	100 E	SBL	7	15.4	C	45.0	0.39	7	11.0	B	10.0	0.12
		SBT	47					22				
		SBR	44					34				
300 S / 1000 E (TWSC)	300 S	EBL	3	7.3	A	0.0	0.00	20	7.3	A	2.5	0.02
		EBT	13					12				
		EBR	13					8				
	300 S	WBL	20	7.4	A	2.5	0.02	12	7.3	A	0.0	0.01
		WBT	19					11				
		WBR	1					2				
	1000 E	NBL	10	11.6	B	5.0	0.06	12	11.1	B	17.5	0.19
		NBT	12					94				
		NBR	1					13				
	1000 E	SBL	1	12.3	B	37.5	0.34	4	10.7	B	10.0	0.11
		SBT	119					61				
		SBR	26					5				

Existing AM and PM

Intersection		Movement	Existing 2024 AM					Existing 2024 PM				
			Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio	Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio
600 S / 250 E (AWSC)	600 S	EBL	46	26.2	D	142.5	0.72	25	21.3	C	110.0	0.63
		EBT	145					243				
		EBR	9					9				
	600 S	WBL	50	26.2	D	135.0	0.70	63	23.2	C	117.5	0.65
		WBT	222					194				
		WBR	42	10.2	B	7.5	0.10	39	9.9	A	7.5	0.09
	250 E	NBL	5	13.8	B	27.5	0.28	31	21.7	C	122.5	0.66
		NBT	38					127				
		NBR	32					150				
	250 E	SBL	117	33.0	D	195.0	0.80	65	15.1	C	47.5	0.40
		SBT	59					66				
		SBR	53					31				
	Overall			26.5	D				20.5	C		
600 S / 1000 E (TWSC)	600 S	EBL	9	7.8	A	0.0	0.01	11	7.5	A	0.0	0.01
		EBT	44					132				
		EBR	53					48				
	600 S	WBL	85	7.6	A	7.5	0.09	47	7.6	A	2.5	0.04
		WBT	172					120				
		WBR	1					0				
	1000 E	NBL	19	15.7	C	12.5	0.14	51	14.5	B	47.5	0.40
		NBT	6					30				
		NBR	16					98				
	1000 E	SBL	0	15.7	C	15.0	0.17	1	11.8	B	7.5	0.08
		SBT	34					17				
		SBR	15					12				
800 S / 100 E (TWSC)	800 S	EBL	14	7.4	A	0.0	0.01	77	7.7	A	5.0	0.06
		EBT	42					147				
		EBR	12					11				
	800 S	WBL	46	7.4	A	2.5	0.04	34	7.7	A	2.5	0.03
		WBT	53					115				
		WBR	5					14				
	100 E	NBL	6	10.0	A	5.0	0.07	7	13.2	B	20.0	0.21
		NBT	3					24				
		NBR	16					57				
	100 E	SBL	5	11.2	B	10.0	0.13	6	13.7	B	12.5	0.14
		SBT	45					22				
		SBR	18					25				

2050 Build AM and PM

Intersection		Movement	2050 AM					2050 PM				
			Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio	Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio
440 N / 800 W (TWSC)	440 N	EBL	0	9.8	A	20.0	0.22	0	9.8	A	12.5	0.14
		EBT	30					38				
		EBR	60					38				
	440 N	WBL	45	11.0	B	17.5	0.20	38	10.1	B	12.5	0.15
		WBT	30					23				
		WBR	8					30				
	800 W	NBL	3	7.3	A	0.0	0.00	5	7.3	A	0.0	0.00
		NBT	11					21				
		NBR	10					16				
	800 W	SBL	1	7.3	A	0.0	0.00	1	7.3	A	0.0	0.00
		SBT	12					19				
		SBR	0					1				
400 N / 100 E (Yield Control)	400 N	EBL	3	0.6	A	0.0	0.00	21	1.2	A	1.0	0.02
		EBT	35					120				
		EBR	7					2				
	400 N	WBL	7	0.8	A	0.0	0.01	7	1.0	A	1.0	0.01
		WBT	63					51				
		WBR	0					2				
	100 E	NBL	1	9.4	A	0.0	0.00	0	10.8	B	1.0	0.01
		NBT	1					7				
		NBR	1					2				
	100 E	SBL	1	10.0	A	5.0	0.06	0	10.8	B	4.0	0.05
		SBT	26					16				
		SBR	6					6				
Upper Canyon / 600 E (TWSC)	Upper Canyon	EBL	40	7.4	A	2.5	0.03	122	7.5	A	7.5	0.09
		EBT	3					31				
		EBR	2					11				
	Upper Canyon	WBL	0	0.0	A	0.0	-	1	7.3	A	0.0	0.00
		WBT	21					21				
		WBR	0					3				
	600 E	NBL	9	10.7	B	2.5	0.03	8	12.8	B	2.5	0.04
		NBT	0					0				
		NBR	0					0				
	600 E	SBL	0	9.2	A	17.5	0.18	3	9.0	A	10.0	0.11
		SBT	0					0				
		SBR	126					90				

2050 Build AM and PM

Intersection		Movement	2050 AM					2050 PM				
			Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio	Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio
100 N / 100 E (Yield Control)	100 N	EBL	6	1.0	A	0.0	0.01	9	1.0	A	1.0	0.01
		EBT	27					43				
		EBR	17					20				
	100 N	WBL	3	0.2	A	0.0	0.00	1	0.1	A	0.0	0.00
		WBT	115					112				
		WBR	0					1				
	100 E	NBL	25	27.0	D	22.0	0.23	40	12.7	B	14.0	0.16
		NBT	15					29				
		NBR	3					2				
	100 E	SBL	15	40.1	E	309.0	0.92	0	11.1	B	19.0	0.21
		SBT	249					69				
		SBR	99					61				
300 S / 100 E (TWSC)	300 S	EBL	7	8.0	A	0.0	0.01	7	7.8	A	0.0	0.01
		EBT	84					167				
		EBR	61					14				
	300 S	WBL	0	0.0	A	0.0	-	0	0.0	A	0.0	-
		WBT	268					181				
		WBR	0					9				
	100 E	NBL	18	25.2	D	20.0	0.22	7	13.2	B	5.0	0.07
		NBT	10					19				
		NBR	1					1				
	100 E	SBL	10	25.0	C	110.0	0.64	10	12.3	B	17.5	0.18
		SBT	65					30				
		SBR	61					46				
300 S / 800 E (TWSC)	300 S	EBL	4	7.3	A	0.0	0.01	26	7.3	A	2.5	0.03
		EBT	17					16				
		EBR	17					10				
	300 S	WBL	26	7.4	A	2.5	0.03	16	7.3	A	0.0	0.02
		WBT	25					14				
		WBR	1					3				
	1000 E	NBL	19	15.6	C	12.5	0.15	23	13.9	B	47.5	0.39
		NBT	23					182				
		NBR	2					25				
	1000 E	SBL	2	17.3	C	97.5	0.59	7	12.0	B	20.0	0.20
		SBT	193					99				
		SBR	42					8				

2050 Build AM and PM

Intersection		Movement	2050 AM					2050 PM				
			Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio	Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio
600 S / 250 E (AWSC)	600 S	EBL	52	51.2	F	240.0	0.95	28	47.5	E	222.5	0.87
		EBT	164					275				
		EBR	10					10				
	600 S	WBL	57	48.6	E	220.0	0.92	71	50.5	F	227.5	0.88
		WBT	251					219				
		WBR	47					44				
	250 E	NBL	6	17.9	C	42.5	0.40	36	56.4	F	272.5	0.93
		NBT	44					148				
		NBR	37					175				
	250 E	SBL	149	113.2	F	472.5	1.14	83	25.4	D	100.0	0.62
		SBT	75					84				
		SBR	67					39				
	Overall			9.0	A				7.5	A		
600 S / 1000 E (TWSC)	600 S	EBL	16	8.3	A	2.5	0.02	19	7.8	A	0.0	0.02
		EBT	77					230				
		EBR	92					84				
	600 S	WBL	138	7.9	A	12.5	0.15	77	8.0	A	7.5	0.08
		WBT	280					195				
		WBR	2					0				
	1000 E	NBL	21	37.6	E	40.0	0.37	58	29.7	D	120.0	0.67
		NBT	7					34				
		NBR	18					111				
	1000 E	SBL	0	30.8	D	37.5	0.36	1	15.6	C	12.5	0.14
		SBT	38					19				
		SBR	17					14				
800 S / 100 E (TWSC)	800 S	EBL	19	7.4	A	2.5	0.02	106	7.9	A	7.5	0.09
		EBT	58					203				
		EBR	17					15				
	800 S	WBL	57	7.5	A	2.5	0.05	42	7.9	A	2.5	0.04
		WBT	66					143				
		WBR	6					17				
	100 E	NBL	7	10.6	B	7.5	0.08	8	16.3	C	30.0	0.29
		NBT	3					27				
		NBR	18					64				
	100 E	SBL	6	12.2	B	15.0	0.16	7	17.0	C	20.0	0.21
		SBT	51					25				
		SBR	20					28				

2050 Build Mitigation AM and PM

Intersection		Movement	2050 AM					2050 PM				
			Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio	Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio
100 N / 100 E (Yield Control)	100 N	EBL	6	1.0	A	0.0	0.01	9	1.0	A	1.0	0.01
		EBT	27					43				
		EBR	17					20				
	100 N	WBL	3	0.2	A	0.0	0.00	1	0.1	A	0.0	0.00
		WBT	115					112				
		WBR	0					1				
	100 E	NBL	25	23.9	C	19.0	0.21	40	12.4	B	14.0	0.16
		NBT	15					29				
		NBR	3					2				
	100 E	SBL	15	19.3	C	159.0	0.72	0	10.4	B	11.0	0.13
		SBT	249					69				
		SBR	99	-	-	-	-	61	-	-	-	-
600 S / 250 E (Roundabout)	600 S	EBL	52	9.8	A	85.1	0.47	28	6.9	A	51.6	0.35
		EBT	164					275				
		EBR	10					10				
	600 S	WBL	57	6.8	A	58.2	0.38	71	7.2	A	61.4	0.39
		WBT	251					219				
		WBR	47					44				
	250 E	NBL	6	7.1	A	29.8	0.21	36	9.1	A	73.6	0.45
		NBT	44					148				
		NBR	37					175				
	250 E	SBL	149	10.5	B	118.5	0.55	83	6.2	A	35.8	0.26
		SBT	45					84				
		SBR	67					39				
	Overall			9.0	A				7.5	A		
600 S / 1000 E (TWSC)	600 S	EBL	16	8.3	A	2.5	0.02	19	7.8	A	0.0	0.02
		EBT	77	-	-	-	-	230	-	-	-	-
		EBR	92					84				
	600 S	WBL	138	7.9	A	12.5	0.15	77	8.0	A	7.5	0.08
		WBT	280	-	-	-	-	195	-	-	-	-
		WBR	2					0				
	1000 E	NBL	21	34.5	D	35.0	0.34	58	29.0	D	117.5	0.66
		NBT	7					34				
		NBR	18					111				
	1000 E	SBL	0	28.6	D	35.0	0.34	1	15.5	C	12.5	0.14
		SBT	38					19				
		SBR	17					14				

APPENDIX B: TRAFFIC ANALYSIS ZONE INPUTS

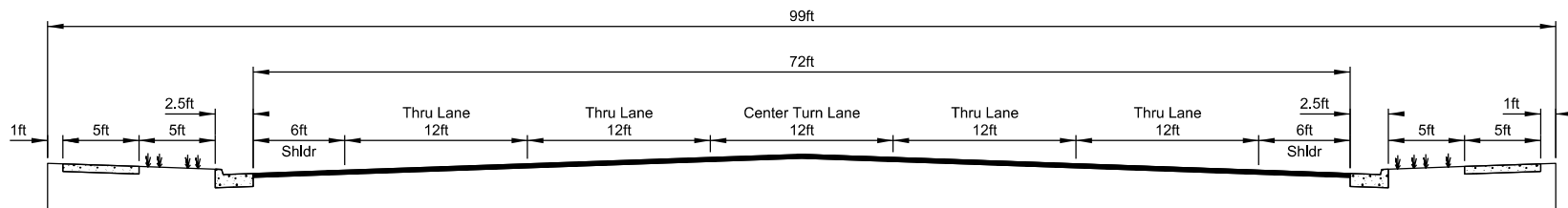
Traffic Analysis Zone Inputs						
TAZ ID Number	2023			2050		
	Population	Households	Employment	Population	Households	Employment
125	68	22	0	68	26	0
126	56	21	2	115	49	6
127	436	134	13	595	209	32
128	1086	294	176	1410	431	249
129	343	78	4	1030	260	8
130	376	96	6	559	161	8
131	614	150	0	1067	291	5
132	121	28	12	183	47	12
133	231	63	0	273	84	0
134	185	57	3	285	100	3
135	94	37	0	116	54	0
136	104	33	29	315	116	33
137	345	84	9	506	137	29
138	244	90	37	297	128	65
139	435	134	155	622	219	219
140	140	42	2	225	76	4
141	250	109	22	287	150	81
142	145	48	4	188	71	11
143	92	26	184	138	44	196
144	279	81	6	377	123	7
145	286	97	282	367	143	322
146	411	136	120	585	223	152
147	197	87	5	217	115	5
148	428	149	11	538	217	12
149	102	26	0	99	28	0
150	246	89	0	277	116	0
151	316	93	30	424	141	30
152	157	37	1	206	54	1
153	255	64	8	458	129	11
154	230	101	163	216	114	163
155	267	84	3	419	150	3
156	136	36	12	157	46	27
157	201	54	6	247	75	8
158	404	93	0	889	227	0
159	45	9	19	52	12	19
160	55	15	41	72	22	47
161	136	52	0	219	99	0
162	254	81	26	401	146	31
163	48	11	26	69	18	71

Traffic Analysis Zone Inputs						
TAZ ID Number	2023			2050		
	Population	Households	Employment	Population	Households	Employment
164	363	149	138	307	149	278
165	247	84	0	319	125	0
166	618	216	40	584	235	70
167	214	65	432	217	75	432
168	769	200	27	895	262	27
169	370	101	16	436	133	17
170	483	127	18	577	170	25
171	525	129	6	668	183	9
172	5	2	0	21	8	0
173	6	2	0	27	11	0
174	22	6	592	20	6	868
175	778	220	49	745	239	58
176	453	167	658	389	167	759
177	28	10	32	228	98	45
178	0	0	92	7	2	169
179	28	8	0	57	19	0
180	17	6	0	26	10	0
181	0	0	0	0	0	0
182	34	8	19	44	11	19
787	46	13	0	64	19	0
789	3	1	0	10	4	0
790	30	6	0	81	17	0
794	43	14	18	59	21	18
795	11	3	0	125	35	0
796	19	5	0	95	26	0
797	17	5	0	27	10	0
799	13	5	0	20	10	0
801	52	14	6	90	27	10
809	0	0	0	0	0	0
Total	17032	4506	3557	22749	6921	4671

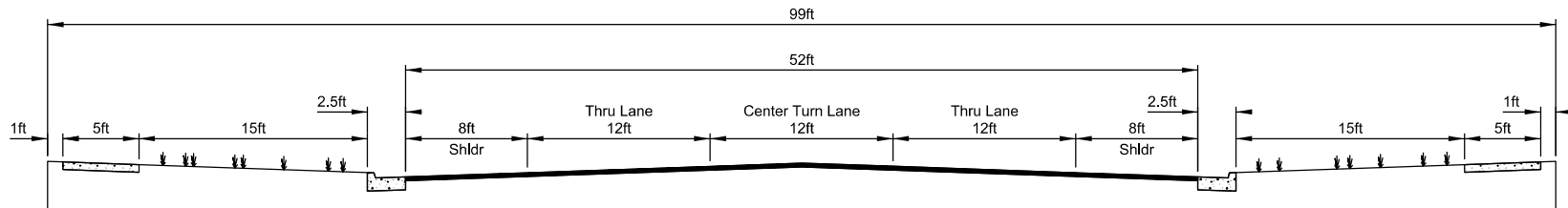
APPENDIX C: ARTERIAL TYPICAL SECTIONS

ATTACHMENT - TYPICAL SECTIONS

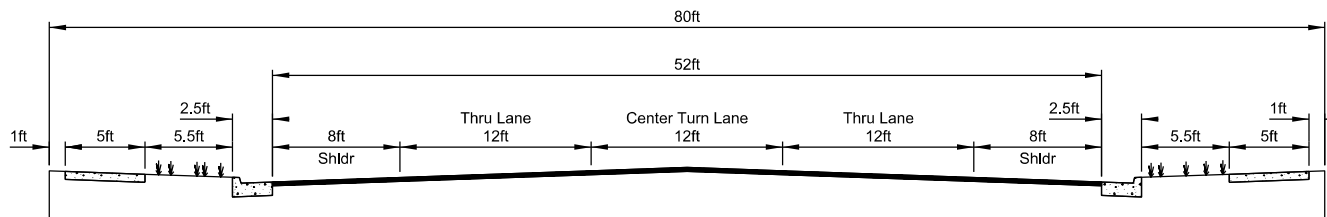
99' Right of Way
5 Lane



99' Right of Way
3 Lane

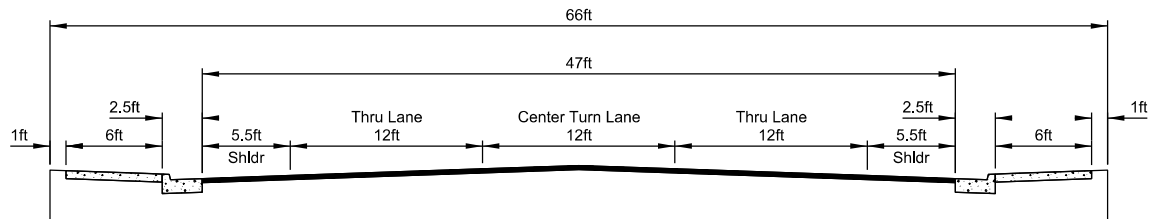


80' Right of Way

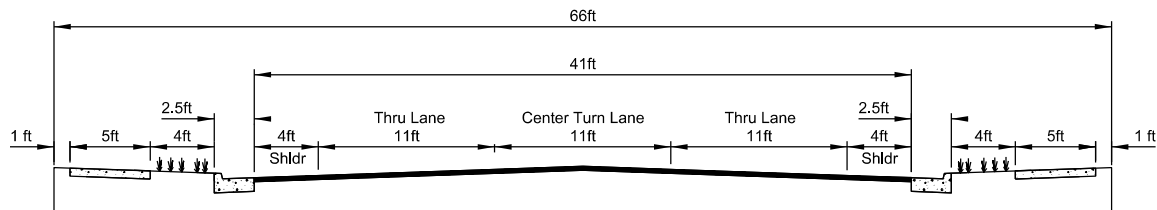


ATTACHMENT - TYPICAL SECTIONS

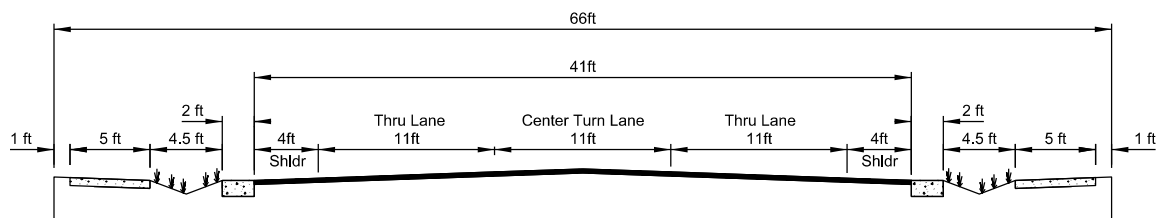
66' Right of Way
Option 1



66' Right of Way
Option 2



66' Right of Way
Option 3 Ribbon Curb



APPENDIX D: COLLECTOR AND LOCAL TYPICAL SECTIONS

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FILE: UPDATEDSTANDARDS_APRIL2017

JUB PROJ. # 57-16-038

DRAWN BY: QDD

DESIGN BY: DOK

CHECKED BY: DOK

LAST UPDATED: 5/11/2017

REUSE OF DRAWINGS

NO

REVISION DESCRIPTION

BY

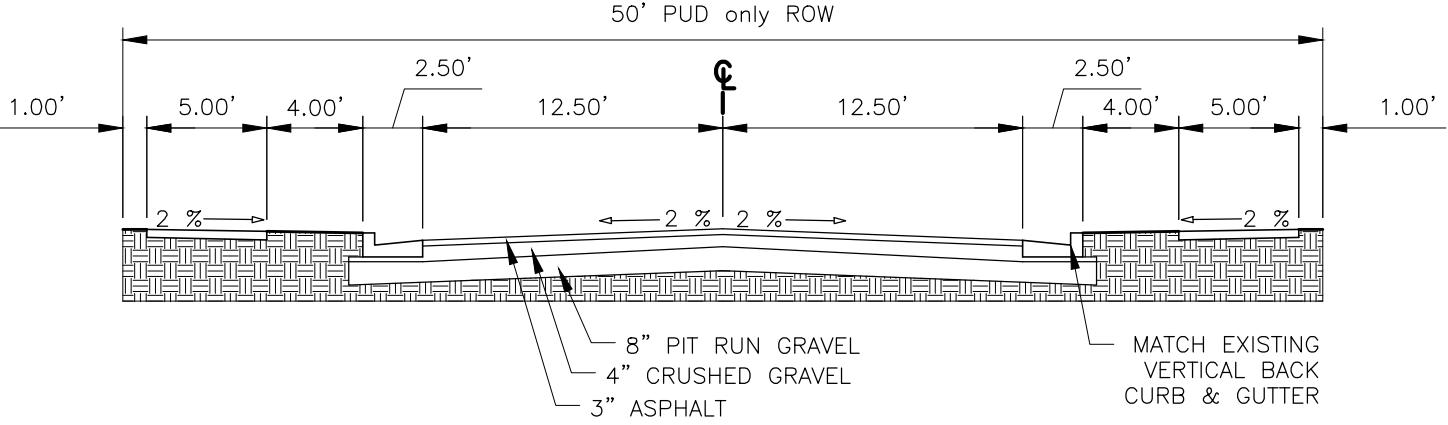
DATE

JUB ENGINEERS, INC.

SMITHFIELD CITY
STANDARD DRAWINGS

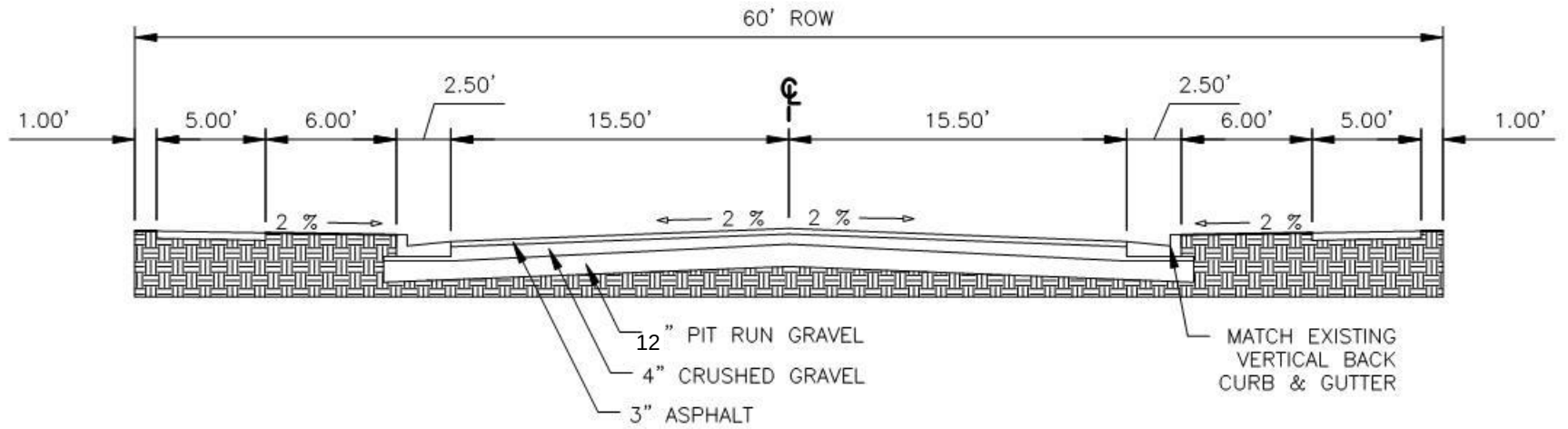
ROADWAY SECTION
50' ROW - PUD ONLY

SHEET
249-N



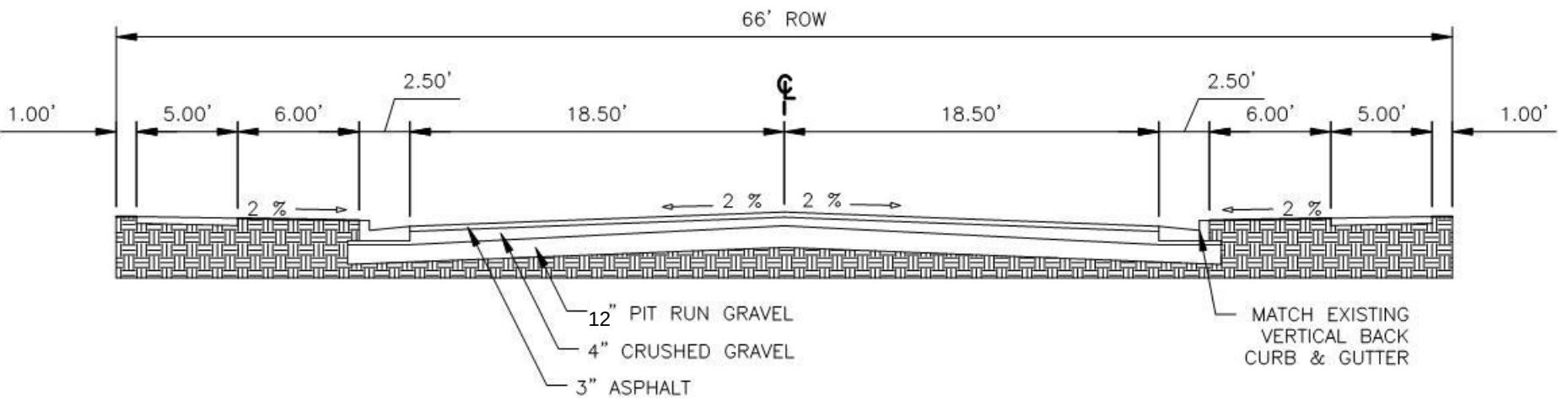
50 FOOT - PUD ONLY

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						JUB PROJECT: #57-16-036	
						DRAWN BY: QDD	
						DESIGN BY: QDD	
						CHECKED BY: QDD	
						JUB ENGINEERS, INC.	
REVISION DESCRIPTION						BY	DATE



60 FOOT - LOCAL

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NO.	REVISION DESCRIPTION	BY	DATE
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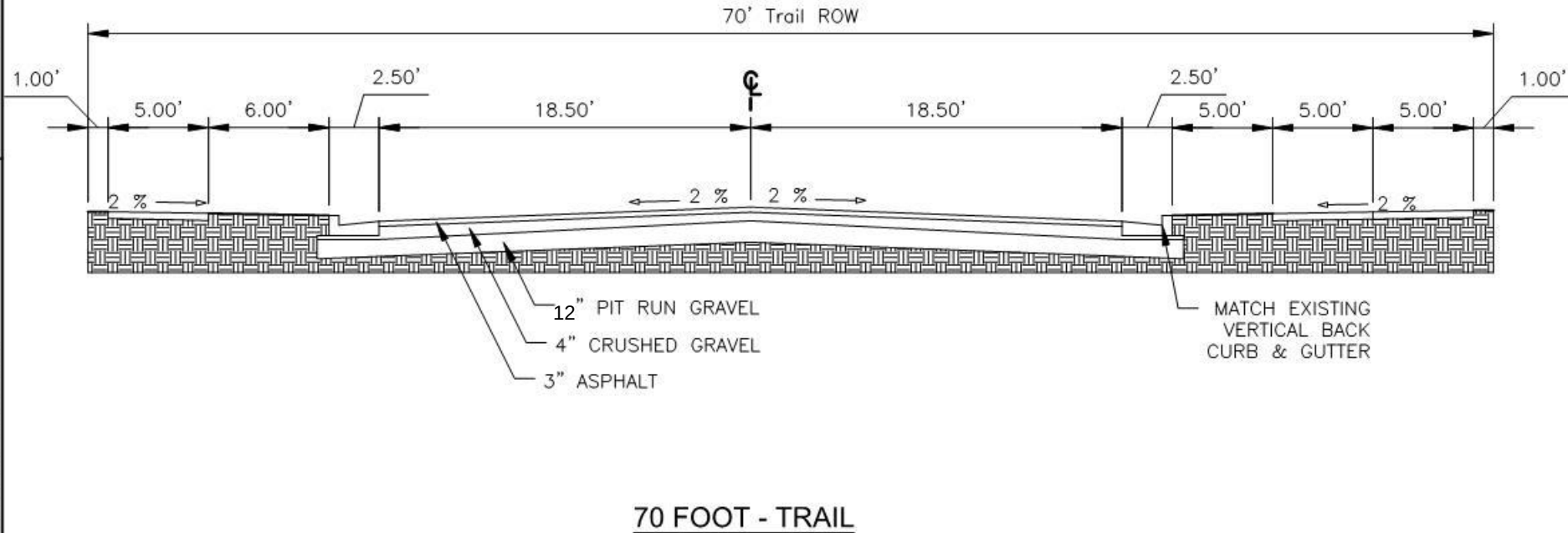


66 FOOT - LOCAL

REVISION OF DRAWINGS			
NO.	REVISION DESCRIPTION	BY	DATE

FILE: UPDATED STANDARDS, APRIL 2017	
THIS DOCUMENT AND THE REVISIONS ARE THE PROPERTY OF JUB ENGINEERS, INC. AND ARE NOT TO BE USED, IN WHOLE OR PART, FOR ANY OTHER PROJECT WITHOUT THE EXPRESS WRITTEN AUTHORIZATION OF JUB ENGINEERS, INC.	FILE: JUB PROJ. # 57-16-036
	DRAWN BY: CDD
	DESIGN BY: DOK
	CHECKED BY: DOK
	LAST UPDATED: 5/11/2017

JUB ENGINEERS, INC.	
SMITHFIELD CITY	
STANDARD DRAWINGS	
ROADWAY SECTION	
70' ROW - TRAIL	
SHEET	
249-N	



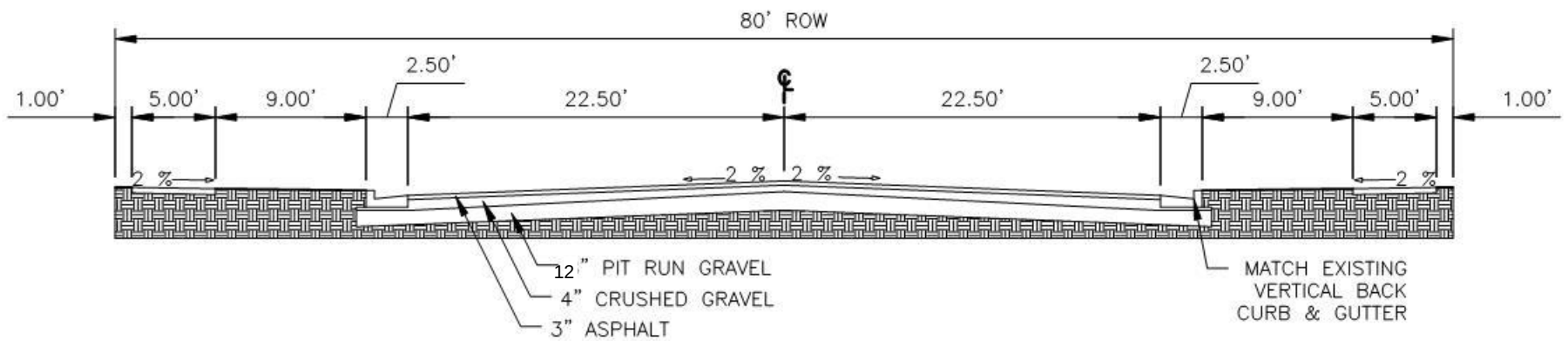
REUSE OF DRAWINGS THIS DOCUMENT, AND THE DEAS AND DESIGN INCORPORATED HEREIN, ARE THE PROPERTY OF JUBIL ENGINEERS, INC. AND ARE NOT TO BE REPRODUCED, COPIED, OR USED FOR ANY OTHER PROJECT WITHOUT THE EXPRESS WRITTEN AUTHORIZATION OF JUBIL ENGINEERS, INC.	
NO.	REV. DESCRIPTION BY AUTH. DATE LAST UPDATED: 01/10/2017
1	DESIGN BY DOK CHECKED BY DOK DESIGNED BY DOK DATE: 01/10/2017

APRIL 2017

JUB

JUB ENGINEERS, INC.

SMITHFIELD CITY STANDARD DRAWINGS	SHEET
ROADWAY SECTION 80' ROW - COLLECTOR	249-N



80 FOOT - COLLECTOR

SHEET
249-N

APPENDIX E: PROJECT COST ESTIMATES

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:				DATE: 6/25/2026	
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 West - 1700 Feet					
6900 N ((Annex. Boundary) to 800 N					
1	Mobilization - 8%	1	LS	\$153,880.65	\$153,880.65
2	Storm Water Pollution Prevention	1	LS	\$17,000.00	\$17,000.00
3	Traffic Control - 5%	1	LS	\$96,175.41	\$96,175.41
4	Clear and Grub	1	LS	\$13,600.00	\$13,600.00
5	Dust Control & Watering	1	LS	\$5,950.00	\$5,950.00
6	Survey - 3%	1	LS	\$57,705.24	\$57,705.24
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$408,000.00	\$408,000.00
9	Roadway Excavation (Plan Quantity)	24,907	CY	\$25.00	\$622,677.47
10	Remove Asphalt Pavement	3,778	SY	\$6.50	\$24,555.56
11	Relocate Sign	1	EA	\$200.00	\$200.00
12	Concrete Curb and Gutter	8,500	LF	\$28.00	\$238,000.00
13	HMA 3"	1,478	TON	\$100.00	\$147,815.00
14	Crushed Gravel 4"	1,343	CY	\$32.00	\$42,982.72
15	Pit Run Gravel 12"	3,274	CY	\$28.00	\$91,674.07
16	Concrete Sidewalk	20,400	SF	\$15.00	\$306,000.00
17	4" Paint Line	7,650	LF	\$1.00	\$7,650.00
18	Sod	3,400	SF	\$1.30	\$4,420.00
19	Topsoil-6 inch thick	378	SY	\$12.00	\$4,533.33
				SUBTOTAL	\$2,267,819.45
				ROW Acquisition	\$0.00
				Contingency - 30%	\$680,345.84
				Design Engineering - 8%	\$181,425.56
				Construction Engineering - 10%	\$226,781.95
				Miscellaneous Item - 5%	\$113,390.97
Total:					\$3,469,800.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 West - 1450 Feet					
800 N to 600 N					
20	Mobilization - 8%	1	LS	\$129,566.81	\$129,566.81
21	Storm Water Pollution Prevention	1	LS	\$14,500.00	\$14,500.00
22	Traffic Control - 5%	1	LS	\$80,979.26	\$80,979.26
23	Clear and Grub	1	LS	\$11,600.00	\$11,600.00
24	Dust Control & Watering	1	LS	\$5,075.00	\$5,075.00
25	Survey - 3%	1	LS	\$48,587.56	\$48,587.56
26	Drainage Pipes and System	1	LS	\$348,000.00	\$348,000.00
27	Roadway Excavation (Plan Quantity)	21,244	CY	\$25.00	\$531,107.25
28	Remove Asphalt Pavement	3,222	SY	\$6.50	\$20,944.44
29	Relocate Sign	2	EA	\$200.00	\$400.00
30	Concrete Curb and Gutter	7,250	LF	\$28.00	\$203,000.00
31	HMA 3"	1,261	TON	\$100.00	\$126,077.50
32	Crushed Gravel 4"	1,146	CY	\$32.00	\$36,661.73
33	Pit Run Gravel 12"	2,793	CY	\$28.00	\$78,192.59
34	Concrete Driveway	2	SF	\$20.00	\$40.00
35	Concrete Sidewalk	17,400	SF	\$15.00	\$261,000.00
36	4" Paint Line	6,525	LF	\$1.00	\$6,525.00
37	Sod	2,900	SF	\$1.30	\$3,770.00
38	Topsoil-6 inch thick	322	SY	\$12.00	\$3,866.67
				SUBTOTAL	\$1,909,893.81
				ROW Acquisition	\$0.00
				Contingency - 30%	\$572,968.14
				Design Engineering - 8%	\$152,791.51
				Construction Engineering - 10%	\$190,989.38
				Miscellaneous Item - 5%	\$95,494.69
Total:					\$2,922,200.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 West - 1160 Feet					
600 N to 440 N					
39	Mobilization - 8%	1	LS	\$104,879.51	\$104,879.51
40	Storm Water Pollution Prevention	1	LS	\$11,600.00	\$11,600.00
41	Traffic Control - 5%	1	LS	\$65,549.70	\$65,549.70
42	Clear and Grub	1	LS	\$9,280.00	\$9,280.00
43	Dust Control & Watering	1	LS	\$4,060.00	\$4,060.00
44	Survey - 3%	1	LS	\$39,329.82	\$39,329.82
45	Drainage Pipes and System	1	LS	\$278,400.00	\$278,400.00
46	Relocate Street Light	2	EA	\$1,500.00	\$3,000.00
47	Roadway Excavation (Plan Quantity)	16,995	CY	\$25.00	\$424,885.80
48	Remove Asphalt Pavement	3,867	SY	\$6.50	\$25,133.33
49	Relocate Sign	4	EA	\$200.00	\$800.00
50	Concrete Curb and Gutter	5,800	LF	\$28.00	\$162,400.00
51	HMA 3"	1,009	TON	\$100.00	\$100,862.00
52	Crushed Gravel 4"	917	CY	\$32.00	\$29,329.38
53	Pit Run Gravel 12"	2,234	CY	\$28.00	\$62,554.07
54	Concrete Sidewalk	13,920	SF	\$15.00	\$208,800.00
55	Concrete Curb Ramp	1	EA	\$3,500.00	\$3,500.00
56	4" Paint Line	5,220	LF	\$1.00	\$5,220.00
57	Sod	2,320	SF	\$1.30	\$3,016.00
58	Topsoil-6 inch thick	258	SY	\$12.00	\$3,093.33
				SUBTOTAL	\$1,545,692.95
				ROW Acquisition	\$0.00
				Contingency - 30%	\$463,707.89
				Design Engineering - 8%	\$123,655.44
				Construction Engineering - 10%	\$154,569.30
				Miscellaneous Item - 5%	\$77,284.65
Total:					\$2,365,000.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: DATE: 6/25/2026 Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 West - 1060 Feet					
440 N to 280 N					
59	Mobilization - 8%	1	LS	\$102,504.52	\$102,504.52
60	Storm Water Pollution Prevention	1	LS	\$10,600.00	\$10,600.00
61	Traffic Control - 5%	1	LS	\$64,065.33	\$64,065.33
62	Clear and Grub	1	LS	\$8,480.00	\$8,480.00
63	Dust Control & Watering	1	LS	\$3,710.00	\$3,710.00
64	Survey - 3%	1	LS	\$38,439.20	\$38,439.20
65	Utilities	1	LS	\$12,500.00	\$12,500.00
66	Drainage Pipes and System	1	LS	\$254,400.00	\$254,400.00
67	Relocate Street Light	4	EA	\$1,500.00	\$6,000.00
68	Roadway Excavation (Plan Quantity)	15,530	CY	\$25.00	\$388,257.72
69	Remove Asphalt Pavement	4,133	SY	\$6.50	\$26,866.67
70	Relocate Sign	3	EA	\$200.00	\$600.00
71	Concrete Curb and Gutter	5,300	LF	\$28.00	\$148,400.00
72	HMA 3"	922	TON	\$100.00	\$92,167.00
73	Crushed Gravel 4"	838	CY	\$32.00	\$26,800.99
74	Pit Run Gravel 12"	2,041	CY	\$28.00	\$57,161.48
75	Concrete Driveway	3,000	SF	\$20.00	\$60,000.00
76	Concrete Sidewalk	12,720	SF	\$15.00	\$190,800.00
77	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
78	4" Paint Line	4,770	LF	\$1.00	\$4,770.00
79	Sod	2,120	SF	\$1.30	\$2,756.00
80	Topsoil-6 inch thick	236	SY	\$12.00	\$2,826.67
				SUBTOTAL	\$1,509,105.56
				ROW Acquisition	\$0.00
				Contingency - 30%	\$452,731.67
				Design Engineering - 8%	\$120,728.44
				Construction Engineering - 10%	\$150,910.56
				Miscellaneous Item - 5%	\$75,455.28
Total:					\$2,309,000.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
DATE: 6/25/2026					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 West - 1600 Feet					
280 N to SR-218					
81	Mobilization - 8%	1	LS	\$147,921.66	\$147,921.66
82	Storm Water Pollution Prevention	1	LS	\$16,000.00	\$16,000.00
83	Traffic Control - 5%	1	LS	\$92,451.04	\$92,451.04
84	Clear and Grub	1	LS	\$12,800.00	\$12,800.00
85	Dust Control & Watering	1	LS	\$5,600.00	\$5,600.00
86	Survey - 3%	1	LS	\$55,470.62	\$55,470.62
87	Utilities	1	LS	\$37,500.00	\$37,500.00
88	Drainage Pipes and System	1	LS	\$384,000.00	\$384,000.00
89	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
90	Roadway Excavation (Plan Quantity)	23,442	CY	\$25.00	\$586,049.38
91	Remove Asphalt Pavement	4,444	SY	\$6.50	\$28,888.89
92	Relocate Sign	3	EA	\$200.00	\$600.00
93	Concrete Curb and Gutter	8,000	LF	\$28.00	\$224,000.00
94	HMA 3"	1,391	TON	\$100.00	\$139,120.00
95	Crushed Gravel 4"	1,264	CY	\$32.00	\$40,454.32
96	Pit Run Gravel 12"	3,081	CY	\$28.00	\$86,281.48
97	Concrete Driveway	500	SF	\$20.00	\$10,000.00
98	Concrete Sidewalk	19,200	SF	\$15.00	\$288,000.00
99	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
100	4" Paint Line	7,200	LF	\$1.00	\$7,200.00
101	Sod	3,200	SF	\$1.30	\$4,160.00
102	Topsoil-6 inch thick	356	SY	\$12.00	\$4,266.67
				SUBTOTAL	\$2,179,264.06
				ROW Acquisition	\$0.00
				Contingency - 30%	\$653,779.22
				Design Engineering - 8%	\$174,341.12
				Construction Engineering - 10%	\$217,926.41
				Miscellaneous Item - 5%	\$108,963.20
				Total:	\$3,334,300.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 West - 1300 Feet					
SR-218 to 100 S					
103	Mobilization - 8%	1	LS	\$125,920.00	\$125,920.00
104	Storm Water Pollution Prevention	1	LS	\$13,000.00	\$13,000.00
105	Traffic Control - 5%	1	LS	\$78,700.00	\$78,700.00
106	Clear and Grub	1	LS	\$10,400.00	\$10,400.00
107	Dust Control & Watering	1	LS	\$4,550.00	\$4,550.00
108	Survey - 3%	1	LS	\$47,220.00	\$47,220.00
109	Utilities	1	LS	\$37,500.00	\$37,500.00
110	Drainage Pipes and System	1	LS	\$312,000.00	\$312,000.00
111	Roadway Excavation (Plan Quantity)	20,403	CY	\$25.00	\$510,069.44
112	Remove Asphalt Pavement	4,333	SY	\$6.50	\$28,166.67
113	Relocate Sign	5	EA	\$200.00	\$1,000.00
114	Concrete Curb and Gutter	6,500	LF	\$28.00	\$182,000.00
115	HMA 3"	1,082	TON	\$100.00	\$108,225.00
116	Crushed Gravel 4"	963	CY	\$32.00	\$30,814.81
117	Pit Run Gravel 12"	2,407	CY	\$28.00	\$67,407.41
118	Concrete Driveway	500	SF	\$20.00	\$10,000.00
119	Concrete Sidewalk	13,000	SF	\$15.00	\$195,000.00
120	Concrete Curb Ramp	5	EA	\$3,500.00	\$17,500.00
121	4" Paint Line	5,850	LF	\$1.00	\$5,850.00
122	Sod	26,000	SF	\$1.30	\$33,800.00
123	Topsoil-6 inch thick	2,889	SY	\$12.00	\$34,666.67
				SUBTOTAL	\$1,853,790.00
				ROW Acquisition	\$0.00
				Contingency - 30%	\$556,137.00
				Design Engineering - 8%	\$148,303.20
				Construction Engineering - 10%	\$185,379.00
				Miscellaneous Item - 5%	\$92,689.50
				Total:	\$2,836,300.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 West - 1400 Feet					
100 S to 225 S					
124	Mobilization - 8%	1	LS	\$133,691.56	\$133,691.56
125	Storm Water Pollution Prevention	1	LS	\$14,000.00	\$14,000.00
126	Traffic Control - 5%	1	LS	\$83,557.22	\$83,557.22
127	Clear and Grub	1	LS	\$11,200.00	\$11,200.00
128	Dust Control & Watering	1	LS	\$4,900.00	\$4,900.00
129	Survey - 3%	1	LS	\$50,134.33	\$50,134.33
130	Utilities	1	LS	\$37,500.00	\$37,500.00
131	Drainage Pipes and System	1	LS	\$336,000.00	\$336,000.00
132	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
133	Roadway Excavation (Plan Quantity)	21,972	CY	\$25.00	\$549,305.56
134	Remove Asphalt Pavement	3,889	SY	\$6.50	\$25,277.78
135	Relocate Sign	6	EA	\$200.00	\$1,200.00
136	Concrete Curb and Gutter	7,000	LF	\$28.00	\$196,000.00
137	HMA 3"	1,166	TON	\$100.00	\$116,550.00
138	Crushed Gravel 4"	1,037	CY	\$32.00	\$33,185.19
139	Pit Run Gravel 12"	2,593	CY	\$28.00	\$72,592.59
140	Concrete Driveway	250	SF	\$20.00	\$5,000.00
141	Concrete Sidewalk	14,000	SF	\$15.00	\$210,000.00
142	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
143	4" Paint Line	6,300	LF	\$1.00	\$6,300.00
144	Sod	28,000	SF	\$1.30	\$36,400.00
145	Topsoil-6 inch thick	3,111	SY	\$12.00	\$37,333.33
				SUBTOTAL	\$1,968,627.56
				ROW Acquisition	\$0.00
				Contingency - 30%	\$590,588.27
				Design Engineering - 8%	\$157,490.20
				Construction Engineering - 10%	\$196,862.76
				Miscellaneous Item - 5%	\$98,431.38
Total:					\$3,012,100.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:				DATE: 6/25/2026	
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 West - 900 Feet					
225 S to 400 S					
146	Mobilization - 8%	1	LS	\$85,692.00	\$85,692.00
147	Storm Water Pollution Prevention	1	LS	\$9,000.00	\$9,000.00
148	Traffic Control - 5%	1	LS	\$53,557.50	\$53,557.50
149	Clear and Grub	1	LS	\$7,200.00	\$7,200.00
150	Dust Control & Watering	1	LS	\$3,150.00	\$3,150.00
151	Survey - 3%	1	LS	\$32,134.50	\$32,134.50
152	Utilities	1	LS	\$25,000.00	\$25,000.00
153	Drainage Pipes and System	1	LS	\$216,000.00	\$216,000.00
154	Roadway Excavation (Plan Quantity)	14,125	CY	\$25.00	\$353,125.00
155	Remove Asphalt Pavement	2,500	SY	\$6.50	\$16,250.00
156	Relocate Sign	2	EA	\$200.00	\$400.00
157	Concrete Curb and Gutter	4,500	LF	\$28.00	\$126,000.00
158	HMA 3"	749	TON	\$100.00	\$74,925.00
159	Crushed Gravel 4"	667	CY	\$32.00	\$21,333.33
160	Pit Run Gravel 12"	1,667	CY	\$28.00	\$46,666.67
161	Concrete Driveway	250	SF	\$20.00	\$5,000.00
162	Concrete Sidewalk	9,000	SF	\$15.00	\$135,000.00
163	4" Paint Line	4,050	LF	\$1.00	\$4,050.00
164	Sod	18,000	SF	\$1.30	\$23,400.00
165	Topsoil-6 inch thick	2,000	SY	\$12.00	\$24,000.00
				SUBTOTAL	\$1,261,884.00
				ROW Acquisition	\$0.00
				Contingency - 30%	\$378,565.20
				Design Engineering - 8%	\$100,950.72
				Construction Engineering - 10%	\$126,188.40
				Miscellaneous Item - 5%	\$63,094.20
Total:					\$1,930,700.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 West - 1850 Feet					
400 S to 600 S					
166	Mobilization - 8%	1	LS	\$170,643.11	\$170,643.11
167	Storm Water Pollution Prevention	1	LS	\$18,500.00	\$18,500.00
168	Traffic Control - 5%	1	LS	\$106,651.94	\$106,651.94
169	Clear and Grub	1	LS	\$14,800.00	\$14,800.00
170	Dust Control & Watering	1	LS	\$6,475.00	\$6,475.00
171	Survey - 3%	1	LS	\$63,991.17	\$63,991.17
172	Drainage Pipes and System	1	LS	\$444,000.00	\$444,000.00
173	Roadway Excavation (Plan Quantity)	29,035	CY	\$25.00	\$725,868.06
174	Remove Asphalt Pavement	4,111	SY	\$6.50	\$26,722.22
175	Relocate Sign	2	EA	\$200.00	\$400.00
176	Concrete Curb and Gutter	9,250	LF	\$28.00	\$259,000.00
177	HMA 3"	1,540	TON	\$100.00	\$154,012.50
178	Crushed Gravel 4"	1,370	CY	\$32.00	\$43,851.85
179	Pit Run Gravel 12"	3,426	CY	\$28.00	\$95,925.93
180	Concrete Sidewalk	18,500	SF	\$15.00	\$277,500.00
181	4" Paint Line	8,325	LF	\$1.00	\$8,325.00
182	Sod	37,000	SF	\$1.30	\$48,100.00
183	Topsoil-6 inch thick	4,111	SY	\$12.00	\$49,333.33
				SUBTOTAL	\$2,514,100.11
				ROW Acquisition	\$0.00
				Contingency - 30%	\$754,230.03
				Design Engineering - 8%	\$201,128.01
				Construction Engineering - 10%	\$251,410.01
				Miscellaneous Item - 5%	\$125,705.01
Total:					\$3,846,600.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 West - 2710 Feet					
600 S to 1000 S					
184	Mobilization - 8%	1	LS	\$188,462.04	\$188,462.04
185	Storm Water Pollution Prevention	1	LS	\$27,100.00	\$27,100.00
186	Traffic Control - 5%	1	LS	\$117,788.78	\$117,788.78
187	Clear and Grub	1	LS	\$21,680.00	\$21,680.00
188	Dust Control & Watering	1	LS	\$9,485.00	\$9,485.00
189	Survey - 3%	1	LS	\$70,673.27	\$70,673.27
190	Drainage Pipes and System	1	LS	\$650,400.00	\$650,400.00
191	Roadway Excavation (Plan Quantity)	29,035	CY	\$25.00	\$725,868.06
192	Remove Asphalt Pavement	6,624	SY	\$6.50	\$43,058.89
193	Relocate Sign	2	EA	\$200.00	\$400.00
194	Concrete Curb and Gutter	9,250	LF	\$28.00	\$259,000.00
195	HMA 3"	1,540	TON	\$100.00	\$154,012.50
196	Crushed Gravel 4"	1,370	CY	\$32.00	\$43,851.85
197	Pit Run Gravel 12"	3,426	CY	\$28.00	\$95,925.93
198	Concrete Sidewalk	18,500	SF	\$15.00	\$277,500.00
199	4" Paint Line	8,325	LF	\$1.00	\$8,325.00
200	Sod	37,000	SF	\$1.30	\$48,100.00
201	Topsoil-6 inch thick	4,111	SY	\$12.00	\$49,333.33
				SUBTOTAL	\$2,790,964.64
				ROW Acquisition	\$0.00
				Contingency - 30%	\$837,289.39
				Design Engineering - 8%	\$223,277.17
				Construction Engineering - 10%	\$279,096.46
				Miscellaneous Item - 5%	\$139,548.23
Total:					\$4,270,200.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
400 West - 400 Feet					
SR-218 to 50 N					
1	Mobilization - 8%	1	LS	\$40,939.97	\$40,939.97
2	Storm Water Pollution Prevention	1	LS	\$4,000.00	\$4,000.00
3	Traffic Control - 5%	1	LS	\$25,587.48	\$25,587.48
4	Clear and Grub	1	LS	\$3,200.00	\$3,200.00
5	Dust Control & Watering	1	LS	\$1,400.00	\$1,400.00
6	Survey - 3%	1	LS	\$15,352.49	\$15,352.49
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$96,000.00	\$96,000.00
9	Roadway Excavation (Plan Quantity)	5,860	CY	\$25.00	\$146,512.35
10	Remove Asphalt Pavement	1,333	SY	\$6.50	\$8,666.67
11	Relocate Sign	1	EA	\$200.00	\$200.00
12	Concrete Curb and Gutter	2,000	LF	\$28.00	\$56,000.00
13	HMA 3"	348	TON	\$100.00	\$34,780.00
14	Crushed Gravel 4"	316	CY	\$32.00	\$10,113.58
15	Pit Run Gravel 12"	770	CY	\$28.00	\$21,570.37
16	Concrete Driveway	1,500	SF	\$20.00	\$30,000.00
17	Concrete Sidewalk	4,800	SF	\$15.00	\$72,000.00
18	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
19	4" Paint Line	1,800	LF	\$1.00	\$1,800.00
20	Sod	800	SF	\$1.30	\$1,040.00
21	Topsoil-6 inch thick	89	SY	\$12.00	\$1,066.67
				SUBTOTAL	\$602,229.57
				ROW Acquisition	\$0.00
				Contingency - 30%	\$180,668.87
				Design Engineering - 8%	\$48,178.37
				Construction Engineering - 10%	\$60,222.96
				Miscellaneous Item - 5%	\$30,111.48
				Total:	\$921,500.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:				DATE: 6/25/2026	
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
400 West - 300 Feet					
50 N to Center St					
22	Mobilization - 8%	1	LS	\$27,774.31	\$27,774.31
23	Storm Water Pollution Prevention	1	LS	\$3,000.00	\$3,000.00
24	Traffic Control - 5%	1	LS	\$17,358.94	\$17,358.94
25	Clear and Grub	1	LS	\$2,400.00	\$2,400.00
26	Dust Control & Watering	1	LS	\$1,050.00	\$1,050.00
27	Survey - 3%	1	LS	\$10,415.37	\$10,415.37
28	Drainage Pipes and System	1	LS	\$72,000.00	\$72,000.00
29	Roadway Excavation (Plan Quantity)	4,395	CY	\$25.00	\$109,884.26
30	Remove Asphalt Pavement	833	SY	\$6.50	\$5,416.67
31	Relocate Sign	3	EA	\$200.00	\$600.00
32	Concrete Curb and Gutter	1,500	LF	\$28.00	\$42,000.00
33	HMA 3"	261	TON	\$100.00	\$26,085.00
34	Crushed Gravel 4"	237	CY	\$32.00	\$7,585.19
35	Pit Run Gravel 12"	578	CY	\$28.00	\$16,177.78
36	Concrete Sidewalk	3,600	SF	\$15.00	\$54,000.00
37	Concrete Curb Ramp	3	EA	\$3,500.00	\$10,500.00
38	4" Paint Line	1,350	LF	\$1.00	\$1,350.00
39	Sod	600	SF	\$1.30	\$780.00
40	Topsoil-6 inch thick	67	SY	\$12.00	\$800.00
				SUBTOTAL	\$409,177.51
				ROW Acquisition	\$0.00
				Contingency - 30%	\$122,753.25
				Design Engineering - 8%	\$32,734.20
				Construction Engineering - 10%	\$40,917.75
				Miscellaneous Item - 5%	\$20,458.88
				Total:	\$626,100.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					DATE: 6/25/2026
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
400 West - 740 Feet					
Center St to 100 S					
41	Mobilization - 8%	1	LS	\$68,425.79	\$68,425.79
42	Storm Water Pollution Prevention	1	LS	\$7,400.00	\$7,400.00
43	Traffic Control - 5%	1	LS	\$42,766.12	\$42,766.12
44	Clear and Grub	1	LS	\$5,920.00	\$5,920.00
45	Dust Control & Watering	1	LS	\$2,590.00	\$2,590.00
46	Survey - 3%	1	LS	\$25,659.67	\$25,659.67
47	Drainage Pipes and System	1	LS	\$177,600.00	\$177,600.00
48	Roadway Excavation (Plan Quantity)	10,842	CY	\$25.00	\$271,047.84
49	Remove Asphalt Pavement	1,644	SY	\$6.50	\$10,688.89
50	Relocate Sign	5	EA	\$200.00	\$1,000.00
51	Concrete Curb and Gutter	3,700	LF	\$28.00	\$103,600.00
52	HMA 3"	643	TON	\$100.00	\$64,343.00
53	Crushed Gravel 4"	585	CY	\$32.00	\$18,710.12
54	Pit Run Gravel 12"	1,425	CY	\$28.00	\$39,905.19
55	Concrete Sidewalk	8,880	SF	\$15.00	\$133,200.00
56	Concrete Curb Ramp	8	EA	\$3,500.00	\$28,000.00
57	4" Paint Line	3,330	LF	\$1.00	\$3,330.00
58	Sod	1,480	SF	\$1.30	\$1,924.00
59	Topsoil-6 inch thick	164	SY	\$12.00	\$1,973.33
				SUBTOTAL	\$1,008,083.95
				ROW Acquisition	\$0.00
				Contingency - 30%	\$302,425.18
				Design Engineering - 8%	\$80,646.72
				Construction Engineering - 10%	\$100,808.39
				Miscellaneous Item - 5%	\$50,404.20
Total:					\$1,542,400.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
400 West - 730 Feet					
100 S to 200 S					
60	Mobilization - 8%	1	LS	\$68,517.09	\$68,517.09
61	Storm Water Pollution Prevention	1	LS	\$7,300.00	\$7,300.00
62	Traffic Control - 5%	1	LS	\$42,823.18	\$42,823.18
63	Clear and Grub	1	LS	\$5,840.00	\$5,840.00
64	Dust Control & Watering	1	LS	\$2,555.00	\$2,555.00
65	Survey - 3%	1	LS	\$25,693.91	\$25,693.91
66	Utilities	1	LS	\$12,500.00	\$12,500.00
67	Drainage Pipes and System	1	LS	\$175,200.00	\$175,200.00
68	Roadway Excavation (Plan Quantity)	10,695	CY	\$25.00	\$267,385.03
69	Remove Asphalt Pavement	2,651	SY	\$6.50	\$17,232.22
70	Remove Pavement Marking	1,320	LF	\$1.00	\$1,320.00
71	Relocate Sign	4	EA	\$200.00	\$800.00
72	Concrete Curb and Gutter	3,650	LF	\$28.00	\$102,200.00
73	HMA 3"	635	TON	\$100.00	\$63,473.50
74	Crushed Gravel 4"	577	CY	\$32.00	\$18,457.28
75	Pit Run Gravel 12"	1,406	CY	\$28.00	\$39,365.93
76	Concrete Driveway	1,000	SF	\$20.00	\$20,000.00
77	Concrete Sidewalk	8,760	SF	\$15.00	\$131,400.00
78	4" Paint Line	3,285	LF	\$1.00	\$3,285.00
79	Sod	1,460	SF	\$1.30	\$1,898.00
80	Topsoil-6 inch thick	162	SY	\$12.00	\$1,946.67
				SUBTOTAL	\$1,009,192.81
				ROW Acquisition	\$0.00
				Contingency - 30%	\$302,757.84
				Design Engineering - 8%	\$80,735.42
				Construction Engineering - 10%	\$100,919.28
				Miscellaneous Item - 5%	\$50,459.64
				Total:	\$1,544,100.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
400 West - 730 Feet					
200 S to 300 S					
81	Mobilization - 8%	1	LS	\$68,302.65	\$68,302.65
82	Storm Water Pollution Prevention	1	LS	\$7,300.00	\$7,300.00
83	Traffic Control - 5%	1	LS	\$42,689.15	\$42,689.15
84	Clear and Grub	1	LS	\$5,840.00	\$5,840.00
85	Dust Control & Watering	1	LS	\$2,555.00	\$2,555.00
86	Survey - 3%	1	LS	\$25,613.49	\$25,613.49
87	Utilities	1	LS	\$37,500.00	\$37,500.00
88	Drainage Pipes and System	1	LS	\$175,200.00	\$175,200.00
89	Roadway Excavation (Plan Quantity)	10,695	CY	\$25.00	\$267,385.03
90	Remove Asphalt Pavement	1,703	SY	\$6.50	\$11,071.67
91	Relocate Sign	3	EA	\$200.00	\$600.00
92	Concrete Curb and Gutter	3,650	LF	\$28.00	\$102,200.00
93	HMA 3"	635	TON	\$100.00	\$63,473.50
94	Crushed Gravel 4"	577	CY	\$32.00	\$18,457.28
95	Pit Run Gravel 12"	1,406	CY	\$28.00	\$39,365.93
96	Concrete Sidewalk	8,760	SF	\$15.00	\$131,400.00
97	4" Paint Line	3,285	LF	\$1.00	\$3,285.00
98	Sod	1,460	SF	\$1.30	\$1,898.00
99	Topsoil-6 inch thick	162	SY	\$12.00	\$1,946.67
				SUBTOTAL	\$1,006,083.37
				ROW Acquisition	\$0.00
				Contingency - 30%	\$301,825.01
				Design Engineering - 8%	\$80,486.67
				Construction Engineering - 10%	\$100,608.34
				Miscellaneous Item - 5%	\$50,304.17
Total:					\$1,539,400.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
400 West - 740 Feet					
300 S to 400 S					
100	Mobilization - 8%	1	LS	\$69,196.55	\$69,196.55
101	Storm Water Pollution Prevention	1	LS	\$7,400.00	\$7,400.00
102	Traffic Control - 5%	1	LS	\$43,247.84	\$43,247.84
103	Clear and Grub	1	LS	\$5,920.00	\$5,920.00
104	Dust Control & Watering	1	LS	\$2,590.00	\$2,590.00
105	Survey - 3%	1	LS	\$25,948.70	\$25,948.70
106	Utilities	1	LS	\$37,500.00	\$37,500.00
107	Drainage Pipes and System	1	LS	\$177,600.00	\$177,600.00
108	Roadway Excavation (Plan Quantity)	10,842	CY	\$25.00	\$271,047.84
109	Remove Asphalt Pavement	1,727	SY	\$6.50	\$11,223.33
110	Relocate Sign	3	EA	\$200.00	\$600.00
111	Concrete Curb and Gutter	3,700	LF	\$28.00	\$103,600.00
112	HMA 3"	643	TON	\$100.00	\$64,343.00
113	Crushed Gravel 4"	585	CY	\$32.00	\$18,710.12
114	Pit Run Gravel 12"	1,425	CY	\$28.00	\$39,905.19
115	Concrete Sidewalk	8,880	SF	\$15.00	\$133,200.00
116	4" Paint Line	3,330	LF	\$1.00	\$3,330.00
117	Sod	1,480	SF	\$1.30	\$1,924.00
118	Topsoil-6 inch thick	164	SY	\$12.00	\$1,973.33
				SUBTOTAL	\$1,019,259.91
				ROW Acquisition	\$0.00
				Contingency - 30%	\$305,777.97
				Design Engineering - 8%	\$81,540.79
				Construction Engineering - 10%	\$101,925.99
				Miscellaneous Item - 5%	\$50,963.00
Total:					\$1,559,500.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
DATE: 6/25/2026					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
400 West - 730 Feet					
400 S to 500 S					
119	Mobilization - 8%	1	LS	\$68,408.11	\$68,408.11
120	Storm Water Pollution Prevention	1	LS	\$7,300.00	\$7,300.00
121	Traffic Control - 5%	1	LS	\$42,755.07	\$42,755.07
122	Clear and Grub	1	LS	\$5,840.00	\$5,840.00
123	Dust Control & Watering	1	LS	\$2,555.00	\$2,555.00
124	Survey - 3%	1	LS	\$25,653.04	\$25,653.04
125	Utilities	1	LS	\$37,500.00	\$37,500.00
126	Drainage Pipes and System	1	LS	\$175,200.00	\$175,200.00
127	Roadway Excavation (Plan Quantity)	10,695	CY	\$25.00	\$267,385.03
128	Remove Asphalt Pavement	1,460	SY	\$6.50	\$9,490.00
129	Concrete Curb and Gutter	3,650	LF	\$28.00	\$102,200.00
130	HMA 3"	635	TON	\$100.00	\$63,473.50
131	Crushed Gravel 4"	577	CY	\$32.00	\$18,457.28
132	Pit Run Gravel 12"	1,406	CY	\$28.00	\$39,365.93
133	Concrete Sidewalk	8,760	SF	\$15.00	\$131,400.00
134	Concrete Curb Ramp	1	EA	\$3,500.00	\$3,500.00
135	4" Paint Line	3,285	LF	\$1.00	\$3,285.00
136	Sod	1,460	SF	\$1.30	\$1,898.00
137	Topsoil-6 inch thick	162	SY	\$12.00	\$1,946.67
				SUBTOTAL	\$1,007,612.63
				ROW Acquisition	\$0.00
				Contingency - 30%	\$302,283.79
				Design Engineering - 8%	\$80,609.01
				Construction Engineering - 10%	\$100,761.26
				Miscellaneous Item - 5%	\$50,380.63
Total:					\$1,541,700.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
400 West - 990 Feet					
500 S to 600 S					
138	Mobilization - 8%	1	LS	\$90,566.83	\$90,566.83
139	Storm Water Pollution Prevention	1	LS	\$9,900.00	\$9,900.00
140	Traffic Control - 5%	1	LS	\$56,604.27	\$56,604.27
141	Clear and Grub	1	LS	\$7,920.00	\$7,920.00
142	Dust Control & Watering	1	LS	\$3,465.00	\$3,465.00
143	Survey - 3%	1	LS	\$33,962.56	\$33,962.56
144	Utilities	1	LS	\$25,000.00	\$25,000.00
145	Drainage Pipes and System	1	LS	\$237,600.00	\$237,600.00
146	Roadway Excavation (Plan Quantity)	14,505	CY	\$25.00	\$362,618.06
147	Remove Asphalt Pavement	2,200	SY	\$6.50	\$14,300.00
148	Relocate Sign	8	EA	\$200.00	\$1,600.00
149	Concrete Curb and Gutter	4,950	LF	\$28.00	\$138,600.00
150	HMA 3"	861	TON	\$100.00	\$86,080.50
151	Crushed Gravel 4"	782	CY	\$32.00	\$25,031.11
152	Pit Run Gravel 12"	1,907	CY	\$28.00	\$53,386.67
153	Concrete Sidewalk	11,880	SF	\$15.00	\$178,200.00
154	4" Paint Line	4,455	LF	\$1.00	\$4,455.00
155	Sod	1,980	SF	\$1.30	\$2,574.00
156	Topsoil-6 inch thick	220	SY	\$12.00	\$2,640.00
				SUBTOTAL	\$1,334,503.99
				ROW Acquisition	\$0.00
				Contingency - 30%	\$400,351.20
				Design Engineering - 8%	\$106,760.32
				Construction Engineering - 10%	\$133,450.40
				Miscellaneous Item - 5%	\$66,725.20
Total:					\$2,041,800.00

 J-U-B ENGINEERS, INC. ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
400 West - 2710 Feet					
600 S to 1000 S					
157	Mobilization - 8%	1	LS	\$242,623.85	\$242,623.85
158	Storm Water Pollution Prevention	1	LS	\$27,100.00	\$27,100.00
159	Traffic Control - 5%	1	LS	\$151,639.91	\$151,639.91
160	Clear and Grub	1	LS	\$21,680.00	\$21,680.00
161	Dust Control & Watering	1	LS	\$9,485.00	\$9,485.00
162	Survey - 3%	1	LS	\$90,983.95	\$90,983.95
163	Drainage Pipes and System	1	LS	\$650,400.00	\$650,400.00
164	Roadway Excavation (Plan Quantity)	39,705	CY	\$25.00	\$992,621.14
165	Remove Asphalt Pavement	6,926	SY	\$6.50	\$45,016.11
166	Relocate Sign	4	EA	\$200.00	\$800.00
167	Concrete Curb and Gutter	13,550	LF	\$28.00	\$379,400.00
168	HMA 3"	2,356	TON	\$100.00	\$235,634.50
169	Crushed Gravel 4"	2,141	CY	\$32.00	\$68,519.51
170	Pit Run Gravel 12"	5,219	CY	\$28.00	\$146,139.26
171	Concrete Sidewalk	32,520	SF	\$15.00	\$487,800.00
172	4" Paint Line	12,195	LF	\$1.00	\$12,195.00
173	Sod	5,420	SF	\$1.30	\$7,046.00
174	Topsoil-6 inch thick	602	SY	\$12.00	\$7,226.67
				SUBTOTAL	\$3,576,310.89
				ROW Acquisition	\$0.00
				Contingency - 30%	\$1,072,893.27
				Design Engineering - 8%	\$286,104.87
				Construction Engineering - 10%	\$357,631.09
				Miscellaneous Item - 5%	\$178,815.54
				Total:	\$5,471,800.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
400 West - 2700 Feet					
1000 S to 4200 N(Annex.Boundary)					
175	Mobilization - 8%	1	LS	\$241,712.80	\$241,712.80
176	Storm Water Pollution Prevention	1	LS	\$27,000.00	\$27,000.00
177	Traffic Control - 5%	1	LS	\$151,070.50	\$151,070.50
178	Clear and Grub	1	LS	\$21,600.00	\$21,600.00
179	Dust Control & Watering	1	LS	\$9,450.00	\$9,450.00
180	Survey - 3%	1	LS	\$90,642.30	\$90,642.30
181	Drainage Pipes and System	1	LS	\$648,000.00	\$648,000.00
182	Roadway Excavation (Plan Quantity)	39,558	CY	\$25.00	\$988,958.33
183	Remove Asphalt Pavement	6,900	SY	\$6.50	\$44,850.00
184	Relocate Sign	3	EA	\$200.00	\$600.00
185	Concrete Curb and Gutter	13,500	LF	\$28.00	\$378,000.00
186	HMA 3"	2,348	TON	\$100.00	\$234,765.00
187	Crushed Gravel 4"	2,133	CY	\$32.00	\$68,266.67
188	Pit Run Gravel 12"	5,200	CY	\$28.00	\$145,600.00
189	Concrete Sidewalk	32,400	SF	\$15.00	\$486,000.00
190	4" Paint Line	12,150	LF	\$1.00	\$12,150.00
191	Sod	5,400	SF	\$1.30	\$7,020.00
192	Topsoil-6 inch thick	600	SY	\$12.00	\$7,200.00
				SUBTOTAL	\$3,562,885.60
				ROW Acquisition	\$0.00
				Contingency - 30%	\$1,068,865.68
				Design Engineering - 8%	\$285,030.85
				Construction Engineering - 10%	\$356,288.56
				Miscellaneous Item - 5%	\$178,144.28
				Total:	\$5,451,300.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:				DATE: 6/25/2026	
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 West - 1300 Feet					
800 N to 600 N					
1	Mobilization - 8%	1	LS	\$53,809.17	\$53,809.17
2	Storm Water Pollution Prevention	1	LS	\$4,200.00	\$4,200.00
3	Traffic Control - 5%	1	LS	\$33,630.73	\$33,630.73
4	Clear and Grub	1	LS	\$3,360.00	\$3,360.00
5	Dust Control & Watering	1	LS	\$1,470.00	\$1,470.00
6	Survey - 3%	1	LS	\$20,178.44	\$20,178.44
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$312,000.00	\$312,000.00
9	Roadway Excavation (Plan Quantity)	5,352	CY	\$25.00	\$133,810.19
10	Remove Asphalt Pavement	980	SY	\$6.50	\$6,370.00
11	Relocate Sign	4	EA	\$200.00	\$800.00
12	Concrete Curb and Gutter	2,100	LF	\$28.00	\$58,800.00
13	HMA 3"	287	TON	\$100.00	\$28,749.00
14	Crushed Gravel 4"	270	CY	\$32.00	\$8,628.15
15	Pit Run Gravel 12"	653	CY	\$28.00	\$18,293.33
16	Concrete Sidewalk	4,200	SF	\$15.00	\$63,000.00
17	4" Paint Line	1,680	LF	\$1.00	\$1,680.00
18	Sod	5,880	SF	\$1.30	\$7,644.00
19	Topsoil-6 inch thick	653	SY	\$12.00	\$7,840.00
				SUBTOTAL	\$789,263.01
				ROW Acquisition	\$0.00
				Contingency - 30%	\$236,778.90
				Design Engineering - 8%	\$63,141.04
				Construction Engineering - 10%	\$78,926.30
				Miscellaneous Item - 5%	\$39,463.15
Total:					\$1,207,600.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 West - 1520 Feet					
600 N to 400 N					
20	Mobilization - 8%	1	LS	\$129,213.97	\$129,213.97
21	Storm Water Pollution Prevention	1	LS	\$15,200.00	\$15,200.00
22	Traffic Control - 5%	1	LS	\$80,758.73	\$80,758.73
23	Clear and Grub	1	LS	\$12,160.00	\$12,160.00
24	Dust Control & Watering	1	LS	\$5,320.00	\$5,320.00
25	Survey - 3%	1	LS	\$48,455.24	\$48,455.24
26	Drainage Pipes and System	1	LS	\$364,800.00	\$364,800.00
27	Roadway Excavation (Plan Quantity)	19,371	CY	\$25.00	\$484,265.43
28	Remove Asphalt Pavement	6,249	SY	\$6.50	\$40,617.78
29	Relocate Sign	3	EA	\$200.00	\$600.00
30	Concrete Curb and Gutter	7,600	LF	\$28.00	\$212,800.00
31	HMA 3"	1,040	TON	\$100.00	\$104,044.00
32	Crushed Gravel 4"	976	CY	\$32.00	\$31,225.68
33	Pit Run Gravel 12"	2,364	CY	\$28.00	\$66,204.44
34	Concrete Driveway	500	SF	\$20.00	\$10,000.00
35	Concrete Sidewalk	15,200	SF	\$15.00	\$228,000.00
36	Concrete Curb Ramp	3	EA	\$3,500.00	\$10,500.00
37	4" Paint Line	6,080	LF	\$1.00	\$6,080.00
38	Sod	21,280	SF	\$1.30	\$27,664.00
39	Topsoil-6 inch thick	2,364	SY	\$12.00	\$28,373.33
				SUBTOTAL	\$1,906,282.61
				ROW Acquisition	\$0.00
				Contingency - 30%	\$571,884.78
				Design Engineering - 8%	\$152,502.61
				Construction Engineering - 10%	\$190,628.26
				Miscellaneous Item - 5%	\$95,314.13
Total:					\$2,916,700.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 West - 730 Feet					
400 N to 300 N					
40	Mobilization - 8%	1	LS	\$67,235.80	\$67,235.80
41	Storm Water Pollution Prevention	1	LS	\$7,300.00	\$7,300.00
42	Traffic Control - 5%	1	LS	\$42,022.38	\$42,022.38
43	Clear and Grub	1	LS	\$5,840.00	\$5,840.00
44	Dust Control & Watering	1	LS	\$2,555.00	\$2,555.00
45	Survey - 3%	1	LS	\$25,213.43	\$25,213.43
46	Drainage Pipes and System	1	LS	\$175,200.00	\$175,200.00
47	Roadway Excavation (Plan Quantity)	9,303	CY	\$25.00	\$232,574.85
48	Remove Asphalt Pavement	3,812	SY	\$6.50	\$24,779.44
49	Relocate Sign	3	EA	\$200.00	\$600.00
50	Concrete Curb and Gutter	3,650	LF	\$28.00	\$102,200.00
51	HMA 3"	500	TON	\$100.00	\$49,968.50
52	Crushed Gravel 4"	469	CY	\$32.00	\$14,996.54
53	Pit Run Gravel 12"	1,136	CY	\$28.00	\$31,795.56
54	Concrete Driveway	2,750	SF	\$20.00	\$55,000.00
55	Concrete Sidewalk	7,300	SF	\$15.00	\$109,500.00
56	Concrete Curb Ramp	4	EA	\$3,500.00	\$14,000.00
57	4" Paint Line	2,920	LF	\$1.00	\$2,920.00
58	Sod	10,220	SF	\$1.30	\$13,286.00
59	Topsoil-6 inch thick	1,136	SY	\$12.00	\$13,626.67
				SUBTOTAL	\$990,614.16
				ROW Acquisition	\$0.00
				Contingency - 30%	\$297,184.25
				Design Engineering - 8%	\$79,249.13
				Construction Engineering - 10%	\$99,061.42
				Miscellaneous Item - 5%	\$49,530.71
Total:					\$1,515,700.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
DATE: 6/25/2026					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 West - 750 Feet					
300 N to 200 N					
60	Mobilization - 8%	1	LS	\$68,895.33	\$68,895.33
61	Storm Water Pollution Prevention	1	LS	\$7,500.00	\$7,500.00
62	Traffic Control - 5%	1	LS	\$43,059.58	\$43,059.58
63	Clear and Grub	1	LS	\$6,000.00	\$6,000.00
64	Dust Control & Watering	1	LS	\$2,625.00	\$2,625.00
65	Survey - 3%	1	LS	\$25,835.75	\$25,835.75
66	Utilities	1	LS	\$12,500.00	\$12,500.00
67	Drainage Pipes and System	1	LS	\$180,000.00	\$180,000.00
68	Roadway Excavation (Plan Quantity)	9,558	CY	\$25.00	\$238,946.76
69	Remove Asphalt Pavement	2,167	SY	\$6.50	\$14,083.33
70	Relocate Sign	3	EA	\$200.00	\$600.00
71	Concrete Curb and Gutter	3,750	LF	\$28.00	\$105,000.00
72	HMA 3"	513	TON	\$100.00	\$51,337.50
73	Crushed Gravel 4"	481	CY	\$32.00	\$15,407.41
74	Pit Run Gravel 12"	1,167	CY	\$28.00	\$32,666.67
75	Concrete Driveway	2,500	SF	\$20.00	\$50,000.00
76	Concrete Sidewalk	7,500	SF	\$15.00	\$112,500.00
77	Concrete Curb Ramp	5	EA	\$3,500.00	\$17,500.00
78	4" Paint Line	3,000	LF	\$1.00	\$3,000.00
79	Sod	10,500	SF	\$1.30	\$13,650.00
80	Topsoil-6 inch thick	1,167	SY	\$12.00	\$14,000.00
				SUBTOTAL	\$1,015,107.33
				ROW Acquisition	\$0.00
				Contingency - 30%	\$304,532.20
				Design Engineering - 8%	\$81,208.59
				Construction Engineering - 10%	\$101,510.73
				Miscellaneous Item - 5%	\$50,755.37
				Total:	\$1,553,200.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 West - 720 Feet					
200 N to SR-218					
81	Mobilization - 8%	1	LS	\$64,523.84	\$64,523.84
82	Storm Water Pollution Prevention	1	LS	\$7,200.00	\$7,200.00
83	Traffic Control - 5%	1	LS	\$40,327.40	\$40,327.40
84	Clear and Grub	1	LS	\$5,760.00	\$5,760.00
85	Dust Control & Watering	1	LS	\$2,520.00	\$2,520.00
86	Survey - 3%	1	LS	\$24,196.44	\$24,196.44
87	Utilities	1	LS	\$37,500.00	\$37,500.00
88	Drainage Pipes and System	1	LS	\$172,800.00	\$172,800.00
89	Roadway Excavation (Plan Quantity)	9,176	CY	\$25.00	\$229,388.89
90	Remove Asphalt Pavement	2,800	SY	\$6.50	\$18,200.00
91	Relocate Sign	5	EA	\$200.00	\$1,000.00
92	Concrete Curb and Gutter	3,600	LF	\$28.00	\$100,800.00
93	HMA 3"	493	TON	\$100.00	\$49,284.00
94	Crushed Gravel 4"	462	CY	\$32.00	\$14,791.11
95	Pit Run Gravel 12"	1,120	CY	\$28.00	\$31,360.00
96	Concrete Sidewalk	7,200	SF	\$15.00	\$108,000.00
97	Concrete Curb Ramp	4	EA	\$3,500.00	\$14,000.00
98	4" Paint Line	2,880	LF	\$1.00	\$2,880.00
99	Sod	10,080	SF	\$1.30	\$13,104.00
100	Topsoil-6 inch thick	1,120	SY	\$12.00	\$13,440.00
				SUBTOTAL	\$951,075.68
				ROW Acquisition	\$0.00
				Contingency - 30%	\$285,322.70
				Design Engineering - 8%	\$76,086.05
				Construction Engineering - 10%	\$95,107.57
				Miscellaneous Item - 5%	\$47,553.78
Total:					\$1,455,200.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 West - 390 Feet					
SR-218 to 50 N					
101	Mobilization - 8%	1	LS	\$37,858.75	\$37,858.75
102	Storm Water Pollution Prevention	1	LS	\$3,900.00	\$3,900.00
103	Traffic Control - 5%	1	LS	\$23,661.72	\$23,661.72
104	Clear and Grub	1	LS	\$3,120.00	\$3,120.00
105	Dust Control & Watering	1	LS	\$1,365.00	\$1,365.00
106	Survey - 3%	1	LS	\$14,197.03	\$14,197.03
107	Utilities	1	LS	\$37,500.00	\$37,500.00
108	Drainage Pipes and System	1	LS	\$93,600.00	\$93,600.00
109	Roadway Excavation (Plan Quantity)	4,970	CY	\$25.00	\$124,252.31
110	Remove Asphalt Pavement	1,300	SY	\$6.50	\$8,450.00
111	Relocate Sign	1	EA	\$200.00	\$200.00
112	Concrete Curb and Gutter	1,950	LF	\$28.00	\$54,600.00
113	HMA 3"	267	TON	\$100.00	\$26,695.50
114	Crushed Gravel 4"	250	CY	\$32.00	\$8,011.85
115	Pit Run Gravel 12"	607	CY	\$28.00	\$16,986.67
116	Concrete Driveway	1,250	SF	\$20.00	\$25,000.00
117	Concrete Sidewalk	3,900	SF	\$15.00	\$58,500.00
118	Concrete Curb Ramp	1	EA	\$3,500.00	\$3,500.00
119	4" Paint Line	1,560	LF	\$1.00	\$1,560.00
120	Sod	5,460	SF	\$1.30	\$7,098.00
121	Topsoil-6 inch thick	607	SY	\$12.00	\$7,280.00
				SUBTOTAL	\$557,336.83
				ROW Acquisition	\$0.00
				Contingency - 30%	\$167,201.05
				Design Engineering - 8%	\$44,586.95
				Construction Engineering - 10%	\$55,733.68
				Miscellaneous Item - 5%	\$27,866.84
				Total:	\$852,800.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:				DATE: 6/25/2026	
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 West - 350 Feet					
50 N to Center St					
122	Mobilization - 8%	1	LS	\$32,830.98	\$32,830.98
123	Storm Water Pollution Prevention	1	LS	\$3,500.00	\$3,500.00
124	Traffic Control - 5%	1	LS	\$20,519.36	\$20,519.36
125	Clear and Grub	1	LS	\$2,800.00	\$2,800.00
126	Dust Control & Watering	1	LS	\$1,225.00	\$1,225.00
127	Survey - 3%	1	LS	\$12,311.62	\$12,311.62
128	Utilities	1	LS	\$37,500.00	\$37,500.00
129	Drainage Pipes and System	1	LS	\$84,000.00	\$84,000.00
130	Roadway Excavation (Plan Quantity)	4,460	CY	\$25.00	\$111,508.49
131	Remove Asphalt Pavement	1,167	SY	\$6.50	\$7,583.33
132	Relocate Sign	3	EA	\$200.00	\$600.00
133	Concrete Curb and Gutter	1,750	LF	\$28.00	\$49,000.00
134	HMA 3"	240	TON	\$100.00	\$23,957.50
135	Crushed Gravel 4"	225	CY	\$32.00	\$7,190.12
136	Pit Run Gravel 12"	544	CY	\$28.00	\$15,244.44
137	Concrete Sidewalk	3,500	SF	\$15.00	\$52,500.00
138	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
139	4" Paint Line	1,400	LF	\$1.00	\$1,400.00
140	Sod	4,900	SF	\$1.30	\$6,370.00
141	Topsoil-6 inch thick	544	SY	\$12.00	\$6,533.33
				SUBTOTAL	\$483,574.18
				ROW Acquisition	\$0.00
				Contingency - 30%	\$145,072.25
				Design Engineering - 8%	\$38,685.93
				Construction Engineering - 10%	\$48,357.42
				Miscellaneous Item - 5%	\$24,178.71
				Total:	\$739,900.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 West - 725 Feet					
Center St to 100 S					
142	Mobilization - 8%	1	LS	\$63,190.20	\$63,190.20
143	Storm Water Pollution Prevention	1	LS	\$7,250.00	\$7,250.00
144	Traffic Control - 5%	1	LS	\$39,493.88	\$39,493.88
145	Clear and Grub	1	LS	\$5,800.00	\$5,800.00
146	Dust Control & Watering	1	LS	\$2,537.50	\$2,537.50
147	Survey - 3%	1	LS	\$23,696.33	\$23,696.33
148	Utilities	1	LS	\$25,000.00	\$25,000.00
149	Drainage Pipes and System	1	LS	\$174,000.00	\$174,000.00
150	Roadway Excavation (Plan Quantity)	9,239	CY	\$25.00	\$230,981.87
151	Remove Asphalt Pavement	1,772	SY	\$6.50	\$11,519.44
152	Relocate Sign	2	EA	\$200.00	\$400.00
153	Concrete Curb and Gutter	3,625	LF	\$28.00	\$101,500.00
154	HMA 3"	496	TON	\$100.00	\$49,626.25
155	Crushed Gravel 4"	465	CY	\$32.00	\$14,893.83
156	Pit Run Gravel 12"	1,128	CY	\$28.00	\$31,577.78
157	Concrete Driveway	250	SF	\$20.00	\$5,000.00
158	Concrete Sidewalk	7,250	SF	\$15.00	\$108,750.00
159	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
160	4" Paint Line	2,900	LF	\$1.00	\$2,900.00
161	Sod	10,150	SF	\$1.30	\$13,195.00
162	Topsoil-6 inch thick	1,128	SY	\$12.00	\$13,533.33
				SUBTOTAL	\$931,845.40
				ROW Acquisition	\$0.00
				Contingency - 30%	\$279,553.62
				Design Engineering - 8%	\$74,547.63
				Construction Engineering - 10%	\$93,184.54
				Miscellaneous Item - 5%	\$46,592.27
				Total:	\$1,425,800.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 West - 720 Feet					
100 S to 200 S					
163	Mobilization - 8%	1	LS	\$62,551.04	\$62,551.04
164	Storm Water Pollution Prevention	1	LS	\$7,200.00	\$7,200.00
165	Traffic Control - 5%	1	LS	\$39,094.40	\$39,094.40
166	Clear and Grub	1	LS	\$5,760.00	\$5,760.00
167	Dust Control & Watering	1	LS	\$2,520.00	\$2,520.00
168	Survey - 3%	1	LS	\$23,456.64	\$23,456.64
169	Drainage Pipes and System	1	LS	\$172,800.00	\$172,800.00
170	Roadway Excavation (Plan Quantity)	9,176	CY	\$25.00	\$229,388.89
171	Remove Asphalt Pavement	1,760	SY	\$6.50	\$11,440.00
172	Relocate Sign	3	EA	\$200.00	\$600.00
173	Concrete Curb and Gutter	3,600	LF	\$28.00	\$100,800.00
174	HMA 3"	493	TON	\$100.00	\$49,284.00
175	Crushed Gravel 4"	462	CY	\$32.00	\$14,791.11
176	Pit Run Gravel 12"	1,120	CY	\$28.00	\$31,360.00
177	Concrete Driveway	1,000	SF	\$20.00	\$20,000.00
178	Concrete Sidewalk	7,200	SF	\$15.00	\$108,000.00
179	Concrete Curb Ramp	4	EA	\$3,500.00	\$14,000.00
180	4" Paint Line	2,880	LF	\$1.00	\$2,880.00
181	Sod	10,080	SF	\$1.30	\$13,104.00
182	Topsoil-6 inch thick	1,120	SY	\$12.00	\$13,440.00
				SUBTOTAL	\$922,470.08
				ROW Acquisition	\$0.00
				Contingency - 30%	\$276,741.02
				Design Engineering - 8%	\$73,797.61
				Construction Engineering - 10%	\$92,247.01
				Miscellaneous Item - 5%	\$46,123.50
Total:					\$1,411,400.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 West - 710 Feet					
200 S to 300 S					
183	Mobilization - 8%	1	LS	\$58,959.70	\$58,959.70
184	Storm Water Pollution Prevention	1	LS	\$7,100.00	\$7,100.00
185	Traffic Control - 5%	1	LS	\$36,849.81	\$36,849.81
186	Clear and Grub	1	LS	\$5,680.00	\$5,680.00
187	Dust Control & Watering	1	LS	\$2,485.00	\$2,485.00
188	Survey - 3%	1	LS	\$22,109.89	\$22,109.89
189	Drainage Pipes and System	1	LS	\$170,400.00	\$170,400.00
190	Roadway Excavation (Plan Quantity)	9,048	CY	\$25.00	\$226,202.93
191	Remove Asphalt Pavement	1,657	SY	\$6.50	\$10,768.33
192	Relocate Sign	3	EA	\$200.00	\$600.00
193	Concrete Curb and Gutter	3,550	LF	\$28.00	\$99,400.00
194	HMA 3"	486	TON	\$100.00	\$48,599.50
195	Crushed Gravel 4"	456	CY	\$32.00	\$14,585.68
196	Pit Run Gravel 12"	1,104	CY	\$28.00	\$30,924.44
197	Concrete Sidewalk	7,100	SF	\$15.00	\$106,500.00
198	4" Paint Line	2,840	LF	\$1.00	\$2,840.00
199	Sod	9,940	SF	\$1.30	\$12,922.00
200	Topsoil-6 inch thick	1,104	SY	\$12.00	\$13,253.33
				SUBTOTAL	\$870,180.62
				ROW Acquisition	\$0.00
				Contingency - 30%	\$261,054.19
				Design Engineering - 8%	\$69,614.45
				Construction Engineering - 10%	\$87,018.06
				Miscellaneous Item - 5%	\$43,509.03
Total:					\$1,331,400.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 West - 740 Feet					
300 S to 400 S					
201	Mobilization - 8%	1	LS	\$64,731.68	\$64,731.68
202	Storm Water Pollution Prevention	1	LS	\$7,400.00	\$7,400.00
203	Traffic Control - 5%	1	LS	\$40,457.30	\$40,457.30
204	Clear and Grub	1	LS	\$5,920.00	\$5,920.00
205	Dust Control & Watering	1	LS	\$2,590.00	\$2,590.00
206	Survey - 3%	1	LS	\$24,274.38	\$24,274.38
207	Drainage Pipes and System	1	LS	\$177,600.00	\$177,600.00
208	Roadway Excavation (Plan Quantity)	9,430	CY	\$25.00	\$235,760.80
209	Remove Asphalt Pavement	1,809	SY	\$6.50	\$11,757.78
210	Relocate Sign	3	EA	\$200.00	\$600.00
211	Concrete Curb and Gutter	3,700	LF	\$28.00	\$103,600.00
212	HMA 3"	507	TON	\$100.00	\$50,653.00
213	Crushed Gravel 4"	475	CY	\$32.00	\$15,201.98
214	Pit Run Gravel 12"	1,151	CY	\$28.00	\$32,231.11
215	Concrete Driveway	1,500	SF	\$20.00	\$30,000.00
216	Concrete Sidewalk	7,400	SF	\$15.00	\$111,000.00
217	Concrete Curb Ramp	3	EA	\$3,500.00	\$10,500.00
218	4" Paint Line	2,960	LF	\$1.00	\$2,960.00
219	Sod	10,360	SF	\$1.30	\$13,468.00
220	Topsoil-6 inch thick	1,151	SY	\$12.00	\$13,813.33
				SUBTOTAL	\$954,519.36
				ROW Acquisition	\$0.00
				Contingency - 30%	\$286,355.81
				Design Engineering - 8%	\$76,361.55
				Construction Engineering - 10%	\$95,451.94
				Miscellaneous Item - 5%	\$47,725.97
Total:					\$1,460,500.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 West - 930 Feet					
400 S to 500 S					
221	Mobilization - 8%	1	LS	\$77,128.29	\$77,128.29
222	Storm Water Pollution Prevention	1	LS	\$9,300.00	\$9,300.00
223	Traffic Control - 5%	1	LS	\$48,205.18	\$48,205.18
224	Clear and Grub	1	LS	\$7,440.00	\$7,440.00
225	Dust Control & Watering	1	LS	\$3,255.00	\$3,255.00
226	Survey - 3%	1	LS	\$28,923.11	\$28,923.11
227	Drainage Pipes and System	1	LS	\$223,200.00	\$223,200.00
228	Roadway Excavation (Plan Quantity)	11,852	CY	\$25.00	\$296,293.98
229	Remove Asphalt Pavement	2,067	SY	\$6.50	\$13,433.33
230	Relocate Sign	1	EA	\$200.00	\$200.00
231	Concrete Curb and Gutter	4,650	LF	\$28.00	\$130,200.00
232	HMA 3"	637	TON	\$100.00	\$63,658.50
233	Crushed Gravel 4"	597	CY	\$32.00	\$19,105.19
234	Pit Run Gravel 12"	1,447	CY	\$28.00	\$40,506.67
235	Concrete Sidewalk	9,300	SF	\$15.00	\$139,500.00
236	4" Paint Line	3,720	LF	\$1.00	\$3,720.00
237	Sod	13,020	SF	\$1.30	\$16,926.00
238	Topsoil-6 inch thick	1,447	SY	\$12.00	\$17,360.00
				SUBTOTAL	\$1,138,355.25
				ROW Acquisition	\$0.00
				Contingency - 30%	\$341,506.58
				Design Engineering - 8%	\$91,068.42
				Construction Engineering - 10%	\$113,835.53
				Miscellaneous Item - 5%	\$56,917.76
Total:					\$1,741,700.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 West - 730 Feet					
500 S to 600 S					
239	Mobilization - 8%	1	LS	\$62,097.00	\$62,097.00
240	Storm Water Pollution Prevention	1	LS	\$7,300.00	\$7,300.00
241	Traffic Control - 5%	1	LS	\$38,810.63	\$38,810.63
242	Clear and Grub	1	LS	\$5,840.00	\$5,840.00
243	Dust Control & Watering	1	LS	\$2,555.00	\$2,555.00
244	Survey - 3%	1	LS	\$23,286.38	\$23,286.38
245	Drainage Pipes and System	1	LS	\$175,200.00	\$175,200.00
246	Roadway Excavation (Plan Quantity)	9,303	CY	\$25.00	\$232,574.85
247	Remove Asphalt Pavement	1,622	SY	\$6.50	\$10,544.44
248	Relocate Sign	3	EA	\$200.00	\$600.00
249	Concrete Curb and Gutter	3,650	LF	\$28.00	\$102,200.00
250	HMA 3"	500	TON	\$100.00	\$49,968.50
251	Crushed Gravel 4"	469	CY	\$32.00	\$14,996.54
252	Pit Run Gravel 12"	1,136	CY	\$28.00	\$31,795.56
253	Concrete Driveway	500	SF	\$20.00	\$10,000.00
254	Concrete Sidewalk	7,300	SF	\$15.00	\$109,500.00
255	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
256	4" Paint Line	2,920	LF	\$1.00	\$2,920.00
257	Traffic Sign	4	EA	\$500.00	\$2,000.00
258	Sod	10,220	SF	\$1.30	\$13,286.00
259	Topsoil-6 inch thick	1,136	SY	\$12.00	\$13,626.67
				SUBTOTAL	\$916,101.56
				ROW Acquisition	\$0.00
				Contingency - 30%	\$274,830.47
				Design Engineering - 8%	\$73,288.13
				Construction Engineering - 10%	\$91,610.16
				Miscellaneous Item - 5%	\$45,805.08
				Total:	\$1,401,700.00

 J-U-B ENGINEERS, INC. ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 East - 725 Feet					
400 N to 300 N					
1	Mobilization - 8%	1	LS	\$71,889.32	\$71,889.32
2	Storm Water Pollution Prevention	1	LS	\$7,250.00	\$7,250.00
3	Traffic Control - 5%	1	LS	\$44,930.82	\$44,930.82
4	Clear and Grub	1	LS	\$5,800.00	\$5,800.00
5	Dust Control & Watering	1	LS	\$2,537.50	\$2,537.50
6	Survey - 3%	1	LS	\$26,958.49	\$26,958.49
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$174,000.00	\$174,000.00
9	Roadway Excavation (Plan Quantity)	12,428	CY	\$25.00	\$310,698.30
10	Remove Asphalt Pavement	1,692	SY	\$6.50	\$10,995.83
11	Relocate Sign	4	EA	\$200.00	\$800.00
12	Concrete Curb and Gutter	3,625	LF	\$28.00	\$101,500.00
13	HMA 3"	697	TON	\$100.00	\$69,745.00
14	Crushed Gravel 4"	600	CY	\$32.00	\$19,190.12
15	Pit Run Gravel 12"	1,531	CY	\$28.00	\$42,855.56
16	Concrete Sidewalk	7,250	SF	\$15.00	\$108,750.00
17	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
18	4" Paint Line	3,263	LF	\$1.00	\$3,262.50
19	Sod	9,425	SF	\$1.30	\$12,252.50
20	Topsoil-6 inch thick	1,047	SY	\$12.00	\$12,566.67
				SUBTOTAL	\$1,057,982.62
				ROW Acquisition	\$0.00
				Contingency - 30%	\$317,394.79
				Design Engineering - 8%	\$84,638.61
				Construction Engineering - 10%	\$105,798.26
				Miscellaneous Item - 5%	\$52,899.13
Total:					\$1,618,800.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: DATE: 6/25/2026 Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 East - 735 Feet					
300 N to 200 N					
21	Mobilization - 8%	1	LS	\$76,624.50	\$76,624.50
22	Storm Water Pollution Prevention	1	LS	\$7,350.00	\$7,350.00
23	Traffic Control - 5%	1	LS	\$47,890.31	\$47,890.31
24	Clear and Grub	1	LS	\$5,880.00	\$5,880.00
25	Dust Control & Watering	1	LS	\$2,572.50	\$2,572.50
26	Survey - 3%	1	LS	\$28,734.19	\$28,734.19
27	Utilities	1	LS	\$0.00	\$0.00
28	Drainage Pipes and System	1	LS	\$176,400.00	\$176,400.00
29	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
30	Roadway Excavation (Plan Quantity)	12,599	CY	\$25.00	\$314,983.80
31	Remove Asphalt Pavement	3,430	SY	\$6.50	\$22,295.00
32	Relocate Sign	2	EA	\$200.00	\$400.00
33	Concrete Curb and Gutter	3,675	LF	\$28.00	\$102,900.00
34	HMA 3"	707	TON	\$100.00	\$70,707.00
35	Crushed Gravel 4"	608	CY	\$32.00	\$19,454.81
36	Pit Run Gravel 12"	1,552	CY	\$28.00	\$43,446.67
37	Concrete Driveway	3,000	SF	\$20.00	\$60,000.00
38	Concrete Sidewalk	7,350	SF	\$15.00	\$110,250.00
39	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
40	4" Paint Line	3,308	LF	\$1.00	\$3,307.50
41	Sod	9,555	SF	\$1.30	\$12,421.50
42	Topsoil-6 inch thick	1,062	SY	\$12.00	\$12,740.00
				SUBTOTAL	\$1,126,857.78
				ROW Acquisition	\$0.00
				Contingency - 30%	\$338,057.33
				Design Engineering - 8%	\$90,148.62
				Construction Engineering - 10%	\$112,685.78
				Miscellaneous Item - 5%	\$56,342.89
Total:					\$1,724,100.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
DATE: 6/25/2026					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 East - 715 Feet					
200 N to 100 N					
43	Mobilization - 8%	1	LS	\$74,425.47	\$74,425.47
44	Storm Water Pollution Prevention	1	LS	\$7,150.00	\$7,150.00
45	Traffic Control - 5%	1	LS	\$46,515.92	\$46,515.92
46	Clear and Grub	1	LS	\$5,720.00	\$5,720.00
47	Dust Control & Watering	1	LS	\$2,502.50	\$2,502.50
48	Survey - 3%	1	LS	\$27,909.55	\$27,909.55
49	Utilities	1	LS	\$0.00	\$0.00
50	Drainage Pipes and System	1	LS	\$171,600.00	\$171,600.00
51	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
52	Roadway Excavation (Plan Quantity)	12,257	CY	\$25.00	\$306,412.81
53	Remove Asphalt Pavement	3,337	SY	\$6.50	\$21,688.33
54	Relocate Sign	3	EA	\$200.00	\$600.00
55	Concrete Curb and Gutter	3,575	LF	\$28.00	\$100,100.00
56	HMA 3"	688	TON	\$100.00	\$68,783.00
57	Crushed Gravel 4"	591	CY	\$32.00	\$18,925.43
58	Pit Run Gravel 12"	1,509	CY	\$28.00	\$42,264.44
59	Concrete Driveway	3,000	SF	\$20.00	\$60,000.00
60	Concrete Sidewalk	7,150	SF	\$15.00	\$107,250.00
61	Concrete Curb Ramp	1	EA	\$3,500.00	\$3,500.00
62	4" Paint Line	3,218	LF	\$1.00	\$3,217.50
63	Sod	9,295	SF	\$1.30	\$12,083.50
64	Topsoil-6 inch thick	1,033	SY	\$12.00	\$12,393.33
				SUBTOTAL	\$1,094,541.79
				ROW Acquisition	\$0.00
				Contingency - 30%	\$328,362.54
				Design Engineering - 8%	\$87,563.34
				Construction Engineering - 10%	\$109,454.18
				Miscellaneous Item - 5%	\$54,727.09
Total:					\$1,674,700.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 East - 315 Feet					
100 N to 50 N					
65	Mobilization - 8%	1	LS	\$32,009.32	\$32,009.32
66	Storm Water Pollution Prevention	1	LS	\$3,150.00	\$3,150.00
67	Traffic Control - 5%	1	LS	\$20,005.83	\$20,005.83
68	Clear and Grub	1	LS	\$2,520.00	\$2,520.00
69	Dust Control & Watering	1	LS	\$1,102.50	\$1,102.50
70	Survey - 3%	1	LS	\$12,003.50	\$12,003.50
71	Utilities	1	LS	\$12,500.00	\$12,500.00
72	Drainage Pipes and System	1	LS	\$75,600.00	\$75,600.00
73	Roadway Excavation (Plan Quantity)	5,400	CY	\$25.00	\$134,993.06
74	Remove Asphalt Pavement	1,663	SY	\$6.50	\$10,811.67
75	Relocate Sign	2	EA	\$200.00	\$400.00
76	Concrete Curb and Gutter	1,575	LF	\$28.00	\$44,100.00
77	HMA 3"	303	TON	\$100.00	\$30,303.00
78	Crushed Gravel 4"	261	CY	\$32.00	\$8,337.78
79	Pit Run Gravel 12"	665	CY	\$28.00	\$18,620.00
80	Concrete Driveway	250	SF	\$20.00	\$5,000.00
81	Concrete Sidewalk	3,150	SF	\$15.00	\$47,250.00
82	4" Paint Line	1,418	LF	\$1.00	\$1,417.50
83	Sod	4,095	SF	\$1.30	\$5,323.50
84	Topsoil-6 inch thick	455	SY	\$12.00	\$5,460.00
				SUBTOTAL	\$470,907.64
				ROW Acquisition	\$0.00
				Contingency - 30%	\$141,272.29
				Design Engineering - 8%	\$37,672.61
				Construction Engineering - 10%	\$47,090.76
				Miscellaneous Item - 5%	\$23,545.38
				Total:	\$720,500.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:				DATE: 6/25/2026	
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 East - 395 Feet					
50 N to Center St					
85	Mobilization - 8%	1	LS	\$44,430.81	\$44,430.81
86	Storm Water Pollution Prevention	1	LS	\$3,950.00	\$3,950.00
87	Traffic Control - 5%	1	LS	\$27,769.26	\$27,769.26
88	Clear and Grub	1	LS	\$3,160.00	\$3,160.00
89	Dust Control & Watering	1	LS	\$1,382.50	\$1,382.50
90	Survey - 3%	1	LS	\$16,661.55	\$16,661.55
91	Utilities	1	LS	\$37,500.00	\$37,500.00
92	Drainage Pipes and System	1	LS	\$94,800.00	\$94,800.00
93	Relocate Street Light	2	EA	\$1,500.00	\$3,000.00
94	Roadway Excavation (Plan Quantity)	6,771	CY	\$25.00	\$169,277.01
95	Remove Asphalt Pavement	1,624	SY	\$6.50	\$10,555.28
96	Relocate Sign	3	EA	\$200.00	\$600.00
97	Concrete Curb and Gutter	1,975	LF	\$28.00	\$55,300.00
98	HMA 3"	380	TON	\$100.00	\$37,999.00
99	Crushed Gravel 4"	327	CY	\$32.00	\$10,455.31
100	Pit Run Gravel 12"	834	CY	\$28.00	\$23,348.89
101	Concrete Driveway	1,500	SF	\$20.00	\$30,000.00
102	Concrete Sidewalk	3,950	SF	\$15.00	\$59,250.00
103	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
104	4" Paint Line	1,778	LF	\$1.00	\$1,777.50
105	Traffic Sign	2	EA	\$500.00	\$1,000.00
106	Sod	5,135	SF	\$1.30	\$6,675.50
107	Topsoil-6 inch thick	571	SY	\$12.00	\$6,846.67
				SUBTOTAL	\$652,739.27
				ROW Acquisition	\$0.00
				Contingency - 30%	\$195,821.78
				Design Engineering - 8%	\$52,219.14
				Construction Engineering - 10%	\$65,273.93
				Miscellaneous Item - 5%	\$32,636.96
Total:					\$998,700.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 East - 725 Feet					
Center St to 100 S					
108	Mobilization - 8%	1	LS	\$77,444.32	\$77,444.32
109	Storm Water Pollution Prevention	1	LS	\$7,250.00	\$7,250.00
110	Traffic Control - 5%	1	LS	\$48,402.70	\$48,402.70
111	Clear and Grub	1	LS	\$5,800.00	\$5,800.00
112	Dust Control & Watering	1	LS	\$2,537.50	\$2,537.50
113	Survey - 3%	1	LS	\$29,041.62	\$29,041.62
114	Utilities	1	LS	\$37,500.00	\$37,500.00
115	Drainage Pipes and System	1	LS	\$174,000.00	\$174,000.00
116	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
117	Roadway Excavation (Plan Quantity)	12,428	CY	\$25.00	\$310,698.30
118	Remove Asphalt Pavement	3,867	SY	\$6.50	\$25,133.33
119	Relocate Sign	3	EA	\$200.00	\$600.00
120	Concrete Curb and Gutter	3,625	LF	\$28.00	\$101,500.00
121	HMA 3"	697	TON	\$100.00	\$69,745.00
122	Crushed Gravel 4"	600	CY	\$32.00	\$19,190.12
123	Pit Run Gravel 12"	1,531	CY	\$28.00	\$42,855.56
124	Concrete Driveway	2,250	SF	\$20.00	\$45,000.00
125	Concrete Sidewalk	7,250	SF	\$15.00	\$108,750.00
126	Concrete Curb Ramp	1	EA	\$3,500.00	\$3,500.00
127	4" Paint Line	3,263	LF	\$1.00	\$3,262.50
128	Sod	9,425	SF	\$1.30	\$12,252.50
129	Topsoil-6 inch thick	1,047	SY	\$12.00	\$12,566.67
				SUBTOTAL	\$1,138,530.12
				ROW Acquisition	\$0.00
				Contingency - 30%	\$341,559.04
				Design Engineering - 8%	\$91,082.41
				Construction Engineering - 10%	\$113,853.01
				Miscellaneous Item - 5%	\$56,926.51
				Total:	\$1,742,000.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 East - 750 Feet					
100 S to 200 S					
130	Mobilization - 8%	1	LS	\$76,485.11	\$76,485.11
131	Storm Water Pollution Prevention	1	LS	\$7,500.00	\$7,500.00
132	Traffic Control - 5%	1	LS	\$47,803.19	\$47,803.19
133	Clear and Grub	1	LS	\$6,000.00	\$6,000.00
134	Dust Control & Watering	1	LS	\$2,625.00	\$2,625.00
135	Survey - 3%	1	LS	\$28,681.92	\$28,681.92
136	Utilities	1	LS	\$37,500.00	\$37,500.00
137	Drainage Pipes and System	1	LS	\$180,000.00	\$180,000.00
138	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
139	Roadway Excavation (Plan Quantity)	12,856	CY	\$25.00	\$321,412.04
140	Remove Asphalt Pavement	2,333	SY	\$6.50	\$15,166.67
141	Relocate Sign	3	EA	\$200.00	\$600.00
142	Concrete Curb and Gutter	3,750	LF	\$28.00	\$105,000.00
143	HMA 3"	722	TON	\$100.00	\$72,150.00
144	Crushed Gravel 4"	620	CY	\$32.00	\$19,851.85
145	Pit Run Gravel 12"	1,583	CY	\$28.00	\$44,333.33
146	Concrete Driveway	500	SF	\$20.00	\$10,000.00
147	Concrete Sidewalk	7,500	SF	\$15.00	\$112,500.00
148	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
149	4" Paint Line	3,375	LF	\$1.00	\$3,375.00
150	Sod	9,750	SF	\$1.30	\$12,675.00
151	Topsoil-6 inch thick	1,083	SY	\$12.00	\$13,000.00
				SUBTOTAL	\$1,125,159.11
				ROW Acquisition	\$0.00
				Contingency - 30%	\$337,547.73
				Design Engineering - 8%	\$90,012.73
				Construction Engineering - 10%	\$112,515.91
				Miscellaneous Item - 5%	\$56,257.96
				Total:	\$1,721,500.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 East - 725 Feet					
200 S to 300 S					
152	Mobilization - 8%	1	LS	\$73,766.54	\$73,766.54
153	Storm Water Pollution Prevention	1	LS	\$7,250.00	\$7,250.00
154	Traffic Control - 5%	1	LS	\$46,104.09	\$46,104.09
155	Clear and Grub	1	LS	\$5,800.00	\$5,800.00
156	Dust Control & Watering	1	LS	\$2,537.50	\$2,537.50
157	Survey - 3%	1	LS	\$27,662.45	\$27,662.45
158	Utilities	1	LS	\$25,000.00	\$25,000.00
159	Drainage Pipes and System	1	LS	\$174,000.00	\$174,000.00
160	Roadway Excavation (Plan Quantity)	12,428	CY	\$25.00	\$310,698.30
161	Remove Asphalt Pavement	2,256	SY	\$6.50	\$14,661.11
162	Relocate Sign	3	EA	\$200.00	\$600.00
163	Concrete Curb and Gutter	3,625	LF	\$28.00	\$101,500.00
164	HMA 3"	697	TON	\$100.00	\$69,745.00
165	Crushed Gravel 4"	600	CY	\$32.00	\$19,190.12
166	Pit Run Gravel 12"	1,531	CY	\$28.00	\$42,855.56
167	Concrete Driveway	1,000	SF	\$20.00	\$20,000.00
168	Concrete Sidewalk	7,250	SF	\$15.00	\$108,750.00
169	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
170	4" Paint Line	3,263	LF	\$1.00	\$3,262.50
171	Sod	9,425	SF	\$1.30	\$12,252.50
172	Topsoil-6 inch thick	1,047	SY	\$12.00	\$12,566.67
				SUBTOTAL	\$1,085,202.34
				ROW Acquisition	\$0.00
				Contingency - 30%	\$325,560.70
				Design Engineering - 8%	\$86,816.19
				Construction Engineering - 10%	\$108,520.23
				Miscellaneous Item - 5%	\$54,260.12
				Total:	\$1,660,400.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
DATE: 6/25/2026					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
200 East - 715 Feet					
300 S to 400 S					
173	Mobilization - 8%	1	LS	\$69,325.80	\$69,325.80
174	Storm Water Pollution Prevention	1	LS	\$7,150.00	\$7,150.00
175	Traffic Control - 5%	1	LS	\$43,328.63	\$43,328.63
176	Clear and Grub	1	LS	\$5,720.00	\$5,720.00
177	Dust Control & Watering	1	LS	\$2,502.50	\$2,502.50
178	Survey - 3%	1	LS	\$25,997.18	\$25,997.18
179	Utilities	1	LS	\$0.00	\$0.00
180	Drainage Pipes and System	1	LS	\$171,600.00	\$171,600.00
181	Relocate Street Light	2	EA	\$1,500.00	\$3,000.00
182	Roadway Excavation (Plan Quantity)	12,257	CY	\$25.00	\$306,412.81
183	Remove Asphalt Pavement	2,145	SY	\$6.50	\$13,942.50
184	Relocate Sign	3	EA	\$200.00	\$600.00
185	Concrete Curb and Gutter	3,575	LF	\$28.00	\$100,100.00
186	HMA 3"	688	TON	\$100.00	\$68,783.00
187	Crushed Gravel 4"	591	CY	\$32.00	\$18,925.43
188	Pit Run Gravel 12"	1,509	CY	\$28.00	\$42,264.44
189	Concrete Driveway	250	SF	\$20.00	\$5,000.00
190	Concrete Sidewalk	7,150	SF	\$15.00	\$107,250.00
191	4" Paint Line	3,218	LF	\$1.00	\$3,217.50
192	Traffic Sign	2	EA	\$500.00	\$1,000.00
193	Sod	9,295	SF	\$1.30	\$12,083.50
194	Topsoil-6 inch thick	1,033	SY	\$12.00	\$12,393.33
				SUBTOTAL	\$1,020,596.62
				ROW Acquisition	\$0.00
				Contingency - 30%	\$306,178.99
				Design Engineering - 8%	\$81,647.73
				Construction Engineering - 10%	\$102,059.66
				Miscellaneous Item - 5%	\$51,029.83
				Total:	\$1,561,600.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
400 South - 230 Feet					
200 E to 250 E					
1	Mobilization - 8%	1	LS	\$25,641.65	\$25,641.65
2	Storm Water Pollution Prevention	1	LS	\$2,300.00	\$2,300.00
3	Traffic Control - 5%	1	LS	\$16,026.03	\$16,026.03
4	Clear and Grub	1	LS	\$1,840.00	\$1,840.00
5	Dust Control & Watering	1	LS	\$805.00	\$805.00
6	Survey - 3%	1	LS	\$9,615.62	\$9,615.62
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$55,200.00	\$55,200.00
9	Roadway Excavation (Plan Quantity)	3,943	CY	\$25.00	\$98,566.36
10	Remove Asphalt Pavement	1,406	SY	\$6.50	\$9,136.11
11	Relocate Sign	1	EA	\$200.00	\$200.00
12	Concrete Curb and Gutter	1,150	LF	\$28.00	\$32,200.00
13	HMA 3"	221	TON	\$100.00	\$22,126.00
14	Crushed Gravel 4"	190	CY	\$32.00	\$6,087.90
15	Pit Run Gravel 12"	486	CY	\$28.00	\$13,595.56
16	Concrete Driveway	750	SF	\$20.00	\$15,000.00
17	Concrete Sidewalk	2,300	SF	\$15.00	\$34,500.00
18	4" Paint Line	1,035	LF	\$1.00	\$1,035.00
19	Sod	2,990	SF	\$1.30	\$3,887.00
20	Topsoil-6 inch thick	332	SY	\$12.00	\$3,986.67
				SUBTOTAL	\$376,748.89
				ROW Acquisition	\$0.00
				Contingency - 30%	\$113,024.67
				Design Engineering - 8%	\$30,139.91
				Construction Engineering - 10%	\$37,674.89
				Miscellaneous Item - 5%	\$18,837.44
				Total:	\$576,500.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
250 East - 1450 Feet					
400 S to 600 S					
1	Mobilization - 8%	1	LS	\$147,593.97	\$147,593.97
2	Storm Water Pollution Prevention	1	LS	\$14,500.00	\$14,500.00
3	Traffic Control - 5%	1	LS	\$92,246.23	\$92,246.23
4	Clear and Grub	1	LS	\$11,600.00	\$11,600.00
5	Dust Control & Watering	1	LS	\$5,075.00	\$5,075.00
6	Survey - 3%	1	LS	\$55,347.74	\$55,347.74
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$348,000.00	\$348,000.00
9	Relocate Street Light	3	EA	\$1,500.00	\$4,500.00
10	Roadway Excavation (Plan Quantity)	24,856	CY	\$25.00	\$621,396.60
11	Remove Asphalt Pavement	6,767	SY	\$6.50	\$43,983.33
12	Relocate Sign	14	EA	\$200.00	\$2,800.00
13	Concrete Curb and Gutter	7,250	LF	\$28.00	\$203,000.00
14	HMA 3"	1,395	TON	\$100.00	\$139,490.00
15	Crushed Gravel 4"	1,199	CY	\$32.00	\$38,380.25
16	Pit Run Gravel 12"	3,061	CY	\$28.00	\$85,711.11
17	Concrete Driveway	2,250	SF	\$20.00	\$45,000.00
18	Concrete Sidewalk	14,500	SF	\$15.00	\$217,500.00
19	Concrete Curb Ramp	4	EA	\$3,500.00	\$14,000.00
20	4" Paint Line	6,525	LF	\$1.00	\$6,525.00
21	Sod	18,850	SF	\$1.30	\$24,505.00
22	Topsoil-6 inch thick	2,094	SY	\$12.00	\$25,133.33
				SUBTOTAL	\$2,171,287.57
				ROW Acquisition	\$0.00
				Contingency - 30%	\$651,386.27
				Design Engineering - 8%	\$173,703.01
				Construction Engineering - 10%	\$217,128.76
				Miscellaneous Item - 5%	\$108,564.38
				Total:	\$3,322,100.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
250 East - 1300 Feet					
600 S to 800 S					
23	Mobilization - 8%	1	LS	\$127,124.77	\$127,124.77
24	Storm Water Pollution Prevention	1	LS	\$13,000.00	\$13,000.00
25	Traffic Control - 5%	1	LS	\$79,452.98	\$79,452.98
26	Clear and Grub	1	LS	\$10,400.00	\$10,400.00
27	Dust Control & Watering	1	LS	\$4,550.00	\$4,550.00
28	Survey - 3%	1	LS	\$47,671.79	\$47,671.79
29	Drainage Pipes and System	1	LS	\$312,000.00	\$312,000.00
30	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
31	Roadway Excavation (Plan Quantity)	22,285	CY	\$25.00	\$557,114.20
32	Remove Asphalt Pavement	5,489	SY	\$6.50	\$35,677.78
33	Relocate Sign	8	EA	\$200.00	\$1,600.00
34	Concrete Curb and Gutter	6,500	LF	\$28.00	\$182,000.00
35	HMA 3"	1,251	TON	\$100.00	\$125,060.00
36	Crushed Gravel 4"	1,075	CY	\$32.00	\$34,409.88
37	Pit Run Gravel 12"	2,744	CY	\$28.00	\$76,844.44
38	Concrete Sidewalk	13,000	SF	\$15.00	\$195,000.00
39	Concrete Curb Ramp	5	EA	\$3,500.00	\$17,500.00
40	4" Paint Line	5,850	LF	\$1.00	\$5,850.00
41	Sod	16,900	SF	\$1.30	\$21,970.00
42	Topsoil-6 inch thick	1,878	SY	\$12.00	\$22,533.33
				SUBTOTAL	\$1,871,259.17
				ROW Acquisition	\$0.00
				Contingency - 30%	\$561,377.75
				Design Engineering - 8%	\$149,700.73
				Construction Engineering - 10%	\$187,125.92
				Miscellaneous Item - 5%	\$93,562.96
Total:					\$2,863,100.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:				DATE: 6/25/2026	
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
250 East - 280 Feet					
800 S to 850 S					
43	Mobilization - 8%	1	LS	\$27,337.77	\$27,337.77
44	Storm Water Pollution Prevention	1	LS	\$2,800.00	\$2,800.00
45	Traffic Control - 5%	1	LS	\$17,086.10	\$17,086.10
46	Clear and Grub	1	LS	\$2,240.00	\$2,240.00
47	Dust Control & Watering	1	LS	\$980.00	\$980.00
48	Survey - 3%	1	LS	\$10,251.66	\$10,251.66
49	Drainage Pipes and System	1	LS	\$67,200.00	\$67,200.00
50	Roadway Excavation (Plan Quantity)	4,800	CY	\$25.00	\$119,993.83
51	Remove Asphalt Pavement	1,182	SY	\$6.50	\$7,684.44
52	Relocate Sign	2	EA	\$200.00	\$400.00
53	Concrete Curb and Gutter	1,400	LF	\$28.00	\$39,200.00
54	HMA 3"	269	TON	\$100.00	\$26,936.00
55	Crushed Gravel 4"	232	CY	\$32.00	\$7,411.36
56	Pit Run Gravel 12"	591	CY	\$28.00	\$16,551.11
57	Concrete Sidewalk	2,800	SF	\$15.00	\$42,000.00
58	Concrete Curb Ramp	1	EA	\$3,500.00	\$3,500.00
59	4" Paint Line	1,260	LF	\$1.00	\$1,260.00
60	Sod	3,640	SF	\$1.30	\$4,732.00
61	Topsoil-6 inch thick	404	SY	\$12.00	\$4,853.33
				SUBTOTAL	\$402,417.61
				ROW Acquisition	\$0.00
				Contingency - 30%	\$120,725.28
				Design Engineering - 8%	\$32,193.41
				Construction Engineering - 10%	\$40,241.76
				Miscellaneous Item - 5%	\$20,120.88
				Total:	\$615,700.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:				DATE: 6/25/2026	
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
250 East - 1050 Feet					
850 S to 1000 S					
62	Mobilization - 8%	1	LS	\$102,697.29	\$102,697.29
63	Storm Water Pollution Prevention	1	LS	\$10,500.00	\$10,500.00
64	Traffic Control - 5%	1	LS	\$64,185.81	\$64,185.81
65	Clear and Grub	1	LS	\$8,400.00	\$8,400.00
66	Dust Control & Watering	1	LS	\$3,675.00	\$3,675.00
67	Survey - 3%	1	LS	\$38,511.48	\$38,511.48
68	Utilities	1	LS	\$12,500.00	\$12,500.00
69	Drainage Pipes and System	1	LS	\$252,000.00	\$252,000.00
70	Roadway Excavation (Plan Quantity)	17,999	CY	\$25.00	\$449,976.85
71	Remove Asphalt Pavement	2,800	SY	\$6.50	\$18,200.00
72	Concrete Curb and Gutter	5,250	LF	\$28.00	\$147,000.00
73	HMA 3"	1,010	TON	\$100.00	\$101,010.00
74	Crushed Gravel 4"	869	CY	\$32.00	\$27,792.59
75	Pit Run Gravel 12"	2,217	CY	\$28.00	\$62,066.67
76	Concrete Driveway	750	SF	\$20.00	\$15,000.00
77	Concrete Sidewalk	10,500	SF	\$15.00	\$157,500.00
78	4" Paint Line	4,725	LF	\$1.00	\$4,725.00
79	Sod	13,650	SF	\$1.30	\$17,745.00
80	Topsoil-6 inch thick	1,517	SY	\$12.00	\$18,200.00
				SUBTOTAL	\$1,511,685.69
				ROW Acquisition	\$0.00
				Contingency - 30%	\$453,505.71
				Design Engineering - 8%	\$120,934.86
				Construction Engineering - 10%	\$151,168.57
				Miscellaneous Item - 5%	\$75,584.28
Total:					\$2,312,900.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
250 East - 1800 Feet					
1000 S to 4400 N(Annex.Boundary)					
81	Mobilization - 8%	1	LS	\$174,897.07	\$174,897.07
82	Storm Water Pollution Prevention	1	LS	\$18,000.00	\$18,000.00
83	Traffic Control - 5%	1	LS	\$109,310.67	\$109,310.67
84	Clear and Grub	1	LS	\$14,400.00	\$14,400.00
85	Dust Control & Watering	1	LS	\$6,300.00	\$6,300.00
86	Survey - 3%	1	LS	\$65,586.40	\$65,586.40
87	Utilities	1	LS	\$37,500.00	\$37,500.00
88	Drainage Pipes and System	1	LS	\$432,000.00	\$432,000.00
89	Roadway Excavation (Plan Quantity)	30,856	CY	\$25.00	\$771,388.89
90	Remove Asphalt Pavement	4,000	SY	\$6.50	\$26,000.00
91	Relocate Sign	2	EA	\$200.00	\$400.00
92	Concrete Curb and Gutter	9,000	LF	\$28.00	\$252,000.00
93	HMA 3"	1,732	TON	\$100.00	\$173,160.00
94	Crushed Gravel 4"	1,489	CY	\$32.00	\$47,644.44
95	Pit Run Gravel 12"	3,800	CY	\$28.00	\$106,400.00
96	Concrete Sidewalk	18,000	SF	\$15.00	\$270,000.00
97	4" Paint Line	8,100	LF	\$1.00	\$8,100.00
98	Sod	23,400	SF	\$1.30	\$30,420.00
99	Topsoil-6 inch thick	2,600	SY	\$12.00	\$31,200.00
				SUBTOTAL	\$2,574,707.47
				ROW Acquisition	\$0.00
				Contingency - 30%	\$772,412.24
				Design Engineering - 8%	\$205,976.60
				Construction Engineering - 10%	\$257,470.75
				Miscellaneous Item - 5%	\$128,735.37
Total:					\$3,939,400.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:					DATE: 6/25/2026
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
250 East - 2200 Feet					
4400 N(Annex.Boundary) to 4300 N					
100	Mobilization - 8%	1	LS	\$94,854.39	\$94,854.39
101	Storm Water Pollution Prevention	1	LS	\$6,500.00	\$6,500.00
102	Traffic Control - 5%	1	LS	\$59,283.99	\$59,283.99
103	Clear and Grub	1	LS	\$5,200.00	\$5,200.00
104	Dust Control & Watering	1	LS	\$2,275.00	\$2,275.00
105	Survey - 3%	1	LS	\$35,570.39	\$35,570.39
106	Utilities	1	LS	\$37,500.00	\$37,500.00
107	Drainage Pipes and System	1	LS	\$528,000.00	\$528,000.00
108	Roadway Excavation (Plan Quantity)	11,142	CY	\$25.00	\$278,557.10
109	Remove Asphalt Pavement	1,444	SY	\$6.50	\$9,388.89
110	Relocate Sign	2	EA	\$200.00	\$400.00
111	Concrete Curb and Gutter	3,250	LF	\$28.00	\$91,000.00
112	HMA 3"	625	TON	\$100.00	\$62,530.00
113	Crushed Gravel 4"	538	CY	\$32.00	\$17,204.94
114	Pit Run Gravel 12"	1,372	CY	\$28.00	\$38,422.22
115	Concrete Sidewalk	6,500	SF	\$15.00	\$97,500.00
116	4" Paint Line	2,925	LF	\$1.00	\$2,925.00
117	Sod	8,450	SF	\$1.30	\$10,985.00
118	Topsoil-6 inch thick	939	SY	\$12.00	\$11,266.67
				SUBTOTAL	\$1,389,363.59
				ROW Acquisition	\$0.00
				Contingency - 30%	\$416,809.08
				Design Engineering - 8%	\$111,149.09
				Construction Engineering - 10%	\$138,936.36
				Miscellaneous Item - 5%	\$69,468.18
Total:					\$2,125,800.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:					DATE: 6/25/2026
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
250 East - 970 Feet					
4300 N to 450 N					
119	Mobilization - 8%	1	LS	\$95,648.17	\$95,648.17
120	Storm Water Pollution Prevention	1	LS	\$9,700.00	\$9,700.00
121	Traffic Control - 5%	1	LS	\$59,780.11	\$59,780.11
122	Clear and Grub	1	LS	\$7,760.00	\$7,760.00
123	Dust Control & Watering	1	LS	\$3,395.00	\$3,395.00
124	Survey - 3%	1	LS	\$35,868.07	\$35,868.07
125	Utilities	1	LS	\$37,500.00	\$37,500.00
126	Drainage Pipes and System	1	LS	\$232,800.00	\$232,800.00
127	Roadway Excavation (Plan Quantity)	16,628	CY	\$25.00	\$415,692.90
128	Remove Asphalt Pavement	2,156	SY	\$6.50	\$14,011.11
129	Relocate Sign	2	EA	\$200.00	\$400.00
130	Concrete Curb and Gutter	4,850	LF	\$28.00	\$135,800.00
131	HMA 3"	933	TON	\$100.00	\$93,314.00
132	Crushed Gravel 4"	802	CY	\$32.00	\$25,675.06
133	Pit Run Gravel 12"	2,048	CY	\$28.00	\$57,337.78
134	Concrete Sidewalk	9,700	SF	\$15.00	\$145,500.00
135	4" Paint Line	4,365	LF	\$1.00	\$4,365.00
136	Sod	12,610	SF	\$1.30	\$16,393.00
137	Topsoil-6 inch thick	1,401	SY	\$12.00	\$16,813.33
				SUBTOTAL	\$1,407,753.53
				ROW Acquisition	\$0.00
				Contingency - 30%	\$422,326.06
				Design Engineering - 8%	\$112,620.28
				Construction Engineering - 10%	\$140,775.35
				Miscellaneous Item - 5%	\$70,387.68
Total:					\$2,153,900.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:				DATE: 6/25/2026	
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
250 East - 980 Feet					
450 N to 300 N					
138	Mobilization - 8%	1	LS	\$58,205.48	\$58,205.48
139	Storm Water Pollution Prevention	1	LS	\$4,700.00	\$4,700.00
140	Traffic Control - 5%	1	LS	\$36,378.42	\$36,378.42
141	Clear and Grub	1	LS	\$3,760.00	\$3,760.00
142	Dust Control & Watering	1	LS	\$1,645.00	\$1,645.00
143	Survey - 3%	1	LS	\$21,827.05	\$21,827.05
144	Utilities	1	LS	\$25,000.00	\$25,000.00
145	Drainage Pipes and System	1	LS	\$235,200.00	\$235,200.00
146	Roadway Excavation (Plan Quantity)	8,057	CY	\$25.00	\$201,418.21
147	Remove Asphalt Pavement	2,924	SY	\$6.50	\$19,008.89
148	Concrete Curb and Gutter	2,350	LF	\$28.00	\$65,800.00
149	HMA 3"	452	TON	\$100.00	\$45,214.00
150	Crushed Gravel 4"	389	CY	\$32.00	\$12,440.49
151	Pit Run Gravel 12"	992	CY	\$28.00	\$27,782.22
152	Concrete Sidewalk	4,700	SF	\$15.00	\$70,500.00
153	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
154	4" Paint Line	2,115	LF	\$1.00	\$2,115.00
155	Sod	6,110	SF	\$1.30	\$7,943.00
156	Topsoil-6 inch thick	679	SY	\$12.00	\$8,146.67
				SUBTOTAL	\$854,084.44
				ROW Acquisition	\$0.00
				Contingency - 30%	\$256,225.33
				Design Engineering - 8%	\$68,326.76
				Construction Engineering - 10%	\$85,408.44
				Miscellaneous Item - 5%	\$42,704.22
Total:					\$1,306,800.00

 J-U-B ENGINEERS, INC. ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
350 East - 2800 Feet					
800 N to 680 N					
1	Mobilization - 8%	1	LS	\$234,834.49	\$234,834.49
2	Storm Water Pollution Prevention	1	LS	\$28,000.00	\$28,000.00
3	Traffic Control - 5%	1	LS	\$146,771.56	\$146,771.56
4	Clear and Grub	1	LS	\$22,400.00	\$22,400.00
5	Dust Control & Watering	1	LS	\$9,800.00	\$9,800.00
6	Survey - 3%	1	LS	\$88,062.93	\$88,062.93
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$672,000.00	\$672,000.00
9	Roadway Excavation (Plan Quantity)	35,683	CY	\$25.00	\$892,067.90
10	Relocate Sign	4	EA	\$200.00	\$800.00
11	Concrete Curb and Gutter	14,000	LF	\$28.00	\$392,000.00
12	HMA 3"	1,917	TON	\$100.00	\$191,660.00
13	Crushed Gravel 4"	1,798	CY	\$32.00	\$57,520.99
14	Pit Run Gravel 12"	4,356	CY	\$28.00	\$121,955.56
15	Concrete Driveway	1,000	SF	\$20.00	\$20,000.00
16	Concrete Sidewalk	28,000	SF	\$15.00	\$420,000.00
17	Concrete Curb Ramp	8	EA	\$3,500.00	\$28,000.00
18	4" Paint Line	11,200	LF	\$1.00	\$11,200.00
19	Sod	39,200	SF	\$1.30	\$50,960.00
20	Topsoil-6 inch thick	4,356	SY	\$12.00	\$52,266.67
				SUBTOTAL	\$3,465,300.09
				ROW Acquisition	\$0.00
				Contingency - 30%	\$1,039,590.03
				Design Engineering - 8%	\$277,224.01
				Construction Engineering - 10%	\$346,530.01
				Miscellaneous Item - 5%	\$173,265.00
Total:					\$5,302,000.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
DATE: 6/25/2026					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
350 East - 2750 Feet					
680 N to 500 N					
21	Mobilization - 8%	1	LS	\$224,842.44	\$224,842.44
22	Storm Water Pollution Prevention	1	LS	\$27,500.00	\$27,500.00
23	Traffic Control - 5%	1	LS	\$140,526.53	\$140,526.53
24	Clear and Grub	1	LS	\$22,000.00	\$22,000.00
25	Dust Control & Watering	1	LS	\$9,625.00	\$9,625.00
26	Survey - 3%	1	LS	\$84,315.92	\$84,315.92
27	Drainage Pipes and System	1	LS	\$660,000.00	\$660,000.00
28	Roadway Excavation (Plan Quantity)	35,046	CY	\$25.00	\$876,138.12
29	Concrete Curb and Gutter	13,750	LF	\$28.00	\$385,000.00
30	HMA 3"	1,882	TON	\$100.00	\$188,237.50
31	Crushed Gravel 4"	1,765	CY	\$32.00	\$56,493.83
32	Pit Run Gravel 12"	4,278	CY	\$28.00	\$119,777.78
33	Concrete Sidewalk	27,500	SF	\$15.00	\$412,500.00
34	4" Paint Line	11,000	LF	\$1.00	\$11,000.00
35	Sod	38,500	SF	\$1.30	\$50,050.00
36	Topsoil-6 inch thick	4,278	SY	\$12.00	\$51,333.33
				SUBTOTAL	\$3,319,340.44
				ROW Acquisition	\$0.00
				Contingency - 30%	\$995,802.13
				Design Engineering - 8%	\$265,547.24
				Construction Engineering - 10%	\$331,934.04
				Miscellaneous Item - 5%	\$165,967.02
Total:					\$5,078,600.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
DATE: 6/25/2026					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
350 East - 1350 Feet					
500 N to 400 N					
37	Mobilization - 8%	1	LS	\$110,377.20	\$110,377.20
38	Storm Water Pollution Prevention	1	LS	\$13,500.00	\$13,500.00
39	Traffic Control - 5%	1	LS	\$68,985.75	\$68,985.75
40	Clear and Grub	1	LS	\$10,800.00	\$10,800.00
41	Dust Control & Watering	1	LS	\$4,725.00	\$4,725.00
42	Survey - 3%	1	LS	\$41,391.45	\$41,391.45
43	Drainage Pipes and System	1	LS	\$324,000.00	\$324,000.00
44	Roadway Excavation (Plan Quantity)	17,204	CY	\$25.00	\$430,104.17
45	Concrete Curb and Gutter	6,750	LF	\$28.00	\$189,000.00
46	HMA 3"	924	TON	\$100.00	\$92,407.50
47	Crushed Gravel 4"	867	CY	\$32.00	\$27,733.33
48	Pit Run Gravel 12"	2,100	CY	\$28.00	\$58,800.00
49	Concrete Sidewalk	13,500	SF	\$15.00	\$202,500.00
50	4" Paint Line	5,400	LF	\$1.00	\$5,400.00
51	Sod	18,900	SF	\$1.30	\$24,570.00
52	Topsoil-6 inch thick	2,100	SY	\$12.00	\$25,200.00
				SUBTOTAL	\$1,629,494.40
				ROW Acquisition	\$0.00
				Contingency - 30%	\$488,848.32
				Design Engineering - 8%	\$130,359.55
				Construction Engineering - 10%	\$162,949.44
				Miscellaneous Item - 5%	\$81,474.72
Total:					\$2,493,200.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:					DATE: 6/25/2026
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
455 East - 980 Feet					
Center St to 120 S					
1	Mobilization - 8%	1	LS	\$99,770.93	\$99,770.93
2	Storm Water Pollution Prevention	1	LS	\$9,800.00	\$9,800.00
3	Traffic Control - 5%	1	LS	\$62,356.83	\$62,356.83
4	Clear and Grub	1	LS	\$7,840.00	\$7,840.00
5	Dust Control & Watering	1	LS	\$3,430.00	\$3,430.00
6	Survey - 3%	1	LS	\$37,414.10	\$37,414.10
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$235,200.00	\$235,200.00
9	Roadway Excavation (Plan Quantity)	14,358	CY	\$25.00	\$358,955.25
10	Remove Asphalt Pavement	5,227	SY	\$6.50	\$33,973.33
11	Relocate Sign	5	EA	\$200.00	\$1,000.00
12	Concrete Curb and Gutter	4,900	LF	\$28.00	\$137,200.00
13	HMA 3"	852	TON	\$100.00	\$85,211.00
14	Crushed Gravel 4"	774	CY	\$32.00	\$24,778.27
15	Pit Run Gravel 12"	1,887	CY	\$28.00	\$52,847.41
16	Concrete Driveway	5,000	SF	\$20.00	\$100,000.00
17	Concrete Sidewalk	11,760	SF	\$15.00	\$176,400.00
18	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
19	4" Paint Line	4,410	LF	\$1.00	\$4,410.00
20	Sod	1,960	SF	\$1.30	\$2,548.00
21	Topsoil-6 inch thick	218	SY	\$12.00	\$2,613.33
				SUBTOTAL	\$1,467,748.45
				ROW Acquisition	\$0.00
				Contingency - 30%	\$440,324.53
				Design Engineering - 8%	\$117,419.88
				Construction Engineering - 10%	\$146,774.84
				Miscellaneous Item - 5%	\$73,387.42
Total:					\$2,245,700.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:				DATE: 6/25/2026	
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
455 East - 565 Feet					
120 S to 200 S					
22	Mobilization - 8%	1	LS	\$53,218.71	\$53,218.71
23	Storm Water Pollution Prevention	1	LS	\$5,650.00	\$5,650.00
24	Traffic Control - 5%	1	LS	\$33,261.69	\$33,261.69
25	Clear and Grub	1	LS	\$4,520.00	\$4,520.00
26	Dust Control & Watering	1	LS	\$1,977.50	\$1,977.50
27	Survey - 3%	1	LS	\$19,957.02	\$19,957.02
28	Drainage Pipes and System	1	LS	\$135,600.00	\$135,600.00
29	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
30	Roadway Excavation (Plan Quantity)	8,278	CY	\$25.00	\$206,948.69
31	Remove Asphalt Pavement	3,013	SY	\$6.50	\$19,586.67
32	Relocate Sign	7	EA	\$200.00	\$1,400.00
33	Concrete Curb and Gutter	2,825	LF	\$28.00	\$79,100.00
34	HMA 3"	491	TON	\$100.00	\$49,126.75
35	Crushed Gravel 4"	446	CY	\$32.00	\$14,285.43
36	Pit Run Gravel 12"	1,088	CY	\$28.00	\$30,468.15
37	Concrete Driveway	1,000	SF	\$20.00	\$20,000.00
38	Concrete Sidewalk	6,780	SF	\$15.00	\$101,700.00
39	4" Paint Line	2,543	LF	\$1.00	\$2,542.50
40	Sod	1,130	SF	\$1.30	\$1,469.00
41	Topsoil-6 inch thick	126	SY	\$12.00	\$1,506.67
				SUBTOTAL	\$783,818.77
				ROW Acquisition	\$0.00
				Contingency - 30%	\$235,145.63
				Design Engineering - 8%	\$62,705.50
				Construction Engineering - 10%	\$78,381.88
				Miscellaneous Item - 5%	\$39,190.94
Total:					\$1,199,300.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:				DATE: 6/25/2026	
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
455 East - 740 Feet					
200 S to 300 S					
42	Mobilization - 8%	1	LS	\$70,982.95	\$70,982.95
43	Storm Water Pollution Prevention	1	LS	\$7,400.00	\$7,400.00
44	Traffic Control - 5%	1	LS	\$44,364.34	\$44,364.34
45	Clear and Grub	1	LS	\$5,920.00	\$5,920.00
46	Dust Control & Watering	1	LS	\$2,590.00	\$2,590.00
47	Survey - 3%	1	LS	\$26,618.60	\$26,618.60
48	Drainage Pipes and System	1	LS	\$177,600.00	\$177,600.00
49	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
50	Roadway Excavation (Plan Quantity)	10,842	CY	\$25.00	\$271,047.84
51	Remove Asphalt Pavement	3,947	SY	\$6.50	\$25,653.33
52	Relocate Sign	10	EA	\$200.00	\$2,000.00
53	Concrete Curb and Gutter	3,700	LF	\$28.00	\$103,600.00
54	HMA 3"	643	TON	\$100.00	\$64,343.00
55	Crushed Gravel 4"	585	CY	\$32.00	\$18,710.12
56	Pit Run Gravel 12"	1,425	CY	\$28.00	\$39,905.19
57	Concrete Driveway	1,250	SF	\$20.00	\$25,000.00
58	Concrete Sidewalk	8,880	SF	\$15.00	\$133,200.00
59	Concrete Curb Ramp	5	EA	\$3,500.00	\$17,500.00
60	4" Paint Line	3,330	LF	\$1.00	\$3,330.00
61	Sod	1,480	SF	\$1.30	\$1,924.00
62	Topsoil-6 inch thick	164	SY	\$12.00	\$1,973.33
				SUBTOTAL	\$1,045,162.71
				ROW Acquisition	\$0.00
				Contingency - 30%	\$313,548.81
				Design Engineering - 8%	\$83,613.02
				Construction Engineering - 10%	\$104,516.27
				Miscellaneous Item - 5%	\$52,258.14
Total:					\$1,599,100.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
455 East - 600 Feet					
300 S to 400 S					
63	Mobilization - 8%	1	LS	\$60,191.29	\$60,191.29
64	Storm Water Pollution Prevention	1	LS	\$6,000.00	\$6,000.00
65	Traffic Control - 5%	1	LS	\$37,619.56	\$37,619.56
66	Clear and Grub	1	LS	\$4,800.00	\$4,800.00
67	Dust Control & Watering	1	LS	\$2,100.00	\$2,100.00
68	Survey - 3%	1	LS	\$22,571.73	\$22,571.73
69	Utilities	1	LS	\$12,500.00	\$12,500.00
70	Drainage Pipes and System	1	LS	\$144,000.00	\$144,000.00
71	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
72	Roadway Excavation (Plan Quantity)	8,791	CY	\$25.00	\$219,768.52
73	Remove Asphalt Pavement	3,133	SY	\$6.50	\$20,366.67
74	Relocate Sign	6	EA	\$200.00	\$1,200.00
75	Concrete Curb and Gutter	3,000	LF	\$28.00	\$84,000.00
76	HMA 3"	522	TON	\$100.00	\$52,170.00
77	Crushed Gravel 4"	474	CY	\$32.00	\$15,170.37
78	Pit Run Gravel 12"	1,156	CY	\$28.00	\$32,355.56
79	Concrete Driveway	2,250	SF	\$20.00	\$45,000.00
80	Concrete Sidewalk	7,200	SF	\$15.00	\$108,000.00
81	Concrete Curb Ramp	3	EA	\$3,500.00	\$10,500.00
82	4" Paint Line	2,700	LF	\$1.00	\$2,700.00
83	Sod	1,200	SF	\$1.30	\$1,560.00
84	Topsoil-6 inch thick	133	SY	\$12.00	\$1,600.00
				SUBTOTAL	\$885,673.69
				ROW Acquisition	\$0.00
				Contingency - 30%	\$265,702.11
				Design Engineering - 8%	\$70,853.90
				Construction Engineering - 10%	\$88,567.37
				Miscellaneous Item - 5%	\$44,283.68
Total:					\$1,355,100.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
DATE: 6/25/2026					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
455 East - 1590 Feet					
400 S to 600 S					
85	Mobilization - 8%	1	LS	\$160,334.78	\$160,334.78
86	Storm Water Pollution Prevention	1	LS	\$15,900.00	\$15,900.00
87	Traffic Control - 5%	1	LS	\$100,209.24	\$100,209.24
88	Clear and Grub	1	LS	\$12,720.00	\$12,720.00
89	Dust Control & Watering	1	LS	\$5,565.00	\$5,565.00
90	Survey - 3%	1	LS	\$60,125.54	\$60,125.54
91	Utilities	1	LS	\$37,500.00	\$37,500.00
92	Drainage Pipes and System	1	LS	\$381,600.00	\$381,600.00
93	Relocate Street Light	5	EA	\$1,500.00	\$7,500.00
94	Roadway Excavation (Plan Quantity)	23,295	CY	\$25.00	\$582,386.57
95	Remove Asphalt Pavement	7,950	SY	\$6.50	\$51,675.00
96	Relocate Sign	10	EA	\$200.00	\$2,000.00
97	Concrete Curb and Gutter	7,950	LF	\$28.00	\$222,600.00
98	HMA 3"	1,383	TON	\$100.00	\$138,250.50
99	Crushed Gravel 4"	1,256	CY	\$32.00	\$40,201.48
100	Pit Run Gravel 12"	3,062	CY	\$28.00	\$85,742.22
101	Concrete Driveway	6,250	SF	\$20.00	\$125,000.00
102	Concrete Sidewalk	19,080	SF	\$15.00	\$286,200.00
103	Concrete Curb Ramp	8	EA	\$3,500.00	\$28,000.00
104	4" Paint Line	7,155	LF	\$1.00	\$7,155.00
105	Sod	3,180	SF	\$1.30	\$4,134.00
106	Topsoil-6 inch thick	353	SY	\$12.00	\$4,240.00
				SUBTOTAL	\$2,359,039.34
				ROW Acquisition	\$0.00
				Contingency - 30%	\$707,711.80
				Design Engineering - 8%	\$188,723.15
				Construction Engineering - 10%	\$235,903.93
				Miscellaneous Item - 5%	\$117,951.97
				Total:	\$3,609,400.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:					DATE: 6/25/2026
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
455 East - 2200 Feet					
600 S to 900 S					
107	Mobilization - 8%	1	LS	\$198,988.50	\$198,988.50
108	Storm Water Pollution Prevention	1	LS	\$22,000.00	\$22,000.00
109	Traffic Control - 5%	1	LS	\$124,367.81	\$124,367.81
110	Clear and Grub	1	LS	\$17,600.00	\$17,600.00
111	Dust Control & Watering	1	LS	\$7,700.00	\$7,700.00
112	Survey - 3%	1	LS	\$74,620.69	\$74,620.69
113	Utilities	1	LS	\$37,500.00	\$37,500.00
114	Drainage Pipes and System	1	LS	\$528,000.00	\$528,000.00
115	Roadway Excavation (Plan Quantity)	32,233	CY	\$25.00	\$805,817.90
116	Concrete Curb and Gutter	11,000	LF	\$28.00	\$308,000.00
117	HMA 3"	1,913	TON	\$100.00	\$191,290.00
118	Crushed Gravel 4"	1,738	CY	\$32.00	\$55,624.69
119	Pit Run Gravel 12"	4,237	CY	\$28.00	\$118,637.04
120	Concrete Driveway	1,250	SF	\$20.00	\$25,000.00
121	Concrete Sidewalk	26,400	SF	\$15.00	\$396,000.00
122	4" Paint Line	9,900	LF	\$1.00	\$9,900.00
123	Sod	4,400	SF	\$1.30	\$5,720.00
124	Topsoil-6 inch thick	489	SY	\$12.00	\$5,866.67
				SUBTOTAL	\$2,932,633.30
				ROW Acquisition	\$0.00
				Contingency - 30%	\$879,789.99
				Design Engineering - 8%	\$234,610.66
				Construction Engineering - 10%	\$293,263.33
				Miscellaneous Item - 5%	\$146,631.67
Total:					\$4,487,000.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					DATE: 6/25/2026
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
455 East - 950 Feet					
900 S to 1000 S					
125	Mobilization - 8%	1	LS	\$86,767.76	\$86,767.76
126	Storm Water Pollution Prevention	1	LS	\$9,500.00	\$9,500.00
127	Traffic Control - 5%	1	LS	\$54,229.85	\$54,229.85
128	Clear and Grub	1	LS	\$7,600.00	\$7,600.00
129	Dust Control & Watering	1	LS	\$3,325.00	\$3,325.00
130	Survey - 3%	1	LS	\$32,537.91	\$32,537.91
131	Utilities	1	LS	\$37,500.00	\$37,500.00
132	Drainage Pipes and System	1	LS	\$228,000.00	\$228,000.00
133	Roadway Excavation (Plan Quantity)	13,919	CY	\$25.00	\$347,966.82
134	Concrete Curb and Gutter	4,750	LF	\$28.00	\$133,000.00
135	HMA 3"	826	TON	\$100.00	\$82,602.50
136	Crushed Gravel 4"	751	CY	\$32.00	\$24,019.75
137	Pit Run Gravel 12"	1,830	CY	\$28.00	\$51,229.63
138	Concrete Sidewalk	11,400	SF	\$15.00	\$171,000.00
139	4" Paint Line	4,275	LF	\$1.00	\$4,275.00
140	Sod	1,900	SF	\$1.30	\$2,470.00
141	Topsoil-6 inch thick	211	SY	\$12.00	\$2,533.33
				SUBTOTAL	\$1,278,557.56
				ROW Acquisition	\$0.00
				Contingency - 30%	\$383,567.27
				Design Engineering - 8%	\$102,284.61
				Construction Engineering - 10%	\$127,855.76
				Miscellaneous Item - 5%	\$63,927.88
Total:					\$1,956,200.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:				DATE: 6/25/2026	
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
455 East - 1400 Feet					
1000 S to 4400 N(Annex.Boundary)					
142	Mobilization - 8%	1	LS	\$125,447.23	\$125,447.23
143	Storm Water Pollution Prevention	1	LS	\$14,000.00	\$14,000.00
144	Traffic Control - 5%	1	LS	\$78,404.52	\$78,404.52
145	Clear and Grub	1	LS	\$11,200.00	\$11,200.00
146	Dust Control & Watering	1	LS	\$4,900.00	\$4,900.00
147	Survey - 3%	1	LS	\$47,042.71	\$47,042.71
148	Utilities	1	LS	\$25,000.00	\$25,000.00
149	Drainage Pipes and System	1	LS	\$336,000.00	\$336,000.00
150	Roadway Excavation (Plan Quantity)	20,512	CY	\$25.00	\$512,793.21
151	Concrete Curb and Gutter	7,000	LF	\$28.00	\$196,000.00
152	HMA 3"	1,217	TON	\$100.00	\$121,730.00
153	Crushed Gravel 4"	1,106	CY	\$32.00	\$35,397.53
154	Pit Run Gravel 12"	2,696	CY	\$28.00	\$75,496.30
155	Concrete Sidewalk	16,800	SF	\$15.00	\$252,000.00
156	4" Paint Line	6,300	LF	\$1.00	\$6,300.00
157	Sod	2,800	SF	\$1.30	\$3,640.00
158	Topsoil-6 inch thick	311	SY	\$12.00	\$3,733.33
				SUBTOTAL	\$1,849,084.83
				ROW Acquisition	\$0.00
				Contingency - 30%	\$554,725.45
				Design Engineering - 8%	\$147,926.79
				Construction Engineering - 10%	\$184,908.48
				Miscellaneous Item - 5%	\$92,454.24
Total:					\$2,829,100.00

 J-U-B ENGINEERS, INC. ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 East - 1870 Feet					
600 S to 900 S					
1	Mobilization - 8%	1	LS	\$169,823.25	\$169,823.25
2	Storm Water Pollution Prevention	1	LS	\$18,700.00	\$18,700.00
3	Traffic Control - 5%	1	LS	\$106,139.53	\$106,139.53
4	Clear and Grub	1	LS	\$14,960.00	\$14,960.00
5	Dust Control & Watering	1	LS	\$6,545.00	\$6,545.00
6	Survey - 3%	1	LS	\$63,683.72	\$63,683.72
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$448,800.00	\$448,800.00
9	Roadway Excavation (Plan Quantity)	27,398	CY	\$25.00	\$684,945.22
10	Remove Asphalt Pavement	4,779	SY	\$6.50	\$31,062.78
11	Relocate Sign	3	EA	\$200.00	\$600.00
12	Concrete Curb and Gutter	9,350	LF	\$28.00	\$261,800.00
13	HMA 3"	1,626	TON	\$100.00	\$162,596.50
14	Crushed Gravel 4"	1,478	CY	\$32.00	\$47,280.99
15	Pit Run Gravel 12"	3,601	CY	\$28.00	\$100,841.48
16	Concrete Driveway	250	SF	\$20.00	\$5,000.00
17	Concrete Sidewalk	22,440	SF	\$15.00	\$336,600.00
18	4" Paint Line	8,415	LF	\$1.00	\$8,415.00
19	Sod	3,740	SF	\$1.30	\$4,862.00
20	Topsoil-6 inch thick	416	SY	\$12.00	\$4,986.67
				SUBTOTAL	\$2,502,642.13
				ROW Acquisition	\$0.00
				Contingency - 30%	\$750,792.64
				Design Engineering - 8%	\$200,211.37
				Construction Engineering - 10%	\$250,264.21
				Miscellaneous Item - 5%	\$125,132.11
Total:					\$3,829,100.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					DATE: 6/25/2026
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 East - 700 Feet					
900 S to 1000 S					
21	Mobilization - 8%	1	LS	\$62,653.84	\$62,653.84
22	Storm Water Pollution Prevention	1	LS	\$7,000.00	\$7,000.00
23	Traffic Control - 5%	1	LS	\$39,158.65	\$39,158.65
24	Clear and Grub	1	LS	\$5,600.00	\$5,600.00
25	Dust Control & Watering	1	LS	\$2,450.00	\$2,450.00
26	Survey - 3%	1	LS	\$23,495.19	\$23,495.19
27	Drainage Pipes and System	1	LS	\$168,000.00	\$168,000.00
28	Roadway Excavation (Plan Quantity)	10,256	CY	\$25.00	\$256,396.60
29	Remove Asphalt Pavement	1,789	SY	\$6.50	\$11,627.78
30	Concrete Curb and Gutter	3,500	LF	\$28.00	\$98,000.00
31	HMA 3"	609	TON	\$100.00	\$60,865.00
32	Crushed Gravel 4"	553	CY	\$32.00	\$17,698.77
33	Pit Run Gravel 12"	1,348	CY	\$28.00	\$37,748.15
34	Concrete Sidewalk	8,400	SF	\$15.00	\$126,000.00
35	4" Paint Line	3,150	LF	\$1.00	\$3,150.00
36	Sod	1,400	SF	\$1.30	\$1,820.00
37	Topsoil-6 inch thick	156	SY	\$12.00	\$1,866.67
				SUBTOTAL	\$923,530.64
				ROW Acquisition	\$0.00
				Contingency - 30%	\$277,059.19
				Design Engineering - 8%	\$73,882.45
				Construction Engineering - 10%	\$92,353.06
				Miscellaneous Item - 5%	\$46,176.53
Total:					\$1,413,100.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: DATE: 6/25/2026 Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
Hillside Drive - 1400 Feet					
Summit Dr to Milestone Dr					
1	Mobilization - 8%	1	LS	\$142,839.11	\$142,839.11
2	Storm Water Pollution Prevention	1	LS	\$14,000.00	\$14,000.00
3	Traffic Control - 5%	1	LS	\$89,274.44	\$89,274.44
4	Clear and Grub	1	LS	\$11,200.00	\$11,200.00
5	Dust Control & Watering	1	LS	\$4,900.00	\$4,900.00
6	Survey - 3%	1	LS	\$53,564.67	\$53,564.67
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$336,000.00	\$336,000.00
9	Relocate Street Light	3	EA	\$1,500.00	\$4,500.00
10	Roadway Excavation (Plan Quantity)	21,972	CY	\$25.00	\$549,305.56
11	Remove Asphalt Pavement	7,311	SY	\$6.50	\$47,522.22
12	Relocate Sign	4	EA	\$200.00	\$800.00
13	Concrete Curb and Gutter	7,000	LF	\$28.00	\$196,000.00
14	HMA 3"	1,166	TON	\$100.00	\$116,550.00
15	Crushed Gravel 4"	1,037	CY	\$32.00	\$33,185.19
16	Pit Run Gravel 12"	2,593	CY	\$28.00	\$72,592.59
17	Concrete Driveway	5,000	SF	\$20.00	\$100,000.00
18	Concrete Sidewalk	14,000	SF	\$15.00	\$210,000.00
19	Concrete Curb Ramp	4	EA	\$3,500.00	\$14,000.00
20	4" Paint Line	6,300	LF	\$1.00	\$6,300.00
21	Sod	28,000	SF	\$1.30	\$36,400.00
22	Topsoil-6 inch thick	3,111	SY	\$12.00	\$37,333.33
				SUBTOTAL	\$2,101,267.11
				ROW Acquisition	\$0.00
				Contingency - 30%	\$630,380.13
				Design Engineering - 8%	\$168,101.37
				Construction Engineering - 10%	\$210,126.71
				Miscellaneous Item - 5%	\$105,063.36
Total:					\$3,215,000.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
Hillside Drive - 310 Feet					
Milestone Dr to 80 N					
23	Mobilization - 8%	1	LS	\$30,184.49	\$30,184.49
24	Storm Water Pollution Prevention	1	LS	\$3,100.00	\$3,100.00
25	Traffic Control - 5%	1	LS	\$18,865.31	\$18,865.31
26	Clear and Grub	1	LS	\$2,480.00	\$2,480.00
27	Dust Control & Watering	1	LS	\$1,085.00	\$1,085.00
28	Survey - 3%	1	LS	\$11,319.18	\$11,319.18
29	Drainage Pipes and System	1	LS	\$74,400.00	\$74,400.00
30	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
31	Roadway Excavation (Plan Quantity)	4,865	CY	\$25.00	\$121,631.94
32	Remove Asphalt Pavement	1,619	SY	\$6.50	\$10,522.78
33	Relocate Sign	2	EA	\$200.00	\$400.00
34	Concrete Curb and Gutter	1,550	LF	\$28.00	\$43,400.00
35	HMA 3"	258	TON	\$100.00	\$25,807.50
36	Crushed Gravel 4"	230	CY	\$32.00	\$7,348.15
37	Pit Run Gravel 12"	574	CY	\$28.00	\$16,074.07
38	Concrete Driveway	250	SF	\$20.00	\$5,000.00
39	Concrete Sidewalk	3,100	SF	\$15.00	\$46,500.00
40	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
41	4" Paint Line	1,395	LF	\$1.00	\$1,395.00
42	Sod	6,200	SF	\$1.30	\$8,060.00
43	Topsoil-6 inch thick	689	SY	\$12.00	\$8,266.67
				SUBTOTAL	\$444,340.09
				ROW Acquisition	\$0.00
				Contingency - 30%	\$133,302.03
				Design Engineering - 8%	\$35,547.21
				Construction Engineering - 10%	\$44,434.01
				Miscellaneous Item - 5%	\$22,217.00
				Total:	\$679,900.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
1000 East - 1650 Feet					
80 N to 120 S					
1	Mobilization - 8%	1	LS	\$156,790.00	\$156,790.00
2	Storm Water Pollution Prevention	1	LS	\$16,500.00	\$16,500.00
3	Traffic Control - 5%	1	LS	\$97,993.75	\$97,993.75
4	Clear and Grub	1	LS	\$13,200.00	\$13,200.00
5	Dust Control & Watering	1	LS	\$5,775.00	\$5,775.00
6	Survey - 3%	1	LS	\$58,796.25	\$58,796.25
7	Drainage Pipes and System	1	LS	\$396,000.00	\$396,000.00
8	Relocate Street Light	2	EA	\$1,500.00	\$3,000.00
9	Roadway Excavation (Plan Quantity)	25,896	CY	\$25.00	\$647,395.83
10	Remove Asphalt Pavement	8,250	SY	\$6.50	\$53,625.00
11	Relocate Sign	5	EA	\$200.00	\$1,000.00
12	Concrete Curb and Gutter	8,250	LF	\$28.00	\$231,000.00
13	HMA 3"	1,374	TON	\$100.00	\$137,362.50
14	Crushed Gravel 4"	1,222	CY	\$32.00	\$39,111.11
15	Pit Run Gravel 12"	3,056	CY	\$28.00	\$85,555.56
16	Concrete Driveway	500	SF	\$20.00	\$10,000.00
17	Concrete Sidewalk	16,500	SF	\$15.00	\$247,500.00
18	Concrete Curb Ramp	4	EA	\$3,500.00	\$14,000.00
19	4" Paint Line	7,425	LF	\$1.00	\$7,425.00
20	Sod	33,000	SF	\$1.30	\$42,900.00
21	Topsoil-6 inch thick	3,667	SY	\$12.00	\$44,000.00
				SUBTOTAL	\$2,308,930.00
				ROW Acquisition	\$0.00
				Contingency - 30%	\$692,679.00
				Design Engineering - 8%	\$184,714.40
				Construction Engineering - 10%	\$230,893.00
				Miscellaneous Item - 5%	\$115,446.50
				Total:	\$3,532,700.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
DATE: 6/25/2026					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
1000 East - 1440 Feet					
120 S to 300 S					
22	Mobilization - 8%	1	LS	\$135,904.00	\$135,904.00
23	Storm Water Pollution Prevention	1	LS	\$14,400.00	\$14,400.00
24	Traffic Control - 5%	1	LS	\$84,940.00	\$84,940.00
25	Clear and Grub	1	LS	\$11,520.00	\$11,520.00
26	Dust Control & Watering	1	LS	\$5,040.00	\$5,040.00
27	Survey - 3%	1	LS	\$50,964.00	\$50,964.00
28	Drainage Pipes and System	1	LS	\$345,600.00	\$345,600.00
29	Relocate Street Light	2	EA	\$1,500.00	\$3,000.00
30	Roadway Excavation (Plan Quantity)	22,600	CY	\$25.00	\$565,000.00
31	Remove Asphalt Pavement	6,400	SY	\$6.50	\$41,600.00
32	Relocate Sign	5	EA	\$200.00	\$1,000.00
33	Concrete Curb and Gutter	7,200	LF	\$28.00	\$201,600.00
34	HMA 3"	1,199	TON	\$100.00	\$119,880.00
35	Crushed Gravel 4"	1,067	CY	\$32.00	\$34,133.33
36	Pit Run Gravel 12"	2,667	CY	\$28.00	\$74,666.67
37	Concrete Sidewalk	14,400	SF	\$15.00	\$216,000.00
38	Concrete Curb Ramp	4	EA	\$3,500.00	\$14,000.00
39	4" Paint Line	6,480	LF	\$1.00	\$6,480.00
40	Sod	28,800	SF	\$1.30	\$37,440.00
41	Topsoil-6 inch thick	3,200	SY	\$12.00	\$38,400.00
				SUBTOTAL	\$2,001,568.00
				ROW Acquisition	\$0.00
				Contingency - 30%	\$600,470.40
				Design Engineering - 8%	\$160,125.44
				Construction Engineering - 10%	\$200,156.80
				Miscellaneous Item - 5%	\$100,078.40
Total:					\$3,062,400.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
1000 East - 810 Feet					
300 S to 450 S					
22	Mobilization - 8%	1	LS	\$76,504.40	\$76,504.40
23	Storm Water Pollution Prevention	1	LS	\$8,100.00	\$8,100.00
24	Traffic Control - 5%	1	LS	\$47,815.25	\$47,815.25
25	Clear and Grub	1	LS	\$6,480.00	\$6,480.00
26	Dust Control & Watering	1	LS	\$2,835.00	\$2,835.00
27	Survey - 3%	1	LS	\$28,689.15	\$28,689.15
28	Drainage Pipes and System	1	LS	\$194,400.00	\$194,400.00
29	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
30	Roadway Excavation (Plan Quantity)	12,713	CY	\$25.00	\$317,812.50
31	Remove Asphalt Pavement	3,870	SY	\$6.50	\$25,155.00
32	Relocate Sign	3	EA	\$200.00	\$600.00
33	Concrete Curb and Gutter	4,050	LF	\$28.00	\$113,400.00
34	HMA 3"	674	TON	\$100.00	\$67,432.50
35	Crushed Gravel 4"	600	CY	\$32.00	\$19,200.00
36	Pit Run Gravel 12"	1,500	CY	\$28.00	\$42,000.00
37	Concrete Sidewalk	8,100	SF	\$15.00	\$121,500.00
38	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
39	4" Paint Line	3,645	LF	\$1.00	\$3,645.00
40	Sod	16,200	SF	\$1.30	\$21,060.00
41	Topsoil-6 inch thick	1,800	SY	\$12.00	\$21,600.00
				SUBTOTAL	\$1,126,728.80
				ROW Acquisition	\$0.00
				Contingency - 30%	\$338,018.64
				Design Engineering - 8%	\$90,138.30
				Construction Engineering - 10%	\$112,672.88
				Miscellaneous Item - 5%	\$56,336.44
Total:					\$1,723,900.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
1000 East - 750 Feet					
450 S to 550 S					
42	Mobilization - 8%	1	LS	\$71,646.67	\$71,646.67
43	Storm Water Pollution Prevention	1	LS	\$7,500.00	\$7,500.00
44	Traffic Control - 5%	1	LS	\$44,779.17	\$44,779.17
45	Clear and Grub	1	LS	\$6,000.00	\$6,000.00
46	Dust Control & Watering	1	LS	\$2,625.00	\$2,625.00
47	Survey - 3%	1	LS	\$26,867.50	\$26,867.50
48	Drainage Pipes and System	1	LS	\$180,000.00	\$180,000.00
49	Relocate Street Light	2	EA	\$1,500.00	\$3,000.00
50	Roadway Excavation (Plan Quantity)	11,771	CY	\$25.00	\$294,270.83
51	Remove Asphalt Pavement	3,667	SY	\$6.50	\$23,833.33
52	Relocate Sign	5	EA	\$200.00	\$1,000.00
53	Concrete Curb and Gutter	3,750	LF	\$28.00	\$105,000.00
54	HMA 3"	624	TON	\$100.00	\$62,437.50
55	Crushed Gravel 4"	556	CY	\$32.00	\$17,777.78
56	Pit Run Gravel 12"	1,389	CY	\$28.00	\$38,888.89
57	Concrete Sidewalk	7,500	SF	\$15.00	\$112,500.00
58	Concrete Curb Ramp	4	EA	\$3,500.00	\$14,000.00
59	4" Paint Line	3,375	LF	\$1.00	\$3,375.00
60	Sod	15,000	SF	\$1.30	\$19,500.00
61	Topsoil-6 inch thick	1,667	SY	\$12.00	\$20,000.00
				SUBTOTAL	\$1,055,001.67
				ROW Acquisition	\$0.00
				Contingency - 30%	\$316,500.50
				Design Engineering - 8%	\$84,400.13
				Construction Engineering - 10%	\$105,500.17
				Miscellaneous Item - 5%	\$52,750.08
Total:					\$1,614,200.00

 J-U-B ENGINEERS, INC. ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
1000 East - 330 Feet					
550 S to 600 S					
62	Mobilization - 8%	1	LS	\$32,615.87	\$32,615.87
63	Storm Water Pollution Prevention	1	LS	\$3,300.00	\$3,300.00
64	Traffic Control - 5%	1	LS	\$20,384.92	\$20,384.92
65	Clear and Grub	1	LS	\$2,640.00	\$2,640.00
66	Dust Control & Watering	1	LS	\$1,155.00	\$1,155.00
67	Survey - 3%	1	LS	\$12,230.95	\$12,230.95
68	Utilities	1	LS	\$12,500.00	\$12,500.00
69	Drainage Pipes and System	1	LS	\$79,200.00	\$79,200.00
70	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
71	Roadway Excavation (Plan Quantity)	5,179	CY	\$25.00	\$129,479.17
72	Remove Asphalt Pavement	1,577	SY	\$6.50	\$10,248.33
73	Relocate Sign	4	EA	\$200.00	\$800.00
74	Concrete Curb and Gutter	1,650	LF	\$28.00	\$46,200.00
75	HMA 3"	275	TON	\$100.00	\$27,472.50
76	Crushed Gravel 4"	244	CY	\$32.00	\$7,822.22
77	Pit Run Gravel 12"	611	CY	\$28.00	\$17,111.11
78	Concrete Sidewalk	3,300	SF	\$15.00	\$49,500.00
79	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
80	4" Paint Line	1,485	LF	\$1.00	\$1,485.00
81	Sod	6,600	SF	\$1.30	\$8,580.00
82	Topsoil-6 inch thick	733	SY	\$12.00	\$8,800.00
				SUBTOTAL	\$480,025.07
				ROW Acquisition	\$0.00
				Contingency - 30%	\$144,007.52
				Design Engineering - 8%	\$38,402.01
				Construction Engineering - 10%	\$48,002.51
				Miscellaneous Item - 5%	\$24,001.25
				Total:	\$734,500.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
1000 East - 1300 Feet					
600 S to 800 S					
83	Mobilization - 8%	1	LS	\$122,786.67	\$122,786.67
84	Storm Water Pollution Prevention	1	LS	\$13,000.00	\$13,000.00
85	Traffic Control - 5%	1	LS	\$76,741.67	\$76,741.67
86	Clear and Grub	1	LS	\$10,400.00	\$10,400.00
87	Dust Control & Watering	1	LS	\$4,550.00	\$4,550.00
88	Survey - 3%	1	LS	\$46,045.00	\$46,045.00
89	Utilities	1	LS	\$37,500.00	\$37,500.00
90	Drainage Pipes and System	1	LS	\$312,000.00	\$312,000.00
91	Roadway Excavation (Plan Quantity)	20,403	CY	\$25.00	\$510,069.44
92	Remove Asphalt Pavement	2,600	SY	\$6.50	\$16,900.00
93	Relocate Sign	3	EA	\$200.00	\$600.00
94	Concrete Curb and Gutter	6,500	LF	\$28.00	\$182,000.00
95	HMA 3"	1,082	TON	\$100.00	\$108,225.00
96	Crushed Gravel 4"	963	CY	\$32.00	\$30,814.81
97	Pit Run Gravel 12"	2,407	CY	\$28.00	\$67,407.41
98	Concrete Sidewalk	13,000	SF	\$15.00	\$195,000.00
99	4" Paint Line	5,850	LF	\$1.00	\$5,850.00
100	Sod	26,000	SF	\$1.30	\$33,800.00
101	Topsoil-6 inch thick	2,889	SY	\$12.00	\$34,666.67
				SUBTOTAL	\$1,808,356.67
				ROW Acquisition	\$0.00
				Contingency - 30%	\$542,507.00
				Design Engineering - 8%	\$144,668.53
				Construction Engineering - 10%	\$180,835.67
				Miscellaneous Item - 5%	\$90,417.83
Total:					\$2,766,800.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
1000 East - 1750 Feet					
800 S to 1100 South (Annex. Boundary)					
102	Mobilization - 8%	1	LS	\$163,126.67	\$163,126.67
103	Storm Water Pollution Prevention	1	LS	\$17,500.00	\$17,500.00
104	Traffic Control - 5%	1	LS	\$101,954.17	\$101,954.17
105	Clear and Grub	1	LS	\$14,000.00	\$14,000.00
106	Dust Control & Watering	1	LS	\$6,125.00	\$6,125.00
107	Survey - 3%	1	LS	\$61,172.50	\$61,172.50
108	Utilities	1	LS	\$37,500.00	\$37,500.00
109	Drainage Pipes and System	1	LS	\$420,000.00	\$420,000.00
110	Roadway Excavation (Plan Quantity)	27,465	CY	\$25.00	\$686,631.94
111	Relocate Sign	5	EA	\$200.00	\$1,000.00
112	Concrete Curb and Gutter	8,750	LF	\$28.00	\$245,000.00
113	HMA 3"	1,457	TON	\$100.00	\$145,687.50
114	Crushed Gravel 4"	1,296	CY	\$32.00	\$41,481.48
115	Pit Run Gravel 12"	3,241	CY	\$28.00	\$90,740.74
116	Concrete Driveway	250	SF	\$20.00	\$5,000.00
117	Concrete Sidewalk	17,500	SF	\$15.00	\$262,500.00
118	Concrete Curb Ramp	1	EA	\$3,500.00	\$3,500.00
119	4" Paint Line	7,875	LF	\$1.00	\$7,875.00
120	Sod	35,000	SF	\$1.30	\$45,500.00
121	Topsoil-6 inch thick	3,889	SY	\$12.00	\$46,666.67
				SUBTOTAL	\$2,402,961.67
				ROW Acquisition	\$0.00
				Contingency - 30%	\$720,888.50
				Design Engineering - 8%	\$192,236.93
				Construction Engineering - 10%	\$240,296.17
				Miscellaneous Item - 5%	\$120,148.08
Total:					\$3,676,600.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
Powerline Road - 2030 Feet					
300 S to 600 S					
1	Mobilization - 8%	1	LS	\$180,998.48	\$180,998.48
2	Storm Water Pollution Prevention	1	LS	\$20,300.00	\$20,300.00
3	Traffic Control - 5%	1	LS	\$113,124.05	\$113,124.05
4	Clear and Grub	1	LS	\$16,240.00	\$16,240.00
5	Dust Control & Watering	1	LS	\$7,105.00	\$7,105.00
6	Survey - 3%	1	LS	\$67,874.43	\$67,874.43
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$487,200.00	\$487,200.00
9	Roadway Excavation (Plan Quantity)	29,742	CY	\$25.00	\$743,550.15
10	Concrete Curb and Gutter	10,150	LF	\$28.00	\$284,200.00
11	HMA 3"	1,765	TON	\$100.00	\$176,508.50
12	Crushed Gravel 4"	1,604	CY	\$32.00	\$51,326.42
13	Pit Run Gravel 12"	3,910	CY	\$28.00	\$109,469.63
14	Concrete Sidewalk	24,360	SF	\$15.00	\$365,400.00
15	4" Paint Line	9,135	LF	\$1.00	\$9,135.00
16	Sod	4,060	SF	\$1.30	\$5,278.00
17	Topsoil-6 inch thick	451	SY	\$12.00	\$5,413.33
				SUBTOTAL	\$2,668,123.00
				ROW Acquisition	\$0.00
				Contingency - 30%	\$800,436.90
				Design Engineering - 8%	\$213,449.84
				Construction Engineering - 10%	\$266,812.30
				Miscellaneous Item - 5%	\$133,406.15
				Total:	\$4,082,300.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
Powerline Road - 5700 Feet					
600 S to 1100 South (Annex. Boundary)					
18	Mobilization - 8%	1	LS	\$504,606.58	\$504,606.58
19	Storm Water Pollution Prevention	1	LS	\$57,000.00	\$57,000.00
20	Traffic Control - 5%	1	LS	\$315,379.11	\$315,379.11
21	Clear and Grub	1	LS	\$45,600.00	\$45,600.00
22	Dust Control & Watering	1	LS	\$19,950.00	\$19,950.00
23	Survey - 3%	1	LS	\$189,227.47	\$189,227.47
24	Utilities	1	LS	\$25,000.00	\$25,000.00
25	Drainage Pipes and System	1	LS	\$1,368,000.00	\$1,368,000.00
26	Roadway Excavation (Plan Quantity)	83,512	CY	\$25.00	\$2,087,800.93
27	Concrete Curb and Gutter	28,500	LF	\$28.00	\$798,000.00
28	HMA 3"	4,956	TON	\$100.00	\$495,615.00
29	Crushed Gravel 4"	4,504	CY	\$32.00	\$144,118.52
30	Pit Run Gravel 12"	10,978	CY	\$28.00	\$307,377.78
31	Concrete Sidewalk	68,400	SF	\$15.00	\$1,026,000.00
32	4" Paint Line	25,650	LF	\$1.00	\$25,650.00
33	Sod	11,400	SF	\$1.30	\$14,820.00
34	Topsoil-6 inch thick	1,267	SY	\$12.00	\$15,200.00
				SUBTOTAL	\$7,439,345.38
				ROW Acquisition	\$0.00
				Contingency - 30%	\$2,231,803.61
				Design Engineering - 8%	\$595,147.63
				Construction Engineering - 10%	\$743,934.54
				Miscellaneous Item - 5%	\$371,967.27
				Total:	\$11,382,200.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
6600 North - 5300 Feet					
1600 W to 800 W					
1	Mobilization - 8%	1	LS	\$442,627.38	\$442,627.38
2	Storm Water Pollution Prevention	1	LS	\$53,000.00	\$53,000.00
3	Traffic Control - 5%	1	LS	\$276,642.11	\$276,642.11
4	Clear and Grub	1	LS	\$42,400.00	\$42,400.00
5	Dust Control & Watering	1	LS	\$18,550.00	\$18,550.00
6	Survey - 3%	1	LS	\$165,985.27	\$165,985.27
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$1,272,000.00	\$1,272,000.00
9	Roadway Excavation (Plan Quantity)	67,542	CY	\$25.00	\$1,688,557.10
10	Remove Asphalt Pavement	12,367	SY	\$6.50	\$80,383.33
11	Relocate Sign	4	EA	\$200.00	\$800.00
12	Concrete Curb and Gutter	26,500	LF	\$28.00	\$742,000.00
13	HMA 3"	3,628	TON	\$100.00	\$362,785.00
14	Crushed Gravel 4"	3,402	CY	\$32.00	\$108,879.01
15	Pit Run Gravel 12"	8,244	CY	\$28.00	\$230,844.44
16	Concrete Driveway	500	SF	\$20.00	\$10,000.00
17	Concrete Sidewalk	53,000	SF	\$15.00	\$795,000.00
18	4" Paint Line	21,200	LF	\$1.00	\$21,200.00
19	Sod	74,200	SF	\$1.30	\$96,460.00
20	Topsoil-6 inch thick	8,244	SY	\$12.00	\$98,933.33
				SUBTOTAL	\$6,532,046.98
				ROW Acquisition	\$0.00
				Contingency - 30%	\$1,959,614.09
				Design Engineering - 8%	\$522,563.76
				Construction Engineering - 10%	\$653,204.70
				Miscellaneous Item - 5%	\$326,602.35
Total:					\$9,994,100.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:				DATE: 6/25/2026	
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 North - 1020 Feet					
800 W to 600 W					
1	Mobilization - 8%	1	LS	\$85,396.11	\$85,396.11
2	Storm Water Pollution Prevention	1	LS	\$10,200.00	\$10,200.00
3	Traffic Control - 5%	1	LS	\$53,372.57	\$53,372.57
4	Clear and Grub	1	LS	\$8,160.00	\$8,160.00
5	Dust Control & Watering	1	LS	\$3,570.00	\$3,570.00
6	Survey - 3%	1	LS	\$32,023.54	\$32,023.54
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$244,800.00	\$244,800.00
9	Roadway Excavation (Plan Quantity)	12,999	CY	\$25.00	\$324,967.59
10	Concrete Curb and Gutter	5,100	LF	\$28.00	\$142,800.00
11	HMA 3"	698	TON	\$100.00	\$69,819.00
12	Crushed Gravel 4"	655	CY	\$32.00	\$20,954.07
13	Pit Run Gravel 12"	1,587	CY	\$28.00	\$44,426.67
14	Concrete Sidewalk	10,200	SF	\$15.00	\$153,000.00
15	4" Paint Line	4,080	LF	\$1.00	\$4,080.00
16	Sod	14,280	SF	\$1.30	\$18,564.00
17	Topsoil-6 inch thick	1,587	SY	\$12.00	\$19,040.00
				SUBTOTAL	\$1,260,173.55
				ROW Acquisition	\$0.00
				Contingency - 30%	\$378,052.06
				Design Engineering - 8%	\$100,813.88
				Construction Engineering - 10%	\$126,017.35
				Miscellaneous Item - 5%	\$63,008.68
Total:					\$1,928,100.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:					DATE: 6/25/2026
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 North - 1575 Feet					
600 W to 400 W					
18	Mobilization - 8%	1	LS	\$128,773.40	\$128,773.40
19	Storm Water Pollution Prevention	1	LS	\$15,750.00	\$15,750.00
20	Traffic Control - 5%	1	LS	\$80,483.38	\$80,483.38
21	Clear and Grub	1	LS	\$12,600.00	\$12,600.00
22	Dust Control & Watering	1	LS	\$5,512.50	\$5,512.50
23	Survey - 3%	1	LS	\$48,290.03	\$48,290.03
24	Drainage Pipes and System	1	LS	\$378,000.00	\$378,000.00
25	Roadway Excavation (Plan Quantity)	20,072	CY	\$25.00	\$501,788.19
26	Concrete Curb and Gutter	7,875	LF	\$28.00	\$220,500.00
27	HMA 3"	1,078	TON	\$100.00	\$107,808.75
28	Crushed Gravel 4"	1,011	CY	\$32.00	\$32,355.56
29	Pit Run Gravel 12"	2,450	CY	\$28.00	\$68,600.00
30	Concrete Sidewalk	15,750	SF	\$15.00	\$236,250.00
31	4" Paint Line	6,300	LF	\$1.00	\$6,300.00
32	Sod	22,050	SF	\$1.30	\$28,665.00
33	Topsoil-6 inch thick	2,450	SY	\$12.00	\$29,400.00
				SUBTOTAL	\$1,901,076.80
				ROW Acquisition	\$0.00
				Contingency - 30%	\$570,323.04
				Design Engineering - 8%	\$152,086.14
				Construction Engineering - 10%	\$190,107.68
				Miscellaneous Item - 5%	\$95,053.84
Total:					\$2,908,700.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					DATE: 6/25/2026
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 North - 910 Feet					
400 W to 300 W					
34	Mobilization - 8%	1	LS	\$74,402.41	\$74,402.41
35	Storm Water Pollution Prevention	1	LS	\$9,100.00	\$9,100.00
36	Traffic Control - 5%	1	LS	\$46,501.51	\$46,501.51
37	Clear and Grub	1	LS	\$7,280.00	\$7,280.00
38	Dust Control & Watering	1	LS	\$3,185.00	\$3,185.00
39	Survey - 3%	1	LS	\$27,900.90	\$27,900.90
40	Drainage Pipes and System	1	LS	\$218,400.00	\$218,400.00
41	Roadway Excavation (Plan Quantity)	11,597	CY	\$25.00	\$289,922.07
42	Concrete Curb and Gutter	4,550	LF	\$28.00	\$127,400.00
43	HMA 3"	623	TON	\$100.00	\$62,289.50
44	Crushed Gravel 4"	584	CY	\$32.00	\$18,694.32
45	Pit Run Gravel 12"	1,416	CY	\$28.00	\$39,635.56
46	Concrete Sidewalk	9,100	SF	\$15.00	\$136,500.00
47	4" Paint Line	3,640	LF	\$1.00	\$3,640.00
48	Sod	12,740	SF	\$1.30	\$16,562.00
49	Topsoil-6 inch thick	1,416	SY	\$12.00	\$16,986.67
				SUBTOTAL	\$1,098,399.93
				ROW Acquisition	\$0.00
				Contingency - 30%	\$329,519.98
				Design Engineering - 8%	\$87,871.99
				Construction Engineering - 10%	\$109,839.99
				Miscellaneous Item - 5%	\$54,920.00
Total:					\$1,680,600.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					DATE: 6/25/2026
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 North - 570 Feet					
300 W to 200 W					
50	Mobilization - 8%	1	LS	\$47,603.71	\$47,603.71
51	Storm Water Pollution Prevention	1	LS	\$5,700.00	\$5,700.00
52	Traffic Control - 5%	1	LS	\$29,752.32	\$29,752.32
53	Clear and Grub	1	LS	\$4,560.00	\$4,560.00
54	Dust Control & Watering	1	LS	\$1,995.00	\$1,995.00
55	Survey - 3%	1	LS	\$17,851.39	\$17,851.39
56	Utilities	1	LS	\$12,500.00	\$12,500.00
57	Drainage Pipes and System	1	LS	\$136,800.00	\$136,800.00
58	Roadway Excavation (Plan Quantity)	7,264	CY	\$25.00	\$181,599.54
59	Concrete Curb and Gutter	2,850	LF	\$28.00	\$79,800.00
60	HMA 3"	390	TON	\$100.00	\$39,016.50
61	Crushed Gravel 4"	366	CY	\$32.00	\$11,709.63
62	Pit Run Gravel 12"	887	CY	\$28.00	\$24,826.67
63	Concrete Sidewalk	5,700	SF	\$15.00	\$85,500.00
64	4" Paint Line	2,280	LF	\$1.00	\$2,280.00
65	Sod	7,980	SF	\$1.30	\$10,374.00
66	Topsoil-6 inch thick	887	SY	\$12.00	\$10,640.00
				SUBTOTAL	\$702,508.75
				ROW Acquisition	\$0.00
				Contingency - 30%	\$210,752.62
				Design Engineering - 8%	\$56,200.70
				Construction Engineering - 10%	\$70,250.87
				Miscellaneous Item - 5%	\$35,125.44
Total:					\$1,074,900.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 North - 1620 Feet					
200 W to US-91					
67	Mobilization - 8%	1	LS	\$135,452.64	\$135,452.64
68	Storm Water Pollution Prevention	1	LS	\$16,200.00	\$16,200.00
69	Traffic Control - 5%	1	LS	\$84,657.90	\$84,657.90
70	Clear and Grub	1	LS	\$12,960.00	\$12,960.00
71	Dust Control & Watering	1	LS	\$5,670.00	\$5,670.00
72	Survey - 3%	1	LS	\$50,794.74	\$50,794.74
73	Utilities	1	LS	\$37,500.00	\$37,500.00
74	Drainage Pipes and System	1	LS	\$388,800.00	\$388,800.00
75	Roadway Excavation (Plan Quantity)	20,645	CY	\$25.00	\$516,125.00
76	Concrete Curb and Gutter	8,100	LF	\$28.00	\$226,800.00
77	HMA 3"	1,109	TON	\$100.00	\$110,889.00
78	Crushed Gravel 4"	1,040	CY	\$32.00	\$33,280.00
79	Pit Run Gravel 12"	2,520	CY	\$28.00	\$70,560.00
80	Concrete Sidewalk	16,200	SF	\$15.00	\$243,000.00
81	4" Paint Line	6,480	LF	\$1.00	\$6,480.00
82	Sod	22,680	SF	\$1.30	\$29,484.00
83	Topsoil-6 inch thick	2,520	SY	\$12.00	\$30,240.00
				SUBTOTAL	\$1,998,893.28
				ROW Acquisition	\$0.00
				Contingency - 30%	\$599,667.98
				Design Engineering - 8%	\$159,911.46
				Construction Engineering - 10%	\$199,889.33
				Miscellaneous Item - 5%	\$99,944.66
Total:					\$3,058,400.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 North - 1000 Feet					
US-91 to 150 E					
84	Mobilization - 8%	1	LS	\$95,749.33	\$95,749.33
85	Storm Water Pollution Prevention	1	LS	\$10,000.00	\$10,000.00
86	Traffic Control - 5%	1	LS	\$59,843.33	\$59,843.33
87	Clear and Grub	1	LS	\$8,000.00	\$8,000.00
88	Dust Control & Watering	1	LS	\$3,500.00	\$3,500.00
89	Survey - 3%	1	LS	\$35,906.00	\$35,906.00
90	Utilities	1	LS	\$37,500.00	\$37,500.00
91	Drainage Pipes and System	1	LS	\$240,000.00	\$240,000.00
92	Roadway Excavation (Plan Quantity)	15,694	CY	\$25.00	\$392,361.11
93	Remove Asphalt Pavement	2,667	SY	\$6.50	\$17,333.33
94	Relocate Sign	1	EA	\$200.00	\$200.00
95	Concrete Curb and Gutter	5,000	LF	\$28.00	\$140,000.00
96	HMA 3"	833	TON	\$100.00	\$83,250.00
97	Crushed Gravel 4"	741	CY	\$32.00	\$23,703.70
98	Pit Run Gravel 12"	1,852	CY	\$28.00	\$51,851.85
99	Concrete Sidewalk	10,000	SF	\$15.00	\$150,000.00
100	Concrete Curb Ramp	1	EA	\$3,500.00	\$3,500.00
101	4" Paint Line	4,500	LF	\$1.00	\$4,500.00
102	Sod	20,000	SF	\$1.30	\$26,000.00
103	Topsoil-6 inch thick	2,222	SY	\$12.00	\$26,666.67
				SUBTOTAL	\$1,409,865.33
				ROW Acquisition	\$0.00
				Contingency - 30%	\$422,959.60
				Design Engineering - 8%	\$112,789.23
				Construction Engineering - 10%	\$140,986.53
				Miscellaneous Item - 5%	\$70,493.27
Total:					\$2,157,100.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 North - 1400 Feet					
150 E to 350 E					
104	Mobilization - 8%	1	LS	\$132,369.78	\$132,369.78
105	Storm Water Pollution Prevention	1	LS	\$14,000.00	\$14,000.00
106	Traffic Control - 5%	1	LS	\$82,731.11	\$82,731.11
107	Clear and Grub	1	LS	\$11,200.00	\$11,200.00
108	Dust Control & Watering	1	LS	\$4,900.00	\$4,900.00
109	Survey - 3%	1	LS	\$49,638.67	\$49,638.67
110	Utilities	1	LS	\$37,500.00	\$37,500.00
111	Drainage Pipes and System	1	LS	\$336,000.00	\$336,000.00
112	Roadway Excavation (Plan Quantity)	21,972	CY	\$25.00	\$549,305.56
113	Remove Asphalt Pavement	3,578	SY	\$6.50	\$23,255.56
114	Relocate Sign	1	EA	\$200.00	\$200.00
115	Concrete Curb and Gutter	7,000	LF	\$28.00	\$196,000.00
116	HMA 3"	1,166	TON	\$100.00	\$116,550.00
117	Crushed Gravel 4"	1,037	CY	\$32.00	\$33,185.19
118	Pit Run Gravel 12"	2,593	CY	\$28.00	\$72,592.59
119	Concrete Sidewalk	14,000	SF	\$15.00	\$210,000.00
120	4" Paint Line	6,300	LF	\$1.00	\$6,300.00
121	Sod	28,000	SF	\$1.30	\$36,400.00
122	Topsoil-6 inch thick	3,111	SY	\$12.00	\$37,333.33
				SUBTOTAL	\$1,949,461.78
				ROW Acquisition	\$0.00
				Contingency - 30%	\$584,838.53
				Design Engineering - 8%	\$155,956.94
				Construction Engineering - 10%	\$194,946.18
				Miscellaneous Item - 5%	\$97,473.09
Total:					\$2,982,700.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
DATE: 6/25/2026					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
800 North - 1900 Feet					
350 E to Crow Mountain Rd					
123	Mobilization - 8%	1	LS	\$177,454.47	\$177,454.47
124	Storm Water Pollution Prevention	1	LS	\$19,000.00	\$19,000.00
125	Traffic Control - 5%	1	LS	\$110,909.04	\$110,909.04
126	Clear and Grub	1	LS	\$15,200.00	\$15,200.00
127	Dust Control & Watering	1	LS	\$6,650.00	\$6,650.00
128	Survey - 3%	1	LS	\$66,545.43	\$66,545.43
129	Utilities	1	LS	\$25,000.00	\$25,000.00
130	Drainage Pipes and System	1	LS	\$456,000.00	\$456,000.00
131	Roadway Excavation (Plan Quantity)	29,819	CY	\$25.00	\$745,486.11
132	Concrete Curb and Gutter	9,500	LF	\$28.00	\$266,000.00
133	HMA 3"	1,582	TON	\$100.00	\$158,175.00
134	Crushed Gravel 4"	1,407	CY	\$32.00	\$45,037.04
135	Pit Run Gravel 12"	3,519	CY	\$28.00	\$98,518.52
136	Concrete Sidewalk	19,000	SF	\$15.00	\$285,000.00
137	Concrete Curb Ramp	8	EA	\$3,500.00	\$28,000.00
138	Pavement Message	4	EA	\$80.00	\$320.00
139	12" Stop Bar	11	LF	\$2.50	\$27.50
140	4" Paint Line	8,550	LF	\$1.00	\$8,550.00
141	Traffic Sign	4	EA	\$500.00	\$2,000.00
142	Sod	38,000	SF	\$1.30	\$49,400.00
143	Topsoil-6 inch thick	4,222	SY	\$12.00	\$50,666.67
				SUBTOTAL	\$2,613,939.77
				ROW Acquisition	\$0.00
				Contingency - 30%	\$784,181.93
				Design Engineering - 8%	\$209,115.18
				Construction Engineering - 10%	\$261,393.98
				Miscellaneous Item - 5%	\$130,696.99
				Total:	\$3,999,400.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
DATE: 6/25/2026					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
680 North - 1010 Feet					
US-91 to 150 E					
1	Mobilization - 8%	1	LS	\$91,433.65	\$91,433.65
2	Storm Water Pollution Prevention	1	LS	\$10,100.00	\$10,100.00
3	Traffic Control - 5%	1	LS	\$57,146.03	\$57,146.03
4	Clear and Grub	1	LS	\$8,080.00	\$8,080.00
5	Dust Control & Watering	1	LS	\$3,535.00	\$3,535.00
6	Survey - 3%	1	LS	\$34,287.62	\$34,287.62
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$242,400.00	\$242,400.00
9	Relocate Street Light	3	EA	\$1,500.00	\$4,500.00
10	Roadway Excavation (Plan Quantity)	12,871	CY	\$25.00	\$321,781.64
11	Remove Asphalt Pavement	4,152	SY	\$6.50	\$26,989.44
12	Relocate Sign	6	EA	\$200.00	\$1,200.00
13	Concrete Curb and Gutter	5,050	LF	\$28.00	\$141,400.00
14	HMA 3"	691	TON	\$100.00	\$69,134.50
15	Crushed Gravel 4"	648	CY	\$32.00	\$20,748.64
16	Pit Run Gravel 12"	1,571	CY	\$28.00	\$43,991.11
17	Concrete Driveway	1,250	SF	\$20.00	\$25,000.00
18	Concrete Sidewalk	10,100	SF	\$15.00	\$151,500.00
19	Concrete Curb Ramp	8	EA	\$3,500.00	\$28,000.00
20	4" Paint Line	4,040	LF	\$1.00	\$4,040.00
21	Sod	14,140	SF	\$1.30	\$18,382.00
22	Topsoil-6 inch thick	1,571	SY	\$12.00	\$18,853.33
				SUBTOTAL	\$1,347,502.97
				ROW Acquisition	\$0.00
				Contingency - 30%	\$404,250.89
				Design Engineering - 8%	\$107,800.24
				Construction Engineering - 10%	\$134,750.30
				Miscellaneous Item - 5%	\$67,375.15
				Total:	\$2,061,700.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
680 North - 1510 Feet					
150 E to 350 E					
23	Mobilization - 8%	1	LS	\$129,206.23	\$129,206.23
24	Storm Water Pollution Prevention	1	LS	\$15,100.00	\$15,100.00
25	Traffic Control - 5%	1	LS	\$80,753.89	\$80,753.89
26	Clear and Grub	1	LS	\$12,080.00	\$12,080.00
27	Dust Control & Watering	1	LS	\$5,285.00	\$5,285.00
28	Survey - 3%	1	LS	\$48,452.34	\$48,452.34
29	Drainage Pipes and System	1	LS	\$362,400.00	\$362,400.00
30	Relocate Street Light	4	EA	\$1,500.00	\$6,000.00
31	Roadway Excavation (Plan Quantity)	19,243	CY	\$25.00	\$481,079.48
32	Remove Asphalt Pavement	6,376	SY	\$6.50	\$41,441.11
33	Relocate Sign	2	EA	\$200.00	\$400.00
34	Concrete Curb and Gutter	7,550	LF	\$28.00	\$211,400.00
35	HMA 3"	1,034	TON	\$100.00	\$103,359.50
36	Crushed Gravel 4"	969	CY	\$32.00	\$31,020.25
37	Pit Run Gravel 12"	2,349	CY	\$28.00	\$65,768.89
38	Concrete Driveway	500	SF	\$20.00	\$10,000.00
39	Concrete Sidewalk	15,100	SF	\$15.00	\$226,500.00
40	Concrete Curb Ramp	4	EA	\$3,500.00	\$14,000.00
41	4" Paint Line	6,040	LF	\$1.00	\$6,040.00
42	Sod	21,140	SF	\$1.30	\$27,482.00
43	Topsoil-6 inch thick	2,349	SY	\$12.00	\$28,186.67
				SUBTOTAL	\$1,905,955.35
				ROW Acquisition	\$0.00
				Contingency - 30%	\$571,786.61
				Design Engineering - 8%	\$152,476.43
				Construction Engineering - 10%	\$190,595.54
				Miscellaneous Item - 5%	\$95,297.77
				Total:	\$2,916,200.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
680 North - 1090 Feet					
350 E to 500 E					
44	Mobilization - 8%	1	LS	\$91,823.37	\$91,823.37
45	Storm Water Pollution Prevention	1	LS	\$10,900.00	\$10,900.00
46	Traffic Control - 5%	1	LS	\$57,389.61	\$57,389.61
47	Clear and Grub	1	LS	\$8,720.00	\$8,720.00
48	Dust Control & Watering	1	LS	\$3,815.00	\$3,815.00
49	Survey - 3%	1	LS	\$34,433.76	\$34,433.76
50	Drainage Pipes and System	1	LS	\$261,600.00	\$261,600.00
51	Roadway Excavation (Plan Quantity)	13,891	CY	\$25.00	\$347,269.29
52	Relocate Sign	4	EA	\$200.00	\$800.00
53	Concrete Curb and Gutter	5,450	LF	\$28.00	\$152,600.00
54	HMA 3"	746	TON	\$100.00	\$74,610.50
55	Crushed Gravel 4"	700	CY	\$32.00	\$22,392.10
56	Pit Run Gravel 12"	1,696	CY	\$28.00	\$47,475.56
57	Concrete Driveway	250	SF	\$20.00	\$5,000.00
58	Concrete Sidewalk	10,900	SF	\$15.00	\$163,500.00
59	Concrete Curb Ramp	8	EA	\$3,500.00	\$28,000.00
60	4" Paint Line	4,360	LF	\$1.00	\$4,360.00
61	Sod	15,260	SF	\$1.30	\$19,838.00
62	Topsoil-6 inch thick	1,696	SY	\$12.00	\$20,346.67
				SUBTOTAL	\$1,354,873.85
				ROW Acquisition	\$0.00
				Contingency - 30%	\$406,462.15
				Design Engineering - 8%	\$108,389.91
				Construction Engineering - 10%	\$135,487.38
				Miscellaneous Item - 5%	\$67,743.69
Total:					\$2,073,000.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
680 North - 790 Feet					
500 E to Crow Mountain Rd					
63	Mobilization - 8%	1	LS	\$65,591.10	\$65,591.10
64	Storm Water Pollution Prevention	1	LS	\$7,900.00	\$7,900.00
65	Traffic Control - 5%	1	LS	\$40,994.44	\$40,994.44
66	Clear and Grub	1	LS	\$6,320.00	\$6,320.00
67	Dust Control & Watering	1	LS	\$2,765.00	\$2,765.00
68	Survey - 3%	1	LS	\$24,596.66	\$24,596.66
69	Utilities	1	LS	\$12,500.00	\$12,500.00
70	Drainage Pipes and System	1	LS	\$189,600.00	\$189,600.00
71	Roadway Excavation (Plan Quantity)	10,068	CY	\$25.00	\$251,690.59
72	Concrete Curb and Gutter	3,950	LF	\$28.00	\$110,600.00
73	HMA 3"	541	TON	\$100.00	\$54,075.50
74	Crushed Gravel 4"	507	CY	\$32.00	\$16,229.14
75	Pit Run Gravel 12"	1,229	CY	\$28.00	\$34,408.89
76	Concrete Sidewalk	7,900	SF	\$15.00	\$118,500.00
77	4" Paint Line	3,160	LF	\$1.00	\$3,160.00
78	Sod	11,060	SF	\$1.30	\$14,378.00
79	Topsoil-6 inch thick	1,229	SY	\$12.00	\$14,746.67
				SUBTOTAL	\$968,055.98
				ROW Acquisition	\$0.00
				Contingency - 30%	\$290,416.79
				Design Engineering - 8%	\$77,444.48
				Construction Engineering - 10%	\$96,805.60
				Miscellaneous Item - 5%	\$48,402.80
Total:					\$1,481,200.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:				DATE: 6/25/2026	
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
400 North - 765 Feet					
500 W to 400 W					
19	Mobilization - 8%	1	LS	\$62,547.08	\$62,547.08
20	Storm Water Pollution Prevention	1	LS	\$7,650.00	\$7,650.00
21	Traffic Control - 5%	1	LS	\$39,091.93	\$39,091.93
22	Clear and Grub	1	LS	\$6,120.00	\$6,120.00
23	Dust Control & Watering	1	LS	\$2,677.50	\$2,677.50
24	Survey - 3%	1	LS	\$23,455.16	\$23,455.16
25	Drainage Pipes and System	1	LS	\$183,600.00	\$183,600.00
26	Roadway Excavation (Plan Quantity)	9,749	CY	\$25.00	\$243,725.69
27	Concrete Curb and Gutter	3,825	LF	\$28.00	\$107,100.00
28	HMA 3"	524	TON	\$100.00	\$52,364.25
29	Crushed Gravel 4"	491	CY	\$32.00	\$15,715.56
30	Pit Run Gravel 12"	1,190	CY	\$28.00	\$33,320.00
31	Concrete Sidewalk	7,650	SF	\$15.00	\$114,750.00
32	4" Paint Line	3,060	LF	\$1.00	\$3,060.00
33	Sod	10,710	SF	\$1.30	\$13,923.00
34	Topsoil-6 inch thick	1,190	SY	\$12.00	\$14,280.00
				SUBTOTAL	\$923,380.16
				ROW Acquisition	\$0.00
				Contingency - 30%	\$277,014.05
				Design Engineering - 8%	\$73,870.41
				Construction Engineering - 10%	\$92,338.02
				Miscellaneous Item - 5%	\$46,169.01
Total:					\$1,412,800.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
400 North - 710 Feet					
400 W to 300 W					
35	Mobilization - 8%	1	LS	\$59,797.65	\$59,797.65
36	Storm Water Pollution Prevention	1	LS	\$7,100.00	\$7,100.00
37	Traffic Control - 5%	1	LS	\$37,373.53	\$37,373.53
38	Clear and Grub	1	LS	\$5,680.00	\$5,680.00
39	Dust Control & Watering	1	LS	\$2,485.00	\$2,485.00
40	Survey - 3%	1	LS	\$22,424.12	\$22,424.12
41	Drainage Pipes and System	1	LS	\$170,400.00	\$170,400.00
42	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
43	Roadway Excavation (Plan Quantity)	9,048	CY	\$25.00	\$226,202.93
44	Remove Asphalt Pavement	1,499	SY	\$6.50	\$9,742.78
45	Relocate Sign	3	EA	\$200.00	\$600.00
46	Concrete Curb and Gutter	3,550	LF	\$28.00	\$99,400.00
47	HMA 3"	486	TON	\$100.00	\$48,599.50
48	Crushed Gravel 4"	456	CY	\$32.00	\$14,585.68
49	Pit Run Gravel 12"	1,104	CY	\$28.00	\$30,924.44
50	Concrete Driveway	500	SF	\$20.00	\$10,000.00
51	Concrete Sidewalk	7,100	SF	\$15.00	\$106,500.00
52	4" Paint Line	2,840	LF	\$1.00	\$2,840.00
53	Sod	9,940	SF	\$1.30	\$12,922.00
54	Topsoil-6 inch thick	1,104	SY	\$12.00	\$13,253.33
				SUBTOTAL	\$882,330.97
				ROW Acquisition	\$0.00
				Contingency - 30%	\$264,699.29
				Design Engineering - 8%	\$70,586.48
				Construction Engineering - 10%	\$88,233.10
				Miscellaneous Item - 5%	\$44,116.55
Total:					\$1,350,000.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
400 North - 730 Feet					
300 W to 200 W					
55	Mobilization - 8%	1	LS	\$65,654.78	\$65,654.78
56	Storm Water Pollution Prevention	1	LS	\$7,300.00	\$7,300.00
57	Traffic Control - 5%	1	LS	\$41,034.24	\$41,034.24
58	Clear and Grub	1	LS	\$5,840.00	\$5,840.00
59	Dust Control & Watering	1	LS	\$2,555.00	\$2,555.00
60	Survey - 3%	1	LS	\$24,620.54	\$24,620.54
61	Utilities	1	LS	\$12,500.00	\$12,500.00
62	Drainage Pipes and System	1	LS	\$175,200.00	\$175,200.00
63	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
64	Roadway Excavation (Plan Quantity)	9,303	CY	\$25.00	\$232,574.85
65	Remove Asphalt Pavement	2,433	SY	\$6.50	\$15,816.67
66	Relocate Sign	4	EA	\$200.00	\$800.00
67	Concrete Curb and Gutter	3,650	LF	\$28.00	\$102,200.00
68	HMA 3"	500	TON	\$100.00	\$49,968.50
69	Crushed Gravel 4"	469	CY	\$32.00	\$14,996.54
70	Pit Run Gravel 12"	1,136	CY	\$28.00	\$31,795.56
71	Concrete Driveway	1,500	SF	\$20.00	\$30,000.00
72	Concrete Sidewalk	7,300	SF	\$15.00	\$109,500.00
73	Concrete Curb Ramp	4	EA	\$3,500.00	\$14,000.00
74	4" Paint Line	2,920	LF	\$1.00	\$2,920.00
75	Sod	10,220	SF	\$1.30	\$13,286.00
76	Topsoil-6 inch thick	1,136	SY	\$12.00	\$13,626.67
				SUBTOTAL	\$967,689.34
				ROW Acquisition	\$0.00
				Contingency - 30%	\$290,306.80
				Design Engineering - 8%	\$77,415.15
				Construction Engineering - 10%	\$96,768.93
				Miscellaneous Item - 5%	\$48,384.47
Total:					\$1,480,600.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
400 North - 720 Feet					
200 W to 100 W					
77	Mobilization - 8%	1	LS	\$69,044.44	\$69,044.44
78	Storm Water Pollution Prevention	1	LS	\$7,200.00	\$7,200.00
79	Traffic Control - 5%	1	LS	\$43,152.78	\$43,152.78
80	Clear and Grub	1	LS	\$5,760.00	\$5,760.00
81	Dust Control & Watering	1	LS	\$2,520.00	\$2,520.00
82	Survey - 3%	1	LS	\$25,891.67	\$25,891.67
83	Utilities	1	LS	\$37,500.00	\$37,500.00
84	Drainage Pipes and System	1	LS	\$172,800.00	\$172,800.00
85	Roadway Excavation (Plan Quantity)	9,176	CY	\$25.00	\$229,388.89
86	Remove Asphalt Pavement	4,240	SY	\$6.50	\$27,560.00
87	Relocate Sign	4	EA	\$200.00	\$800.00
88	Concrete Curb and Gutter	3,600	LF	\$28.00	\$100,800.00
89	HMA 3"	493	TON	\$100.00	\$49,284.00
90	Crushed Gravel 4"	462	CY	\$32.00	\$14,791.11
91	Pit Run Gravel 12"	1,120	CY	\$28.00	\$31,360.00
92	Concrete Driveway	2,250	SF	\$20.00	\$45,000.00
93	Concrete Sidewalk	7,200	SF	\$15.00	\$108,000.00
94	Concrete Curb Ramp	4	EA	\$3,500.00	\$14,000.00
95	Pavement Message	4	EA	\$80.00	\$320.00
96	12" Stop Bar	11	LF	\$2.50	\$27.50
97	4" Paint Line	2,880	LF	\$1.00	\$2,880.00
98	Traffic Sign	4	EA	\$500.00	\$2,000.00
99	Sod	10,080	SF	\$1.30	\$13,104.00
100	Topsoil-6 inch thick	1,120	SY	\$12.00	\$13,440.00
				SUBTOTAL	\$1,016,624.38
				ROW Acquisition	\$0.00
				Contingency - 30%	\$304,987.31
				Design Engineering - 8%	\$81,329.95
				Construction Engineering - 10%	\$101,662.44
				Miscellaneous Item - 5%	\$50,831.22
				Total:	\$1,555,500.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: DATE: 6/25/2026 Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
400 North - 710 Feet					
100 W to US-91					
101	Mobilization - 8%	1	LS	\$69,617.25	\$69,617.25
102	Storm Water Pollution Prevention	1	LS	\$7,100.00	\$7,100.00
103	Traffic Control - 5%	1	LS	\$43,510.78	\$43,510.78
104	Clear and Grub	1	LS	\$5,680.00	\$5,680.00
105	Dust Control & Watering	1	LS	\$2,485.00	\$2,485.00
106	Survey - 3%	1	LS	\$26,106.47	\$26,106.47
107	Utilities	1	LS	\$37,500.00	\$37,500.00
108	Drainage Pipes and System	1	LS	\$170,400.00	\$170,400.00
109	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
110	Roadway Excavation (Plan Quantity)	9,048	CY	\$25.00	\$226,202.93
111	Remove Asphalt Pavement	3,629	SY	\$6.50	\$23,587.78
112	Relocate Sign	5	EA	\$200.00	\$1,000.00
113	Concrete Curb and Gutter	3,550	LF	\$28.00	\$99,400.00
114	HMA 3"	486	TON	\$100.00	\$48,599.50
115	Crushed Gravel 4"	456	CY	\$32.00	\$14,585.68
116	Pit Run Gravel 12"	1,104	CY	\$28.00	\$30,924.44
117	Concrete Driveway	3,000	SF	\$20.00	\$60,000.00
118	Concrete Sidewalk	7,100	SF	\$15.00	\$106,500.00
119	Concrete Curb Ramp	6	EA	\$3,500.00	\$21,000.00
120	4" Paint Line	2,840	LF	\$1.00	\$2,840.00
121	Sod	9,940	SF	\$1.30	\$12,922.00
122	Topsoil-6 inch thick	1,104	SY	\$12.00	\$13,253.33
				SUBTOTAL	\$1,024,715.17
				ROW Acquisition	\$0.00
				Contingency - 30%	\$307,414.55
				Design Engineering - 8%	\$81,977.21
				Construction Engineering - 10%	\$102,471.52
				Miscellaneous Item - 5%	\$51,235.76
Total:					\$1,567,900.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
DATE: 6/25/2026					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
400 North - 1490 Feet					
US-91 to 200 E					
123	Mobilization - 8%	1	LS	\$138,089.72	\$138,089.72
124	Storm Water Pollution Prevention	1	LS	\$14,900.00	\$14,900.00
125	Traffic Control - 5%	1	LS	\$86,306.08	\$86,306.08
126	Clear and Grub	1	LS	\$11,920.00	\$11,920.00
127	Dust Control & Watering	1	LS	\$5,215.00	\$5,215.00
128	Survey - 3%	1	LS	\$51,783.65	\$51,783.65
129	Utilities	1	LS	\$37,500.00	\$37,500.00
130	Drainage Pipes and System	1	LS	\$357,600.00	\$357,600.00
131	Relocate Street Light	2	EA	\$1,500.00	\$3,000.00
132	Roadway Excavation (Plan Quantity)	18,988	CY	\$25.00	\$474,707.56
133	Remove Asphalt Pavement	7,450	SY	\$6.50	\$48,425.00
134	Relocate Sign	7	EA	\$200.00	\$1,400.00
135	Concrete Curb and Gutter	7,450	LF	\$28.00	\$208,600.00
136	HMA 3"	1,020	TON	\$100.00	\$101,990.50
137	Crushed Gravel 4"	957	CY	\$32.00	\$30,609.38
138	Pit Run Gravel 12"	2,318	CY	\$28.00	\$64,897.78
139	Concrete Driveway	4,250	SF	\$20.00	\$85,000.00
140	Concrete Sidewalk	14,900	SF	\$15.00	\$223,500.00
141	Concrete Curb Ramp	8	EA	\$3,500.00	\$28,000.00
142	4" Paint Line	5,960	LF	\$1.00	\$5,960.00
143	Sod	20,860	SF	\$1.30	\$27,118.00
144	Topsoil-6 inch thick	2,318	SY	\$12.00	\$27,813.33
				SUBTOTAL	\$2,034,336.00
				ROW Acquisition	\$0.00
				Contingency - 30%	\$610,300.80
				Design Engineering - 8%	\$162,746.88
				Construction Engineering - 10%	\$203,433.60
				Miscellaneous Item - 5%	\$101,716.80
				Total:	\$3,112,600.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
400 North - 730 Feet					
200 E to 300 E					
145	Mobilization - 8%	1	LS	\$64,609.00	\$64,609.00
146	Storm Water Pollution Prevention	1	LS	\$7,300.00	\$7,300.00
147	Traffic Control - 5%	1	LS	\$40,380.63	\$40,380.63
148	Clear and Grub	1	LS	\$5,840.00	\$5,840.00
149	Dust Control & Watering	1	LS	\$2,555.00	\$2,555.00
150	Survey - 3%	1	LS	\$24,228.38	\$24,228.38
151	Utilities	1	LS	\$25,000.00	\$25,000.00
152	Drainage Pipes and System	1	LS	\$175,200.00	\$175,200.00
153	Roadway Excavation (Plan Quantity)	9,303	CY	\$25.00	\$232,574.85
154	Remove Asphalt Pavement	1,622	SY	\$6.50	\$10,544.44
155	Relocate Sign	5	EA	\$200.00	\$1,000.00
156	Concrete Curb and Gutter	3,650	LF	\$28.00	\$102,200.00
157	HMA 3"	500	TON	\$100.00	\$49,968.50
158	Crushed Gravel 4"	469	CY	\$32.00	\$14,996.54
159	Pit Run Gravel 12"	1,136	CY	\$28.00	\$31,795.56
160	Concrete Driveway	1,250	SF	\$20.00	\$25,000.00
161	Concrete Sidewalk	7,300	SF	\$15.00	\$109,500.00
162	4" Paint Line	2,920	LF	\$1.00	\$2,920.00
163	Sod	10,220	SF	\$1.30	\$13,286.00
164	Topsoil-6 inch thick	1,136	SY	\$12.00	\$13,626.67
				SUBTOTAL	\$952,525.56
				ROW Acquisition	\$0.00
				Contingency - 30%	\$285,757.67
				Design Engineering - 8%	\$76,202.05
				Construction Engineering - 10%	\$95,252.56
				Miscellaneous Item - 5%	\$47,626.28
Total:					\$1,457,400.00

 J-U-B ENGINEERS, INC. ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
400 North - 1030 Feet					
300 E to Upper Canyon Rd					
165	Mobilization - 8%	1	LS	\$86,106.56	\$86,106.56
166	Storm Water Pollution Prevention	1	LS	\$10,300.00	\$10,300.00
167	Traffic Control - 5%	1	LS	\$53,816.60	\$53,816.60
168	Clear and Grub	1	LS	\$8,240.00	\$8,240.00
169	Dust Control & Watering	1	LS	\$3,605.00	\$3,605.00
170	Survey - 3%	1	LS	\$32,289.96	\$32,289.96
171	Drainage Pipes and System	1	LS	\$247,200.00	\$247,200.00
172	Roadway Excavation (Plan Quantity)	13,126	CY	\$25.00	\$328,153.55
173	Remove Asphalt Pavement	3,548	SY	\$6.50	\$23,060.56
174	Relocate Sign	3	EA	\$200.00	\$600.00
175	Concrete Curb and Gutter	5,150	LF	\$28.00	\$144,200.00
176	HMA 3"	705	TON	\$100.00	\$70,503.50
177	Crushed Gravel 4"	661	CY	\$32.00	\$21,159.51
178	Pit Run Gravel 12"	1,602	CY	\$28.00	\$44,862.22
179	Concrete Sidewalk	10,300	SF	\$15.00	\$154,500.00
180	4" Paint Line	4,120	LF	\$1.00	\$4,120.00
181	Sod	14,420	SF	\$1.30	\$18,746.00
182	Topsoil-6 inch thick	1,602	SY	\$12.00	\$19,226.67
				SUBTOTAL	\$1,270,690.12
				ROW Acquisition	\$0.00
				Contingency - 30%	\$381,207.04
				Design Engineering - 8%	\$101,655.21
				Construction Engineering - 10%	\$127,069.01
				Miscellaneous Item - 5%	\$63,534.51
Total:					\$1,944,200.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
Upper Canyon Road - 1430 Feet					
Upper Canyon Rd to Crow Mountain Rd					
1	Mobilization - 8%	1	LS	\$122,583.09	\$122,583.09
2	Storm Water Pollution Prevention	1	LS	\$14,300.00	\$14,300.00
3	Traffic Control - 5%	1	LS	\$76,614.43	\$76,614.43
4	Clear and Grub	1	LS	\$11,440.00	\$11,440.00
5	Dust Control & Watering	1	LS	\$5,005.00	\$5,005.00
6	Survey - 3%	1	LS	\$45,968.66	\$45,968.66
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$343,200.00	\$343,200.00
9	Roadway Excavation (Plan Quantity)	18,224	CY	\$25.00	\$455,591.82
10	Remove Asphalt Pavement	5,879	SY	\$6.50	\$38,212.78
11	Relocate Sign	3	EA	\$200.00	\$600.00
12	Concrete Curb and Gutter	7,150	LF	\$28.00	\$200,200.00
13	HMA 3"	979	TON	\$100.00	\$97,883.50
14	Crushed Gravel 4"	918	CY	\$32.00	\$29,376.79
15	Pit Run Gravel 12"	2,224	CY	\$28.00	\$62,284.44
16	Concrete Sidewalk	14,300	SF	\$15.00	\$214,500.00
17	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
18	4" Paint Line	5,720	LF	\$1.00	\$5,720.00
19	Sod	20,020	SF	\$1.30	\$26,026.00
20	Topsoil-6 inch thick	2,224	SY	\$12.00	\$26,693.33
				SUBTOTAL	\$1,808,199.85
				ROW Acquisition	\$0.00
				Contingency - 30%	\$542,459.96
				Design Engineering - 8%	\$144,655.99
				Construction Engineering - 10%	\$180,819.99
				Miscellaneous Item - 5%	\$90,409.99
Total:					\$2,766,600.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					DATE: 6/25/2026
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
5400 North - 2630 Feet					
1200 W to 800 W					
1	Mobilization - 8%	1	LS	\$247,088.36	\$247,088.36
2	Storm Water Pollution Prevention	1	LS	\$26,300.00	\$26,300.00
3	Traffic Control - 5%	1	LS	\$154,430.22	\$154,430.22
4	Clear and Grub	1	LS	\$21,040.00	\$21,040.00
5	Dust Control & Watering	1	LS	\$9,205.00	\$9,205.00
6	Survey - 3%	1	LS	\$92,658.13	\$92,658.13
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$631,200.00	\$631,200.00
9	Roadway Excavation (Plan Quantity)	41,276	CY	\$25.00	\$1,031,909.72
11	Concrete Curb and Gutter	13,150	LF	\$28.00	\$368,200.00
12	HMA 3"	2,189	TON	\$100.00	\$218,947.50
13	Crushed Gravel 4"	1,948	CY	\$32.00	\$62,340.74
14	Pit Run Gravel 12"	4,870	CY	\$28.00	\$136,370.37
15	Concrete Sidewalk	26,300	SF	\$15.00	\$394,500.00
16	Concrete Curb Ramp	8	EA	\$3,500.00	\$28,000.00
17	4" Paint Line	11,835	LF	\$1.00	\$11,835.00
18	Sod	52,600	SF	\$1.30	\$68,380.00
19	Topsoil-6 inch thick	5,844	SY	\$12.00	\$70,133.33
SUBTOTAL					\$3,639,326.16
ROW Acquisition					\$0.00
Contingency - 30%					\$1,091,797.85
Design Engineering - 8%					\$291,146.09
Construction Engineering - 10%					\$363,932.62
Miscellaneous Item - 5%					\$181,966.31
Total:					\$5,568,200.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
300 South - 1360 Feet					
800 W to 600 W					
1	Mobilization - 8%	1	LS	\$125,850.67	\$125,850.67
2	Storm Water Pollution Prevention	1	LS	\$13,600.00	\$13,600.00
3	Traffic Control - 5%	1	LS	\$78,656.67	\$78,656.67
4	Clear and Grub	1	LS	\$10,880.00	\$10,880.00
5	Dust Control & Watering	1	LS	\$4,760.00	\$4,760.00
6	Survey - 3%	1	LS	\$47,194.00	\$47,194.00
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$326,400.00	\$326,400.00
9	Roadway Excavation (Plan Quantity)	21,344	CY	\$25.00	\$533,611.11
10	Concrete Curb and Gutter	6,800	LF	\$28.00	\$190,400.00
11	HMA 3"	1,132	TON	\$100.00	\$113,220.00
12	Crushed Gravel 4"	1,007	CY	\$32.00	\$32,237.04
13	Pit Run Gravel 12"	2,519	CY	\$28.00	\$70,518.52
14	Concrete Sidewalk	13,600	SF	\$15.00	\$204,000.00
15	4" Paint Line	6,120	LF	\$1.00	\$6,120.00
16	Sod	27,200	SF	\$1.30	\$35,360.00
17	Topsoil-6 inch thick	3,022	SY	\$12.00	\$36,266.67
				SUBTOTAL	\$1,854,074.67
				ROW Acquisition	\$0.00
				Contingency - 30%	\$556,222.40
				Design Engineering - 8%	\$148,325.97
				Construction Engineering - 10%	\$185,407.47
				Miscellaneous Item - 5%	\$92,703.73
Total:					\$2,836,800.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
300 South - 1400 Feet					
600 W to 400 W					
18	Mobilization - 8%	1	LS	\$127,493.33	\$127,493.33
19	Storm Water Pollution Prevention	1	LS	\$14,000.00	\$14,000.00
20	Traffic Control - 5%	1	LS	\$79,683.33	\$79,683.33
21	Clear and Grub	1	LS	\$11,200.00	\$11,200.00
22	Dust Control & Watering	1	LS	\$4,900.00	\$4,900.00
23	Survey - 3%	1	LS	\$47,810.00	\$47,810.00
24	Drainage Pipes and System	1	LS	\$336,000.00	\$336,000.00
25	Roadway Excavation (Plan Quantity)	21,972	CY	\$25.00	\$549,305.56
26	Concrete Curb and Gutter	7,000	LF	\$28.00	\$196,000.00
27	HMA 3"	1,166	TON	\$100.00	\$116,550.00
28	Crushed Gravel 4"	1,037	CY	\$32.00	\$33,185.19
29	Pit Run Gravel 12"	2,593	CY	\$28.00	\$72,592.59
30	Concrete Sidewalk	14,000	SF	\$15.00	\$210,000.00
31	4" Paint Line	6,300	LF	\$1.00	\$6,300.00
32	Sod	28,000	SF	\$1.30	\$36,400.00
33	Topsoil-6 inch thick	3,111	SY	\$12.00	\$37,333.33
				SUBTOTAL	\$1,878,753.33
				ROW Acquisition	\$0.00
				Contingency - 30%	\$563,626.00
				Design Engineering - 8%	\$150,300.27
				Construction Engineering - 10%	\$187,875.33
				Miscellaneous Item - 5%	\$93,937.67
Total:					\$2,874,500.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
300 South - 690 Feet					
400 W to 300 W					
34	Mobilization - 8%	1	LS	\$65,895.33	\$65,895.33
35	Storm Water Pollution Prevention	1	LS	\$6,900.00	\$6,900.00
36	Traffic Control - 5%	1	LS	\$41,184.58	\$41,184.58
37	Clear and Grub	1	LS	\$5,520.00	\$5,520.00
38	Dust Control & Watering	1	LS	\$2,415.00	\$2,415.00
39	Survey - 3%	1	LS	\$24,710.75	\$24,710.75
40	Drainage Pipes and System	1	LS	\$165,600.00	\$165,600.00
41	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
42	Roadway Excavation (Plan Quantity)	10,829	CY	\$25.00	\$270,729.17
43	Remove Asphalt Pavement	2,683	SY	\$6.50	\$17,441.67
44	Relocate Sign	4	EA	\$200.00	\$800.00
45	Concrete Curb and Gutter	3,450	LF	\$28.00	\$96,600.00
46	HMA 3"	574	TON	\$100.00	\$57,442.50
47	Crushed Gravel 4"	511	CY	\$32.00	\$16,355.56
48	Pit Run Gravel 12"	1,278	CY	\$28.00	\$35,777.78
49	Concrete Driveway	750	SF	\$20.00	\$15,000.00
50	Concrete Sidewalk	6,900	SF	\$15.00	\$103,500.00
51	Concrete Curb Ramp	1	EA	\$3,500.00	\$3,500.00
52	4" Paint Line	3,105	LF	\$1.00	\$3,105.00
53	Sod	13,800	SF	\$1.30	\$17,940.00
54	Topsoil-6 inch thick	1,533	SY	\$12.00	\$18,400.00
				SUBTOTAL	\$970,317.33
				ROW Acquisition	\$0.00
				Contingency - 30%	\$291,095.20
				Design Engineering - 8%	\$77,625.39
				Construction Engineering - 10%	\$97,031.73
				Miscellaneous Item - 5%	\$48,515.87
				Total:	\$1,484,600.00

 J-U-B ENGINEERS, INC. ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
300 South - 720 Feet					
300 W to 200 W					
55	Mobilization - 8%	1	LS	\$70,606.40	\$70,606.40
56	Storm Water Pollution Prevention	1	LS	\$7,200.00	\$7,200.00
57	Traffic Control - 5%	1	LS	\$44,129.00	\$44,129.00
58	Clear and Grub	1	LS	\$5,760.00	\$5,760.00
59	Dust Control & Watering	1	LS	\$2,520.00	\$2,520.00
60	Survey - 3%	1	LS	\$26,477.40	\$26,477.40
61	Utilities	1	LS	\$12,500.00	\$12,500.00
62	Drainage Pipes and System	1	LS	\$172,800.00	\$172,800.00
63	Roadway Excavation (Plan Quantity)	11,300	CY	\$25.00	\$282,500.00
64	Remove Asphalt Pavement	3,520	SY	\$6.50	\$22,880.00
65	Relocate Sign	3	EA	\$200.00	\$600.00
66	Concrete Curb and Gutter	3,600	LF	\$28.00	\$100,800.00
67	HMA 3"	599	TON	\$100.00	\$59,940.00
68	Crushed Gravel 4"	533	CY	\$32.00	\$17,066.67
69	Pit Run Gravel 12"	1,333	CY	\$28.00	\$37,333.33
70	Concrete Driveway	1,000	SF	\$20.00	\$20,000.00
71	Concrete Sidewalk	7,200	SF	\$15.00	\$108,000.00
72	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
73	4" Paint Line	3,240	LF	\$1.00	\$3,240.00
74	Sod	14,400	SF	\$1.30	\$18,720.00
75	Topsoil-6 inch thick	1,600	SY	\$12.00	\$19,200.00
				SUBTOTAL	\$1,039,272.80
				ROW Acquisition	\$0.00
				Contingency - 30%	\$311,781.84
				Design Engineering - 8%	\$83,141.82
				Construction Engineering - 10%	\$103,927.28
				Miscellaneous Item - 5%	\$51,963.64
				Total:	\$1,590,100.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
300 South - 725 Feet					
200 W to 100 W					
76	Mobilization - 8%	1	LS	\$72,114.44	\$72,114.44
77	Storm Water Pollution Prevention	1	LS	\$7,250.00	\$7,250.00
78	Traffic Control - 5%	1	LS	\$45,071.53	\$45,071.53
79	Clear and Grub	1	LS	\$5,800.00	\$5,800.00
80	Dust Control & Watering	1	LS	\$2,537.50	\$2,537.50
81	Survey - 3%	1	LS	\$27,042.92	\$27,042.92
82	Utilities	1	LS	\$37,500.00	\$37,500.00
83	Drainage Pipes and System	1	LS	\$174,000.00	\$174,000.00
84	Roadway Excavation (Plan Quantity)	11,378	CY	\$25.00	\$284,461.81
85	Remove Asphalt Pavement	3,544	SY	\$6.50	\$23,038.89
86	Relocate Sign	3	EA	\$200.00	\$600.00
87	Concrete Curb and Gutter	3,625	LF	\$28.00	\$101,500.00
88	HMA 3"	604	TON	\$100.00	\$60,356.25
89	Crushed Gravel 4"	537	CY	\$32.00	\$17,185.19
90	Pit Run Gravel 12"	1,343	CY	\$28.00	\$37,592.59
91	Concrete Driveway	750	SF	\$20.00	\$15,000.00
92	Concrete Sidewalk	7,250	SF	\$15.00	\$108,750.00
93	4" Paint Line	3,263	LF	\$1.00	\$3,262.50
94	Sod	14,500	SF	\$1.30	\$18,850.00
95	Topsoil-6 inch thick	1,611	SY	\$12.00	\$19,333.33
				SUBTOTAL	\$1,061,246.94
				ROW Acquisition	\$0.00
				Contingency - 30%	\$318,374.08
				Design Engineering - 8%	\$84,899.76
				Construction Engineering - 10%	\$106,124.69
				Miscellaneous Item - 5%	\$53,062.35
Total:					\$1,623,800.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
300 South - 720 Feet					
100 W to US-91					
96	Mobilization - 8%	1	LS	\$72,516.80	\$72,516.80
97	Storm Water Pollution Prevention	1	LS	\$7,200.00	\$7,200.00
98	Traffic Control - 5%	1	LS	\$45,323.00	\$45,323.00
99	Clear and Grub	1	LS	\$5,760.00	\$5,760.00
100	Dust Control & Watering	1	LS	\$2,520.00	\$2,520.00
101	Survey - 3%	1	LS	\$27,193.80	\$27,193.80
102	Utilities	1	LS	\$37,500.00	\$37,500.00
103	Drainage Pipes and System	1	LS	\$172,800.00	\$172,800.00
104	Roadway Excavation (Plan Quantity)	11,300	CY	\$25.00	\$282,500.00
105	Remove Asphalt Pavement	3,440	SY	\$6.50	\$22,360.00
106	Concrete Curb and Gutter	3,600	LF	\$28.00	\$100,800.00
107	HMA 3"	599	TON	\$100.00	\$59,940.00
108	Crushed Gravel 4"	533	CY	\$32.00	\$17,066.67
109	Pit Run Gravel 12"	1,333	CY	\$28.00	\$37,333.33
110	Concrete Driveway	1,000	SF	\$20.00	\$20,000.00
111	Concrete Sidewalk	7,200	SF	\$15.00	\$108,000.00
112	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
113	4" Paint Line	3,240	LF	\$1.00	\$3,240.00
114	Sod	14,400	SF	\$1.30	\$18,720.00
115	Topsoil-6 inch thick	1,600	SY	\$12.00	\$19,200.00
				SUBTOTAL	\$1,066,973.60
				ROW Acquisition	\$0.00
				Contingency - 30%	\$320,092.08
				Design Engineering - 8%	\$85,357.89
				Construction Engineering - 10%	\$106,697.36
				Miscellaneous Item - 5%	\$53,348.68
Total:					\$1,632,500.00

 J-U-B ENGINEERS, INC. ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
300 South - 725 Feet					
US-91 to 100 E					
116	Mobilization - 8%	1	LS	\$76,395.44	\$76,395.44
117	Storm Water Pollution Prevention	1	LS	\$7,250.00	\$7,250.00
118	Traffic Control - 5%	1	LS	\$47,747.15	\$47,747.15
119	Clear and Grub	1	LS	\$5,800.00	\$5,800.00
120	Dust Control & Watering	1	LS	\$2,537.50	\$2,537.50
121	Survey - 3%	1	LS	\$28,648.29	\$28,648.29
122	Utilities	1	LS	\$37,500.00	\$37,500.00
123	Drainage Pipes and System	1	LS	\$174,000.00	\$174,000.00
124	Roadway Excavation (Plan Quantity)	11,378	CY	\$25.00	\$284,461.81
125	Remove Asphalt Pavement	4,269	SY	\$6.50	\$27,751.39
126	Relocate Sign	2	EA	\$200.00	\$400.00
127	Concrete Curb and Gutter	3,625	LF	\$28.00	\$101,500.00
128	HMA 3"	604	TON	\$100.00	\$60,356.25
129	Crushed Gravel 4"	537	CY	\$32.00	\$17,185.19
130	Pit Run Gravel 12"	1,343	CY	\$28.00	\$37,592.59
131	Concrete Driveway	2,500	SF	\$20.00	\$50,000.00
132	Concrete Sidewalk	7,250	SF	\$15.00	\$108,750.00
133	Concrete Curb Ramp	4	EA	\$3,500.00	\$14,000.00
134	4" Paint Line	3,263	LF	\$1.00	\$3,262.50
135	Sod	14,500	SF	\$1.30	\$18,850.00
136	Topsoil-6 inch thick	1,611	SY	\$12.00	\$19,333.33
				SUBTOTAL	\$1,123,321.44
				ROW Acquisition	\$0.00
				Contingency - 30%	\$336,996.43
				Design Engineering - 8%	\$89,865.72
				Construction Engineering - 10%	\$112,332.14
				Miscellaneous Item - 5%	\$56,166.07
				Total:	\$1,718,700.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
300 South - 730 Feet					
100 E to 200 E					
137	Mobilization - 8%	1	LS	\$73,330.80	\$73,330.80
138	Storm Water Pollution Prevention	1	LS	\$7,300.00	\$7,300.00
139	Traffic Control - 5%	1	LS	\$45,831.75	\$45,831.75
140	Clear and Grub	1	LS	\$5,840.00	\$5,840.00
141	Dust Control & Watering	1	LS	\$2,555.00	\$2,555.00
142	Survey - 3%	1	LS	\$27,499.05	\$27,499.05
143	Utilities	1	LS	\$25,000.00	\$25,000.00
144	Drainage Pipes and System	1	LS	\$175,200.00	\$175,200.00
145	Roadway Excavation (Plan Quantity)	11,457	CY	\$25.00	\$286,423.61
146	Remove Asphalt Pavement	4,623	SY	\$6.50	\$30,051.67
147	Relocate Sign	3	EA	\$200.00	\$600.00
148	Concrete Curb and Gutter	3,650	LF	\$28.00	\$102,200.00
149	HMA 3"	608	TON	\$100.00	\$60,772.50
150	Crushed Gravel 4"	541	CY	\$32.00	\$17,303.70
151	Pit Run Gravel 12"	1,352	CY	\$28.00	\$37,851.85
152	Concrete Driveway	1,500	SF	\$20.00	\$30,000.00
153	Concrete Sidewalk	7,300	SF	\$15.00	\$109,500.00
154	4" Paint Line	3,285	LF	\$1.00	\$3,285.00
155	Sod	14,600	SF	\$1.30	\$18,980.00
156	Topsoil-6 inch thick	1,622	SY	\$12.00	\$19,466.67
				SUBTOTAL	\$1,078,991.60
				ROW Acquisition	\$0.00
				Contingency - 30%	\$323,697.48
				Design Engineering - 8%	\$86,319.33
				Construction Engineering - 10%	\$107,899.16
				Miscellaneous Item - 5%	\$53,949.58
Total:					\$1,650,900.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
300 South - 715 Feet					
200 E to 300 E					
157	Mobilization - 8%	1	LS	\$65,983.69	\$65,983.69
158	Storm Water Pollution Prevention	1	LS	\$7,150.00	\$7,150.00
159	Traffic Control - 5%	1	LS	\$41,239.80	\$41,239.80
160	Clear and Grub	1	LS	\$5,720.00	\$5,720.00
161	Dust Control & Watering	1	LS	\$2,502.50	\$2,502.50
162	Survey - 3%	1	LS	\$24,743.88	\$24,743.88
163	Drainage Pipes and System	1	LS	\$171,600.00	\$171,600.00
164	Roadway Excavation (Plan Quantity)	10,476	CY	\$25.00	\$261,890.82
165	Remove Asphalt Pavement	4,449	SY	\$6.50	\$28,917.78
166	Relocate Sign	4	EA	\$200.00	\$800.00
167	Concrete Curb and Gutter	3,575	LF	\$28.00	\$100,100.00
168	HMA 3"	622	TON	\$100.00	\$62,169.25
169	Crushed Gravel 4"	565	CY	\$32.00	\$18,078.02
170	Pit Run Gravel 12"	1,377	CY	\$28.00	\$38,557.04
171	Concrete Sidewalk	8,580	SF	\$15.00	\$128,700.00
172	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
173	4" Paint Line	3,218	LF	\$1.00	\$3,217.50
174	Sod	1,430	SF	\$1.30	\$1,859.00
175	Topsoil-6 inch thick	159	SY	\$12.00	\$1,906.67
				SUBTOTAL	\$972,135.95
				ROW Acquisition	\$0.00
				Contingency - 30%	\$291,640.78
				Design Engineering - 8%	\$77,770.88
				Construction Engineering - 10%	\$97,213.59
				Miscellaneous Item - 5%	\$48,606.80
Total:					\$1,487,400.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
300 South - 510 Feet					
300 E to 400 E					
176	Mobilization - 8%	1	LS	\$49,009.80	\$49,009.80
177	Storm Water Pollution Prevention	1	LS	\$5,100.00	\$5,100.00
178	Traffic Control - 5%	1	LS	\$30,631.12	\$30,631.12
179	Clear and Grub	1	LS	\$4,080.00	\$4,080.00
180	Dust Control & Watering	1	LS	\$1,785.00	\$1,785.00
181	Survey - 3%	1	LS	\$18,378.67	\$18,378.67
182	Drainage Pipes and System	1	LS	\$122,400.00	\$122,400.00
183	Roadway Excavation (Plan Quantity)	7,472	CY	\$25.00	\$186,803.24
184	Remove Asphalt Pavement	2,153	SY	\$6.50	\$13,996.67
185	Relocate Sign	5	EA	\$200.00	\$1,000.00
186	Concrete Curb and Gutter	2,550	LF	\$28.00	\$71,400.00
187	HMA 3"	443	TON	\$100.00	\$44,344.50
188	Crushed Gravel 4"	403	CY	\$32.00	\$12,894.81
189	Pit Run Gravel 12"	982	CY	\$28.00	\$27,502.22
190	Concrete Driveway	1,250	SF	\$20.00	\$25,000.00
191	Concrete Sidewalk	6,120	SF	\$15.00	\$91,800.00
192	Concrete Curb Ramp	3	EA	\$3,500.00	\$10,500.00
193	4" Paint Line	2,295	LF	\$1.00	\$2,295.00
194	Sod	1,020	SF	\$1.30	\$1,326.00
195	Topsoil-6 inch thick	113	SY	\$12.00	\$1,360.00
				SUBTOTAL	\$721,607.04
				ROW Acquisition	\$0.00
				Contingency - 30%	\$216,482.11
				Design Engineering - 8%	\$57,728.56
				Construction Engineering - 10%	\$72,160.70
				Miscellaneous Item - 5%	\$36,080.35
Total:					\$1,104,100.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
300 South - 610 Feet					
400 E to 455 E					
196	Mobilization - 8%	1	LS	\$58,863.01	\$58,863.01
197	Storm Water Pollution Prevention	1	LS	\$6,100.00	\$6,100.00
198	Traffic Control - 5%	1	LS	\$36,789.38	\$36,789.38
199	Clear and Grub	1	LS	\$4,880.00	\$4,880.00
200	Dust Control & Watering	1	LS	\$2,135.00	\$2,135.00
201	Survey - 3%	1	LS	\$22,073.63	\$22,073.63
202	Drainage Pipes and System	1	LS	\$146,400.00	\$146,400.00
203	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
204	Roadway Excavation (Plan Quantity)	8,937	CY	\$25.00	\$223,431.33
205	Remove Asphalt Pavement	2,576	SY	\$6.50	\$16,741.11
206	Relocate Sign	6	EA	\$200.00	\$1,200.00
207	Concrete Curb and Gutter	3,050	LF	\$28.00	\$85,400.00
208	HMA 3"	530	TON	\$100.00	\$53,039.50
209	Crushed Gravel 4"	482	CY	\$32.00	\$15,423.21
210	Pit Run Gravel 12"	1,175	CY	\$28.00	\$32,894.81
211	Concrete Driveway	1,500	SF	\$20.00	\$30,000.00
212	Concrete Sidewalk	7,320	SF	\$15.00	\$109,800.00
213	Concrete Curb Ramp	4	EA	\$3,500.00	\$14,000.00
214	4" Paint Line	2,745	LF	\$1.00	\$2,745.00
215	Sod	1,220	SF	\$1.30	\$1,586.00
216	Topsoil-6 inch thick	136	SY	\$12.00	\$1,626.67
				SUBTOTAL	\$866,628.65
				ROW Acquisition	\$0.00
				Contingency - 30%	\$259,988.60
				Design Engineering - 8%	\$69,330.29
				Construction Engineering - 10%	\$86,662.87
				Miscellaneous Item - 5%	\$43,331.43
				Total:	\$1,326,000.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
300 South - 570 Feet					
455 E to 550 E					
217	Mobilization - 8%	1	LS	\$54,552.12	\$54,552.12
218	Storm Water Pollution Prevention	1	LS	\$5,700.00	\$5,700.00
219	Traffic Control - 5%	1	LS	\$34,095.08	\$34,095.08
220	Clear and Grub	1	LS	\$4,560.00	\$4,560.00
221	Dust Control & Watering	1	LS	\$1,995.00	\$1,995.00
222	Survey - 3%	1	LS	\$20,457.05	\$20,457.05
223	Drainage Pipes and System	1	LS	\$136,800.00	\$136,800.00
224	Roadway Excavation (Plan Quantity)	8,351	CY	\$25.00	\$208,780.09
225	Remove Asphalt Pavement	2,407	SY	\$6.50	\$15,643.33
226	Relocate Sign	5	EA	\$200.00	\$1,000.00
227	Concrete Curb and Gutter	2,850	LF	\$28.00	\$79,800.00
228	HMA 3"	496	TON	\$100.00	\$49,561.50
229	Crushed Gravel 4"	450	CY	\$32.00	\$14,411.85
230	Pit Run Gravel 12"	1,098	CY	\$28.00	\$30,737.78
231	Concrete Driveway	1,500	SF	\$20.00	\$30,000.00
232	Concrete Sidewalk	6,840	SF	\$15.00	\$102,600.00
233	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
234	4" Paint Line	2,565	LF	\$1.00	\$2,565.00
235	Sod	1,140	SF	\$1.30	\$1,482.00
236	Topsoil-6 inch thick	127	SY	\$12.00	\$1,520.00
				SUBTOTAL	\$803,260.80
				ROW Acquisition	\$0.00
				Contingency - 30%	\$240,978.24
				Design Engineering - 8%	\$64,260.86
				Construction Engineering - 10%	\$80,326.08
				Miscellaneous Item - 5%	\$40,163.04
Total:					\$1,229,000.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
300 South - 1130 Feet					
550 E to 700 E					
237	Mobilization - 8%	1	LS	\$110,520.53	\$110,520.53
238	Storm Water Pollution Prevention	1	LS	\$11,300.00	\$11,300.00
239	Traffic Control - 5%	1	LS	\$69,075.33	\$69,075.33
240	Clear and Grub	1	LS	\$9,040.00	\$9,040.00
241	Dust Control & Watering	1	LS	\$3,955.00	\$3,955.00
242	Survey - 3%	1	LS	\$41,445.20	\$41,445.20
243	Drainage Pipes and System	1	LS	\$271,200.00	\$271,200.00
244	Roadway Excavation (Plan Quantity)	16,556	CY	\$25.00	\$413,897.38
245	Remove Asphalt Pavement	4,771	SY	\$6.50	\$31,012.22
246	Relocate Sign	5	EA	\$200.00	\$1,000.00
247	Concrete Curb and Gutter	5,650	LF	\$28.00	\$158,200.00
248	HMA 3"	983	TON	\$100.00	\$98,253.50
249	Crushed Gravel 4"	893	CY	\$32.00	\$28,570.86
250	Pit Run Gravel 12"	2,176	CY	\$28.00	\$60,936.30
251	Concrete Driveway	4,500	SF	\$20.00	\$90,000.00
252	Concrete Sidewalk	13,560	SF	\$15.00	\$203,400.00
253	Concrete Curb Ramp	4	EA	\$3,500.00	\$14,000.00
254	4" Paint Line	5,085	LF	\$1.00	\$5,085.00
255	Sod	2,260	SF	\$1.30	\$2,938.00
256	Topsoil-6 inch thick	251	SY	\$12.00	\$3,013.33
				SUBTOTAL	\$1,626,842.65
				ROW Acquisition	\$0.00
				Contingency - 30%	\$488,052.79
				Design Engineering - 8%	\$130,147.41
				Construction Engineering - 10%	\$162,684.26
				Miscellaneous Item - 5%	\$81,342.13
Total:					\$2,489,100.00

 J-U-B ENGINEERS, INC. ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
300 South - 950 Feet					
700 E to 830 E					
257	Mobilization - 8%	1	LS	\$91,537.01	\$91,537.01
258	Storm Water Pollution Prevention	1	LS	\$9,500.00	\$9,500.00
259	Traffic Control - 5%	1	LS	\$57,210.63	\$57,210.63
260	Clear and Grub	1	LS	\$7,600.00	\$7,600.00
261	Dust Control & Watering	1	LS	\$3,325.00	\$3,325.00
262	Survey - 3%	1	LS	\$34,326.38	\$34,326.38
263	Drainage Pipes and System	1	LS	\$228,000.00	\$228,000.00
264	Roadway Excavation (Plan Quantity)	13,919	CY	\$25.00	\$347,966.82
265	Remove Asphalt Pavement	4,011	SY	\$6.50	\$26,072.22
266	Relocate Sign	5	EA	\$200.00	\$1,000.00
267	Concrete Curb and Gutter	4,750	LF	\$28.00	\$133,000.00
268	HMA 3"	791	TON	\$100.00	\$79,087.50
269	Crushed Gravel 4"	704	CY	\$32.00	\$22,518.52
270	Pit Run Gravel 12"	1,759	CY	\$28.00	\$49,259.26
271	Concrete Driveway	2,500	SF	\$20.00	\$50,000.00
272	Concrete Sidewalk	9,500	SF	\$15.00	\$142,500.00
273	Concrete Curb Ramp	3	EA	\$3,500.00	\$10,500.00
274	4" Paint Line	4,275	LF	\$1.00	\$4,275.00
275	Sod	19,000	SF	\$1.30	\$24,700.00
276	Topsoil-6 inch thick	2,111	SY	\$12.00	\$25,333.33
				SUBTOTAL	\$1,347,711.68
				ROW Acquisition	\$0.00
				Contingency - 30%	\$404,313.50
				Design Engineering - 8%	\$107,816.93
				Construction Engineering - 10%	\$134,771.17
				Miscellaneous Item - 5%	\$67,385.58
Total:					\$2,062,000.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
300 South - 420 Feet					
830 E to 900 E					
277	Mobilization - 8%	1	LS	\$40,844.30	\$40,844.30
278	Storm Water Pollution Prevention	1	LS	\$4,200.00	\$4,200.00
279	Traffic Control - 5%	1	LS	\$25,527.69	\$25,527.69
280	Clear and Grub	1	LS	\$3,360.00	\$3,360.00
281	Dust Control & Watering	1	LS	\$1,470.00	\$1,470.00
282	Survey - 3%	1	LS	\$15,316.61	\$15,316.61
283	Drainage Pipes and System	1	LS	\$100,800.00	\$100,800.00
284	Relocate Street Light	2	EA	\$1,500.00	\$3,000.00
285	Roadway Excavation (Plan Quantity)	6,154	CY	\$25.00	\$153,837.96
286	Remove Asphalt Pavement	1,773	SY	\$6.50	\$11,526.67
287	Relocate Sign	3	EA	\$200.00	\$600.00
288	Concrete Curb and Gutter	2,100	LF	\$28.00	\$58,800.00
289	HMA 3"	365	TON	\$100.00	\$36,519.00
290	Crushed Gravel 4"	332	CY	\$32.00	\$10,619.26
291	Pit Run Gravel 12"	809	CY	\$28.00	\$22,648.89
292	Concrete Driveway	750	SF	\$20.00	\$15,000.00
293	Concrete Sidewalk	5,040	SF	\$15.00	\$75,600.00
294	Concrete Curb Ramp	5	EA	\$3,500.00	\$17,500.00
295	4" Paint Line	1,890	LF	\$1.00	\$1,890.00
296	Sod	840	SF	\$1.30	\$1,092.00
297	Topsoil-6 inch thick	93	SY	\$12.00	\$1,120.00
				SUBTOTAL	\$601,272.38
				ROW Acquisition	\$0.00
				Contingency - 30%	\$180,381.71
				Design Engineering - 8%	\$48,101.79
				Construction Engineering - 10%	\$60,127.24
				Miscellaneous Item - 5%	\$30,063.62
				Total:	\$920,000.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
300 South - 610 Feet					
900 E to 1000 E					
298	Mobilization - 8%	1	LS	\$58,911.01	\$58,911.01
299	Storm Water Pollution Prevention	1	LS	\$6,100.00	\$6,100.00
300	Traffic Control - 5%	1	LS	\$36,819.38	\$36,819.38
301	Clear and Grub	1	LS	\$4,880.00	\$4,880.00
302	Dust Control & Watering	1	LS	\$2,135.00	\$2,135.00
303	Survey - 3%	1	LS	\$22,091.63	\$22,091.63
304	Drainage Pipes and System	1	LS	\$146,400.00	\$146,400.00
305	Relocate Street Light	2	EA	\$1,500.00	\$3,000.00
306	Roadway Excavation (Plan Quantity)	8,937	CY	\$25.00	\$223,431.33
307	Remove Asphalt Pavement	2,576	SY	\$6.50	\$16,741.11
308	Relocate Sign	9	EA	\$200.00	\$1,800.00
309	Concrete Curb and Gutter	3,050	LF	\$28.00	\$85,400.00
310	HMA 3"	530	TON	\$100.00	\$53,039.50
311	Crushed Gravel 4"	482	CY	\$32.00	\$15,423.21
312	Pit Run Gravel 12"	1,175	CY	\$28.00	\$32,894.81
313	Concrete Driveway	1,250	SF	\$20.00	\$25,000.00
314	Concrete Sidewalk	7,320	SF	\$15.00	\$109,800.00
315	Concrete Curb Ramp	5	EA	\$3,500.00	\$17,500.00
316	4" Paint Line	2,745	LF	\$1.00	\$2,745.00
317	Sod	1,220	SF	\$1.30	\$1,586.00
318	Topsoil-6 inch thick	136	SY	\$12.00	\$1,626.67
				SUBTOTAL	\$867,324.65
				ROW Acquisition	\$0.00
				Contingency - 30%	\$260,197.40
				Design Engineering - 8%	\$69,385.97
				Construction Engineering - 10%	\$86,732.47
				Miscellaneous Item - 5%	\$43,366.23
				Total:	\$1,327,100.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
600 South - 1365 Feet					
800 W to 600 W					
1	Mobilization - 8%	1	LS	\$129,481.07	\$129,481.07
2	Storm Water Pollution Prevention	1	LS	\$13,650.00	\$13,650.00
3	Traffic Control - 5%	1	LS	\$80,925.67	\$80,925.67
4	Clear and Grub	1	LS	\$10,920.00	\$10,920.00
5	Dust Control & Watering	1	LS	\$4,777.50	\$4,777.50
6	Survey - 3%	1	LS	\$48,555.40	\$48,555.40
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$327,600.00	\$327,600.00
9	Relocate Street Light	8	EA	\$1,500.00	\$12,000.00
10	Roadway Excavation (Plan Quantity)	21,423	CY	\$25.00	\$535,572.92
11	Remove Asphalt Pavement	3,337	SY	\$6.50	\$21,688.33
12	Relocate Sign	5	EA	\$200.00	\$1,000.00
13	Concrete Curb and Gutter	6,825	LF	\$28.00	\$191,100.00
14	HMA 3"	1,136	TON	\$100.00	\$113,636.25
15	Crushed Gravel 4"	1,011	CY	\$32.00	\$32,355.56
16	Pit Run Gravel 12"	2,528	CY	\$28.00	\$70,777.78
17	Concrete Driveway	250	SF	\$20.00	\$5,000.00
18	Concrete Sidewalk	13,650	SF	\$15.00	\$204,750.00
19	4" Paint Line	6,143	LF	\$1.00	\$6,142.50
20	Sod	27,300	SF	\$1.30	\$35,490.00
21	Topsoil-6 inch thick	3,033	SY	\$12.00	\$36,400.00
				SUBTOTAL	\$1,906,822.97
				ROW Acquisition	\$0.00
				Contingency - 30%	\$572,046.89
				Design Engineering - 8%	\$152,545.84
				Construction Engineering - 10%	\$190,682.30
				Miscellaneous Item - 5%	\$95,341.15
				Total:	\$2,917,500.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:					DATE: 6/25/2026
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
600 South - 1340 Feet					
600 W to 400 W					
22	Mobilization - 8%	1	LS	\$125,012.62	\$125,012.62
23	Storm Water Pollution Prevention	1	LS	\$13,400.00	\$13,400.00
24	Traffic Control - 5%	1	LS	\$78,132.89	\$78,132.89
25	Clear and Grub	1	LS	\$10,720.00	\$10,720.00
26	Dust Control & Watering	1	LS	\$4,690.00	\$4,690.00
27	Survey - 3%	1	LS	\$46,879.73	\$46,879.73
28	Drainage Pipes and System	1	LS	\$321,600.00	\$321,600.00
29	Roadway Excavation (Plan Quantity)	21,031	CY	\$25.00	\$525,763.89
30	Remove Asphalt Pavement	3,276	SY	\$6.50	\$21,291.11
31	Relocate Sign	5	EA	\$200.00	\$1,000.00
32	Concrete Curb and Gutter	6,700	LF	\$28.00	\$187,600.00
33	HMA 3"	1,116	TON	\$100.00	\$111,555.00
34	Crushed Gravel 4"	993	CY	\$32.00	\$31,762.96
35	Pit Run Gravel 12"	2,481	CY	\$28.00	\$69,481.48
36	Concrete Driveway	750	SF	\$20.00	\$15,000.00
37	Concrete Sidewalk	13,400	SF	\$15.00	\$201,000.00
38	4" Paint Line	6,030	LF	\$1.00	\$6,030.00
39	Sod	26,800	SF	\$1.30	\$34,840.00
40	Topsoil-6 inch thick	2,978	SY	\$12.00	\$35,733.33
				SUBTOTAL	\$1,841,493.02
				ROW Acquisition	\$0.00
				Contingency - 30%	\$552,447.91
				Design Engineering - 8%	\$147,319.44
				Construction Engineering - 10%	\$184,149.30
				Miscellaneous Item - 5%	\$92,074.65
Total:					\$2,817,500.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
600 South - 730 Feet					
400 W to 300 W					
41	Mobilization - 8%	1	LS	\$67,902.58	\$67,902.58
42	Storm Water Pollution Prevention	1	LS	\$7,300.00	\$7,300.00
43	Traffic Control - 5%	1	LS	\$42,439.11	\$42,439.11
44	Clear and Grub	1	LS	\$5,840.00	\$5,840.00
45	Dust Control & Watering	1	LS	\$2,555.00	\$2,555.00
46	Survey - 3%	1	LS	\$25,463.47	\$25,463.47
47	Drainage Pipes and System	1	LS	\$175,200.00	\$175,200.00
48	Roadway Excavation (Plan Quantity)	11,457	CY	\$25.00	\$286,423.61
49	Remove Asphalt Pavement	1,784	SY	\$6.50	\$11,598.89
50	Relocate Sign	6	EA	\$200.00	\$1,200.00
51	Concrete Curb and Gutter	3,650	LF	\$28.00	\$102,200.00
52	HMA 3"	608	TON	\$100.00	\$60,772.50
53	Crushed Gravel 4"	541	CY	\$32.00	\$17,303.70
54	Pit Run Gravel 12"	1,352	CY	\$28.00	\$37,851.85
55	Concrete Driveway	250	SF	\$20.00	\$5,000.00
56	Concrete Sidewalk	7,300	SF	\$15.00	\$109,500.00
57	4" Paint Line	3,285	LF	\$1.00	\$3,285.00
58	Sod	14,600	SF	\$1.30	\$18,980.00
59	Topsoil-6 inch thick	1,622	SY	\$12.00	\$19,466.67
				SUBTOTAL	\$1,000,282.38
				ROW Acquisition	\$0.00
				Contingency - 30%	\$300,084.71
				Design Engineering - 8%	\$80,022.59
				Construction Engineering - 10%	\$100,028.24
				Miscellaneous Item - 5%	\$50,014.12
Total:					\$1,530,500.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
600 South - 590 Feet					
300 W to 200 W					
60	Mobilization - 8%	1	LS	\$57,895.29	\$57,895.29
61	Storm Water Pollution Prevention	1	LS	\$5,900.00	\$5,900.00
62	Traffic Control - 5%	1	LS	\$36,184.56	\$36,184.56
63	Clear and Grub	1	LS	\$4,720.00	\$4,720.00
64	Dust Control & Watering	1	LS	\$2,065.00	\$2,065.00
65	Survey - 3%	1	LS	\$21,710.73	\$21,710.73
66	Utilities	1	LS	\$12,500.00	\$12,500.00
67	Drainage Pipes and System	1	LS	\$141,600.00	\$141,600.00
68	Roadway Excavation (Plan Quantity)	9,260	CY	\$25.00	\$231,493.06
69	Remove Asphalt Pavement	1,442	SY	\$6.50	\$9,374.44
70	Relocate Sign	1	EA	\$200.00	\$200.00
71	Concrete Curb and Gutter	2,950	LF	\$28.00	\$82,600.00
72	HMA 3"	491	TON	\$100.00	\$49,117.50
73	Crushed Gravel 4"	437	CY	\$32.00	\$13,985.19
74	Pit Run Gravel 12"	1,093	CY	\$28.00	\$30,592.59
75	Concrete Driveway	1,500	SF	\$20.00	\$30,000.00
76	Concrete Sidewalk	5,900	SF	\$15.00	\$88,500.00
77	4" Paint Line	2,655	LF	\$1.00	\$2,655.00
78	Sod	11,800	SF	\$1.30	\$15,340.00
79	Topsoil-6 inch thick	1,311	SY	\$12.00	\$15,733.33
				SUBTOTAL	\$852,166.69
				ROW Acquisition	\$0.00
				Contingency - 30%	\$255,650.01
				Design Engineering - 8%	\$68,173.34
				Construction Engineering - 10%	\$85,216.67
				Miscellaneous Item - 5%	\$42,608.33
Total:					\$1,303,900.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: DATE: 6/25/2026 Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
600 South - 1730 Feet					
200 W to US-91					
80	Mobilization - 8%	1	LS	\$164,345.87	\$164,345.87
81	Storm Water Pollution Prevention	1	LS	\$17,300.00	\$17,300.00
82	Traffic Control - 5%	1	LS	\$102,716.17	\$102,716.17
83	Clear and Grub	1	LS	\$13,840.00	\$13,840.00
84	Dust Control & Watering	1	LS	\$6,055.00	\$6,055.00
85	Survey - 3%	1	LS	\$61,629.70	\$61,629.70
86	Utilities	1	LS	\$37,500.00	\$37,500.00
87	Drainage Pipes and System	1	LS	\$415,200.00	\$415,200.00
88	Roadway Excavation (Plan Quantity)	27,151	CY	\$25.00	\$678,784.72
89	Remove Asphalt Pavement	4,613	SY	\$6.50	\$29,986.67
90	Relocate Sign	1	EA	\$200.00	\$200.00
91	Concrete Curb and Gutter	8,650	LF	\$28.00	\$242,200.00
92	HMA 3"	1,440	TON	\$100.00	\$144,022.50
93	Crushed Gravel 4"	1,281	CY	\$32.00	\$41,007.41
94	Pit Run Gravel 12"	3,204	CY	\$28.00	\$89,703.70
95	Concrete Driveway	500	SF	\$20.00	\$10,000.00
96	Concrete Sidewalk	17,300	SF	\$15.00	\$259,500.00
97	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
98	Pavement Message	4	EA	\$80.00	\$320.00
99	4" Paint Line	7,785	LF	\$1.00	\$7,785.00
100	Sod	34,600	SF	\$1.30	\$44,980.00
101	Topsoil-6 inch thick	3,844	SY	\$12.00	\$46,133.33
				SUBTOTAL	\$2,420,210.07
				ROW Acquisition	\$0.00
				Contingency - 30%	\$726,063.02
				Design Engineering - 8%	\$193,616.81
				Construction Engineering - 10%	\$242,021.01
				Miscellaneous Item - 5%	\$121,010.50
Total:					\$3,703,000.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
600 South - 726 Feet					
US-91 to 100 E					
102	Mobilization - 8%	1	LS	\$73,874.00	\$73,874.00
103	Storm Water Pollution Prevention	1	LS	\$7,260.00	\$7,260.00
104	Traffic Control - 5%	1	LS	\$46,171.25	\$46,171.25
105	Clear and Grub	1	LS	\$5,808.00	\$5,808.00
106	Dust Control & Watering	1	LS	\$2,541.00	\$2,541.00
107	Survey - 3%	1	LS	\$27,702.75	\$27,702.75
108	Utilities	1	LS	\$37,500.00	\$37,500.00
109	Drainage Pipes and System	1	LS	\$174,240.00	\$174,240.00
110	Relocate Street Light	3	EA	\$1,500.00	\$4,500.00
111	Roadway Excavation (Plan Quantity)	11,394	CY	\$25.00	\$284,854.17
112	Remove Asphalt Pavement	3,630	SY	\$6.50	\$23,595.00
113	Relocate Sign	2	EA	\$200.00	\$400.00
114	Concrete Curb and Gutter	3,630	LF	\$28.00	\$101,640.00
115	HMA 3"	604	TON	\$100.00	\$60,439.50
116	Crushed Gravel 4"	538	CY	\$32.00	\$17,208.89
117	Pit Run Gravel 12"	1,344	CY	\$28.00	\$37,644.44
118	Concrete Driveway	500	SF	\$20.00	\$10,000.00
119	Concrete Sidewalk	7,260	SF	\$15.00	\$108,900.00
120	Concrete Curb Ramp	6	EA	\$3,500.00	\$21,000.00
121	4" Paint Line	3,267	LF	\$1.00	\$3,267.00
122	Sod	14,520	SF	\$1.30	\$18,876.00
123	Topsoil-6 inch thick	1,613	SY	\$12.00	\$19,360.00
				SUBTOTAL	\$1,086,782.00
				ROW Acquisition	\$0.00
				Contingency - 30%	\$326,034.60
				Design Engineering - 8%	\$86,942.56
				Construction Engineering - 10%	\$108,678.20
				Miscellaneous Item - 5%	\$54,339.10
				Total:	\$1,662,800.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
600 South - 730 Feet					
100 E to 250 E					
124	Mobilization - 8%	1	LS	\$75,277.02	\$75,277.02
125	Storm Water Pollution Prevention	1	LS	\$7,300.00	\$7,300.00
126	Traffic Control - 5%	1	LS	\$47,048.14	\$47,048.14
127	Clear and Grub	1	LS	\$5,840.00	\$5,840.00
128	Dust Control & Watering	1	LS	\$2,555.00	\$2,555.00
129	Survey - 3%	1	LS	\$28,228.88	\$28,228.88
130	Utilities	1	LS	\$37,500.00	\$37,500.00
131	Drainage Pipes and System	1	LS	\$175,200.00	\$175,200.00
132	Roadway Excavation (Plan Quantity)	11,457	CY	\$25.00	\$286,423.61
133	Remove Asphalt Pavement	3,812	SY	\$6.50	\$24,779.44
134	Relocate Sign	11	EA	\$200.00	\$2,200.00
135	Concrete Curb and Gutter	3,650	LF	\$28.00	\$102,200.00
136	HMA 3"	608	TON	\$100.00	\$60,772.50
137	Crushed Gravel 4"	541	CY	\$32.00	\$17,303.70
138	Pit Run Gravel 12"	1,352	CY	\$28.00	\$37,851.85
139	Concrete Driveway	1,750	SF	\$20.00	\$35,000.00
140	Concrete Sidewalk	7,300	SF	\$15.00	\$109,500.00
141	Concrete Curb Ramp	3	EA	\$3,500.00	\$10,500.00
142	4" Paint Line	3,285	LF	\$1.00	\$3,285.00
143	Sod	14,600	SF	\$1.30	\$18,980.00
144	Topsoil-6 inch thick	1,622	SY	\$12.00	\$19,466.67
				SUBTOTAL	\$1,107,211.82
				ROW Acquisition	\$0.00
				Contingency - 30%	\$332,163.55
				Design Engineering - 8%	\$88,576.95
				Construction Engineering - 10%	\$110,721.18
				Miscellaneous Item - 5%	\$55,360.59
				Total:	\$1,694,100.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
600 South - 568 Feet					
250 E to 350 E					
145	Mobilization - 8%	1	LS	\$57,835.48	\$57,835.48
146	Storm Water Pollution Prevention	1	LS	\$5,680.00	\$5,680.00
147	Traffic Control - 5%	1	LS	\$36,147.18	\$36,147.18
148	Clear and Grub	1	LS	\$4,544.00	\$4,544.00
149	Dust Control & Watering	1	LS	\$1,988.00	\$1,988.00
150	Survey - 3%	1	LS	\$21,688.31	\$21,688.31
151	Utilities	1	LS	\$25,000.00	\$25,000.00
152	Drainage Pipes and System	1	LS	\$136,320.00	\$136,320.00
153	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
154	Roadway Excavation (Plan Quantity)	8,914	CY	\$25.00	\$222,861.11
155	Remove Asphalt Pavement	2,903	SY	\$6.50	\$18,870.22
156	Concrete Curb and Gutter	2,840	LF	\$28.00	\$79,520.00
157	HMA 3"	473	TON	\$100.00	\$47,286.00
158	Crushed Gravel 4"	421	CY	\$32.00	\$13,463.70
159	Pit Run Gravel 12"	1,052	CY	\$28.00	\$29,451.85
160	Concrete Driveway	500	SF	\$20.00	\$10,000.00
161	Concrete Sidewalk	5,680	SF	\$15.00	\$85,200.00
162	Concrete Curb Ramp	6	EA	\$3,500.00	\$21,000.00
163	4" Paint Line	2,556	LF	\$1.00	\$2,556.00
164	Sod	11,360	SF	\$1.30	\$14,768.00
165	Topsoil-6 inch thick	1,262	SY	\$12.00	\$15,146.67
				SUBTOTAL	\$850,826.52
				ROW Acquisition	\$0.00
				Contingency - 30%	\$255,247.96
				Design Engineering - 8%	\$68,066.12
				Construction Engineering - 10%	\$85,082.65
				Miscellaneous Item - 5%	\$42,541.33
				Total:	\$1,301,800.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
600 South - 810 Feet					
350 E to 455 E					
166	Mobilization - 8%	1	LS	\$77,496.80	\$77,496.80
167	Storm Water Pollution Prevention	1	LS	\$8,100.00	\$8,100.00
168	Traffic Control - 5%	1	LS	\$48,435.50	\$48,435.50
169	Clear and Grub	1	LS	\$6,480.00	\$6,480.00
170	Dust Control & Watering	1	LS	\$2,835.00	\$2,835.00
171	Survey - 3%	1	LS	\$29,061.30	\$29,061.30
172	Drainage Pipes and System	1	LS	\$194,400.00	\$194,400.00
173	Relocate Street Light	3	EA	\$1,500.00	\$4,500.00
174	Roadway Excavation (Plan Quantity)	12,713	CY	\$25.00	\$317,812.50
175	Remove Asphalt Pavement	3,240	SY	\$6.50	\$21,060.00
176	Relocate Sign	3	EA	\$200.00	\$600.00
177	Concrete Curb and Gutter	4,050	LF	\$28.00	\$113,400.00
178	HMA 3"	674	TON	\$100.00	\$67,432.50
179	Crushed Gravel 4"	600	CY	\$32.00	\$19,200.00
180	Pit Run Gravel 12"	1,500	CY	\$28.00	\$42,000.00
181	Concrete Driveway	500	SF	\$20.00	\$10,000.00
182	Concrete Sidewalk	8,100	SF	\$15.00	\$121,500.00
183	Concrete Curb Ramp	3	EA	\$3,500.00	\$10,500.00
184	4" Paint Line	3,645	LF	\$1.00	\$3,645.00
185	Sod	16,200	SF	\$1.30	\$21,060.00
186	Topsoil-6 inch thick	1,800	SY	\$12.00	\$21,600.00
				SUBTOTAL	\$1,141,118.60
				ROW Acquisition	\$0.00
				Contingency - 30%	\$342,335.58
				Design Engineering - 8%	\$91,289.49
				Construction Engineering - 10%	\$114,111.86
				Miscellaneous Item - 5%	\$57,055.93
				Total:	\$1,746,000.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
600 South - 1361 Feet					
455 E to 700 E					
187	Mobilization - 8%	1	LS	\$130,924.80	\$130,924.80
188	Storm Water Pollution Prevention	1	LS	\$13,610.00	\$13,610.00
189	Traffic Control - 5%	1	LS	\$81,828.00	\$81,828.00
190	Clear and Grub	1	LS	\$10,888.00	\$10,888.00
191	Dust Control & Watering	1	LS	\$4,763.50	\$4,763.50
192	Survey - 3%	1	LS	\$49,096.80	\$49,096.80
193	Drainage Pipes and System	1	LS	\$326,640.00	\$326,640.00
194	Relocate Street Light	2	EA	\$1,500.00	\$3,000.00
195	Roadway Excavation (Plan Quantity)	21,360	CY	\$25.00	\$534,003.47
196	Remove Asphalt Pavement	4,537	SY	\$6.50	\$29,488.33
197	Relocate Sign	4	EA	\$200.00	\$800.00
198	Concrete Curb and Gutter	6,805	LF	\$28.00	\$190,540.00
199	HMA 3"	1,133	TON	\$100.00	\$113,303.25
200	Crushed Gravel 4"	1,008	CY	\$32.00	\$32,260.74
201	Pit Run Gravel 12"	2,520	CY	\$28.00	\$70,570.37
202	Concrete Driveway	2,000	SF	\$20.00	\$40,000.00
203	Concrete Sidewalk	13,610	SF	\$15.00	\$204,150.00
204	Concrete Curb Ramp	4	EA	\$3,500.00	\$14,000.00
205	4" Paint Line	6,125	LF	\$1.00	\$6,124.50
206	Sod	27,220	SF	\$1.30	\$35,386.00
207	Topsoil-6 inch thick	3,024	SY	\$12.00	\$36,293.33
				SUBTOTAL	\$1,927,671.10
				ROW Acquisition	\$0.00
				Contingency - 30%	\$578,301.33
				Design Engineering - 8%	\$154,213.69
				Construction Engineering - 10%	\$192,767.11
				Miscellaneous Item - 5%	\$96,383.56
				Total:	\$2,949,400.00

 J-U-B ENGINEERS, INC. ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
600 South - 1054 Feet					
700 E to 800 E					
208	Mobilization - 8%	1	LS	\$100,955.20	\$100,955.20
209	Storm Water Pollution Prevention	1	LS	\$10,540.00	\$10,540.00
210	Traffic Control - 5%	1	LS	\$63,097.00	\$63,097.00
211	Clear and Grub	1	LS	\$8,432.00	\$8,432.00
212	Dust Control & Watering	1	LS	\$3,689.00	\$3,689.00
213	Survey - 3%	1	LS	\$37,858.20	\$37,858.20
214	Drainage Pipes and System	1	LS	\$252,960.00	\$252,960.00
215	Relocate Street Light	3	EA	\$1,500.00	\$4,500.00
216	Roadway Excavation (Plan Quantity)	16,542	CY	\$25.00	\$413,548.61
217	Remove Asphalt Pavement	3,513	SY	\$6.50	\$22,836.67
218	Relocate Sign	4	EA	\$200.00	\$800.00
219	Concrete Curb and Gutter	5,270	LF	\$28.00	\$147,560.00
220	HMA 3"	877	TON	\$100.00	\$87,745.50
221	Crushed Gravel 4"	781	CY	\$32.00	\$24,983.70
222	Pit Run Gravel 12"	1,952	CY	\$28.00	\$54,651.85
223	Concrete Driveway	1,000	SF	\$20.00	\$20,000.00
224	Concrete Sidewalk	10,540	SF	\$15.00	\$158,100.00
225	Concrete Curb Ramp	4	EA	\$3,500.00	\$14,000.00
226	4" Paint Line	4,743	LF	\$1.00	\$4,743.00
227	Sod	21,080	SF	\$1.30	\$27,404.00
228	Topsoil-6 inch thick	2,342	SY	\$12.00	\$28,106.67
				SUBTOTAL	\$1,486,511.40
				ROW Acquisition	\$0.00
				Contingency - 30%	\$445,953.42
				Design Engineering - 8%	\$118,920.91
				Construction Engineering - 10%	\$148,651.14
				Miscellaneous Item - 5%	\$74,325.57
				Total:	\$2,274,400.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
600 South - 882 Feet					
800 E to 900 E					
229	Mobilization - 8%	1	LS	\$83,553.60	\$83,553.60
230	Storm Water Pollution Prevention	1	LS	\$8,820.00	\$8,820.00
231	Traffic Control - 5%	1	LS	\$52,221.00	\$52,221.00
232	Clear and Grub	1	LS	\$7,056.00	\$7,056.00
233	Dust Control & Watering	1	LS	\$3,087.00	\$3,087.00
234	Survey - 3%	1	LS	\$31,332.60	\$31,332.60
235	Drainage Pipes and System	1	LS	\$211,680.00	\$211,680.00
236	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
237	Roadway Excavation (Plan Quantity)	13,843	CY	\$25.00	\$346,062.50
238	Remove Asphalt Pavement	2,940	SY	\$6.50	\$19,110.00
239	Relocate Sign	4	EA	\$200.00	\$800.00
240	Concrete Curb and Gutter	4,410	LF	\$28.00	\$123,480.00
241	HMA 3"	734	TON	\$100.00	\$73,426.50
242	Crushed Gravel 4"	653	CY	\$32.00	\$20,906.67
243	Pit Run Gravel 12"	1,633	CY	\$28.00	\$45,733.33
244	Concrete Driveway	250	SF	\$20.00	\$5,000.00
245	Concrete Sidewalk	8,820	SF	\$15.00	\$132,300.00
246	Concrete Curb Ramp	4	EA	\$3,500.00	\$14,000.00
247	4" Paint Line	3,969	LF	\$1.00	\$3,969.00
248	Sod	17,640	SF	\$1.30	\$22,932.00
249	Topsoil-6 inch thick	1,960	SY	\$12.00	\$23,520.00
				SUBTOTAL	\$1,230,490.20
				ROW Acquisition	\$0.00
				Contingency - 30%	\$369,147.06
				Design Engineering - 8%	\$98,439.22
				Construction Engineering - 10%	\$123,049.02
				Miscellaneous Item - 5%	\$61,524.51
				Total:	\$1,882,700.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
600 South - 426 Feet					
900 E to 1000 E					
250	Mobilization - 8%	1	LS	\$40,260.80	\$40,260.80
251	Storm Water Pollution Prevention	1	LS	\$4,260.00	\$4,260.00
252	Traffic Control - 5%	1	LS	\$25,163.00	\$25,163.00
253	Clear and Grub	1	LS	\$3,408.00	\$3,408.00
254	Dust Control & Watering	1	LS	\$1,491.00	\$1,491.00
255	Survey - 3%	1	LS	\$15,097.80	\$15,097.80
256	Drainage Pipes and System	1	LS	\$102,240.00	\$102,240.00
257	Relocate Street Light	1	EA	\$1,500.00	\$1,500.00
258	Roadway Excavation (Plan Quantity)	6,686	CY	\$25.00	\$167,145.83
259	Remove Asphalt Pavement	1,420	SY	\$6.50	\$9,230.00
260	Relocate Sign	3	EA	\$200.00	\$600.00
261	Concrete Curb and Gutter	2,130	LF	\$28.00	\$59,640.00
262	HMA 3"	355	TON	\$100.00	\$35,464.50
263	Crushed Gravel 4"	316	CY	\$32.00	\$10,097.78
264	Pit Run Gravel 12"	789	CY	\$28.00	\$22,088.89
265	Concrete Sidewalk	4,260	SF	\$15.00	\$63,900.00
266	Concrete Curb Ramp	2	EA	\$3,500.00	\$7,000.00
267	4" Paint Line	1,917	LF	\$1.00	\$1,917.00
268	Sod	8,520	SF	\$1.30	\$11,076.00
269	Topsoil-6 inch thick	947	SY	\$12.00	\$11,360.00
				SUBTOTAL	\$592,940.60
				ROW Acquisition	\$0.00
				Contingency - 30%	\$177,882.18
				Design Engineering - 8%	\$47,435.25
				Construction Engineering - 10%	\$59,294.06
				Miscellaneous Item - 5%	\$29,647.03
				Total:	\$907,200.00

ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
600 South - 2690 Feet					
1200 W to 800 W					
270	Mobilization - 8%	1	LS	\$248,109.78	\$248,109.78
271	Storm Water Pollution Prevention	1	LS	\$26,900.00	\$26,900.00
272	Traffic Control - 5%	1	LS	\$155,068.61	\$155,068.61
273	Clear and Grub	1	LS	\$21,520.00	\$21,520.00
274	Dust Control & Watering	1	LS	\$9,415.00	\$9,415.00
275	Survey - 3%	1	LS	\$93,041.17	\$93,041.17
276	Drainage Pipes and System	1	LS	\$645,600.00	\$645,600.00
277	Roadway Excavation (Plan Quantity)	42,218	CY	\$25.00	\$1,055,451.39
278	Remove Asphalt Pavement	5,978	SY	\$6.50	\$38,855.56
279	Relocate Sign	2	EA	\$200.00	\$400.00
280	Concrete Curb and Gutter	13,450	LF	\$28.00	\$376,600.00
281	HMA 3"	2,239	TON	\$100.00	\$223,942.50
282	Crushed Gravel 4"	1,993	CY	\$32.00	\$63,762.96
283	Pit Run Gravel 12"	4,981	CY	\$28.00	\$139,481.48
284	Concrete Sidewalk	26,900	SF	\$15.00	\$403,500.00
285	4" Paint Line	12,105	LF	\$1.00	\$12,105.00
286	Sod	53,800	SF	\$1.30	\$69,940.00
287	Topsoil-6 inch thick	5,978	SY	\$12.00	\$71,733.33
				SUBTOTAL	\$3,655,426.78
				ROW Acquisition	\$0.00
				Contingency - 30%	\$1,096,628.03
				Design Engineering - 8%	\$292,434.14
				Construction Engineering - 10%	\$365,542.68
				Miscellaneous Item - 5%	\$182,771.34
Total:					\$5,592,900.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
1000 South / 4600 North - 2740 Feet					
1200 W to 800 W					
1	Mobilization - 8%	1	LS	\$247,118.71	\$247,118.71
2	Storm Water Pollution Prevention	1	LS	\$27,400.00	\$27,400.00
3	Traffic Control - 5%	1	LS	\$154,449.19	\$154,449.19
4	Clear and Grub	1	LS	\$21,920.00	\$21,920.00
5	Dust Control & Watering	1	LS	\$9,590.00	\$9,590.00
6	Survey - 3%	1	LS	\$92,669.52	\$92,669.52
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$657,600.00	\$657,600.00
9	Roadway Excavation (Plan Quantity)	40,144	CY	\$25.00	\$1,003,609.57
10	Remove Asphalt Pavement	6,698	SY	\$6.50	\$43,535.56
11	Relocate Sign	2	EA	\$200.00	\$400.00
12	Concrete Curb and Gutter	13,700	LF	\$28.00	\$383,600.00
13	HMA 3"	2,382	TON	\$100.00	\$238,243.00
14	Crushed Gravel 4"	2,165	CY	\$32.00	\$69,278.02
15	Pit Run Gravel 12"	5,277	CY	\$28.00	\$147,757.04
16	Concrete Sidewalk	32,880	SF	\$15.00	\$493,200.00
17	4" Paint Line	12,330	LF	\$1.00	\$12,330.00
18	Sod	5,480	SF	\$1.30	\$7,124.00
19	Topsoil-6 inch thick	609	SY	\$12.00	\$7,306.67
				SUBTOTAL	\$3,642,131.27
				ROW Acquisition	\$0.00
				Contingency - 30%	\$1,092,639.38
				Design Engineering - 8%	\$291,370.50
				Construction Engineering - 10%	\$364,213.13
				Miscellaneous Item - 5%	\$182,106.56
Total:					\$5,572,500.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
1000 South / 4600 North - 2729 Feet					
800 W to 400 W					
20	Mobilization - 8%	1	LS	\$252,627.47	\$252,627.47
21	Storm Water Pollution Prevention	1	LS	\$27,290.00	\$27,290.00
22	Traffic Control - 5%	1	LS	\$157,892.17	\$157,892.17
23	Clear and Grub	1	LS	\$21,832.00	\$21,832.00
24	Dust Control & Watering	1	LS	\$9,551.50	\$9,551.50
25	Survey - 3%	1	LS	\$94,735.30	\$94,735.30
26	Drainage Pipes and System	1	LS	\$654,960.00	\$654,960.00
27	Roadway Excavation (Plan Quantity)	42,830	CY	\$25.00	\$1,070,753.47
28	Remove Asphalt Pavement	6,974	SY	\$6.50	\$45,331.72
29	Relocate Sign	5	EA	\$200.00	\$1,000.00
30	Concrete Curb and Gutter	13,645	LF	\$28.00	\$382,060.00
31	HMA 3"	2,272	TON	\$100.00	\$227,189.25
32	Crushed Gravel 4"	2,021	CY	\$32.00	\$64,687.41
33	Pit Run Gravel 12"	5,054	CY	\$28.00	\$141,503.70
34	Concrete Driveway	250	SF	\$20.00	\$5,000.00
35	Concrete Sidewalk	27,290	SF	\$15.00	\$409,350.00
36	4" Paint Line	12,281	LF	\$1.00	\$12,280.50
37	Sod	54,580	SF	\$1.30	\$70,954.00
38	Topsoil-6 inch thick	6,064	SY	\$12.00	\$72,773.33
				SUBTOTAL	\$3,721,771.83
				ROW Acquisition	\$0.00
				Contingency - 30%	\$1,116,531.55
				Design Engineering - 8%	\$297,741.75
				Construction Engineering - 10%	\$372,177.18
				Miscellaneous Item - 5%	\$186,088.59
				Total:	\$5,694,400.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
1000 South / 4600 North - 742 Feet					
400 W to 300 W					
39	Mobilization - 8%	1	LS	\$68,935.76	\$68,935.76
40	Storm Water Pollution Prevention	1	LS	\$7,420.00	\$7,420.00
41	Traffic Control - 5%	1	LS	\$43,084.85	\$43,084.85
42	Clear and Grub	1	LS	\$5,936.00	\$5,936.00
43	Dust Control & Watering	1	LS	\$2,597.00	\$2,597.00
44	Survey - 3%	1	LS	\$25,850.91	\$25,850.91
45	Drainage Pipes and System	1	LS	\$178,080.00	\$178,080.00
46	Roadway Excavation (Plan Quantity)	11,645	CY	\$25.00	\$291,131.94
47	Remove Asphalt Pavement	1,731	SY	\$6.50	\$11,253.67
48	Relocate Sign	4	EA	\$200.00	\$800.00
49	Concrete Curb and Gutter	3,710	LF	\$28.00	\$103,880.00
50	HMA 3"	618	TON	\$100.00	\$61,771.50
51	Crushed Gravel 4"	550	CY	\$32.00	\$17,588.15
52	Pit Run Gravel 12"	1,374	CY	\$28.00	\$38,474.07
53	Concrete Driveway	250	SF	\$20.00	\$5,000.00
54	Concrete Sidewalk	7,420	SF	\$15.00	\$111,300.00
55	4" Paint Line	3,339	LF	\$1.00	\$3,339.00
56	Sod	14,840	SF	\$1.30	\$19,292.00
57	Topsoil-6 inch thick	1,649	SY	\$12.00	\$19,786.67
				SUBTOTAL	\$1,015,521.52
				ROW Acquisition	\$0.00
				Contingency - 30%	\$304,656.46
				Design Engineering - 8%	\$81,241.72
				Construction Engineering - 10%	\$101,552.15
				Miscellaneous Item - 5%	\$50,776.08
Total:					\$1,553,800.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
1000 South / 4600 North - 342 Feet					
300 W to 250 W					
58	Mobilization - 8%	1	LS	\$32,627.52	\$32,627.52
59	Storm Water Pollution Prevention	1	LS	\$3,420.00	\$3,420.00
60	Traffic Control - 5%	1	LS	\$20,392.20	\$20,392.20
61	Clear and Grub	1	LS	\$2,736.00	\$2,736.00
62	Dust Control & Watering	1	LS	\$1,197.00	\$1,197.00
63	Survey - 3%	1	LS	\$12,235.32	\$12,235.32
64	Utilities	1	LS	\$12,500.00	\$12,500.00
65	Drainage Pipes and System	1	LS	\$82,080.00	\$82,080.00
66	Roadway Excavation (Plan Quantity)	5,368	CY	\$25.00	\$134,187.50
67	Remove Asphalt Pavement	836	SY	\$6.50	\$5,434.00
68	Relocate Sign	3	EA	\$200.00	\$600.00
69	Concrete Curb and Gutter	1,710	LF	\$28.00	\$47,880.00
70	HMA 3"	285	TON	\$100.00	\$28,471.50
71	Crushed Gravel 4"	253	CY	\$32.00	\$8,106.67
72	Pit Run Gravel 12"	633	CY	\$28.00	\$17,733.33
73	Concrete Sidewalk	3,420	SF	\$15.00	\$51,300.00
74	4" Paint Line	1,539	LF	\$1.00	\$1,539.00
75	Sod	6,840	SF	\$1.30	\$8,892.00
76	Topsoil-6 inch thick	760	SY	\$12.00	\$9,120.00
				SUBTOTAL	\$480,452.04
				ROW Acquisition	\$0.00
				Contingency - 30%	\$144,135.61
				Design Engineering - 8%	\$38,436.16
				Construction Engineering - 10%	\$48,045.20
				Miscellaneous Item - 5%	\$24,022.60
				Total:	\$735,100.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
1000 South / 4600 North - 370 Feet					
250 W to 200 W					
77	Mobilization - 8%	1	LS	\$37,180.98	\$37,180.98
78	Storm Water Pollution Prevention	1	LS	\$3,700.00	\$3,700.00
79	Traffic Control - 5%	1	LS	\$23,238.11	\$23,238.11
80	Clear and Grub	1	LS	\$2,960.00	\$2,960.00
81	Dust Control & Watering	1	LS	\$1,295.00	\$1,295.00
82	Survey - 3%	1	LS	\$13,942.87	\$13,942.87
83	Utilities	1	LS	\$37,500.00	\$37,500.00
84	Drainage Pipes and System	1	LS	\$88,800.00	\$88,800.00
85	Roadway Excavation (Plan Quantity)	5,807	CY	\$25.00	\$145,173.61
86	Remove Asphalt Pavement	904	SY	\$6.50	\$5,878.89
87	Relocate Sign	1	EA	\$200.00	\$200.00
88	Concrete Curb and Gutter	1,850	LF	\$28.00	\$51,800.00
89	HMA 3"	308	TON	\$100.00	\$30,802.50
90	Crushed Gravel 4"	274	CY	\$32.00	\$8,770.37
91	Pit Run Gravel 12"	685	CY	\$28.00	\$19,185.19
92	Concrete Sidewalk	3,700	SF	\$15.00	\$55,500.00
93	4" Paint Line	1,665	LF	\$1.00	\$1,665.00
94	Sod	7,400	SF	\$1.30	\$9,620.00
95	Topsoil-6 inch thick	822	SY	\$12.00	\$9,866.67
				SUBTOTAL	\$547,079.18
				ROW Acquisition	\$0.00
				Contingency - 30%	\$164,123.75
				Design Engineering - 8%	\$43,766.33
				Construction Engineering - 10%	\$54,707.92
				Miscellaneous Item - 5%	\$27,353.96
				Total:	\$837,100.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
DATE: 6/25/2026					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
1000 South / 4600 North - 1709 Feet					
200 W to US-91					
96	Mobilization - 8%	1	LS	\$163,117.94	\$163,117.94
97	Storm Water Pollution Prevention	1	LS	\$17,090.00	\$17,090.00
98	Traffic Control - 5%	1	LS	\$101,948.71	\$101,948.71
99	Clear and Grub	1	LS	\$13,672.00	\$13,672.00
100	Dust Control & Watering	1	LS	\$5,981.50	\$5,981.50
101	Survey - 3%	1	LS	\$61,169.23	\$61,169.23
102	Utilities	1	LS	\$37,500.00	\$37,500.00
103	Drainage Pipes and System	1	LS	\$410,160.00	\$410,160.00
104	Roadway Excavation (Plan Quantity)	26,822	CY	\$25.00	\$670,545.14
105	Remove Asphalt Pavement	5,887	SY	\$6.50	\$38,262.61
106	Relocate Sign	4	EA	\$200.00	\$800.00
107	Concrete Curb and Gutter	8,545	LF	\$28.00	\$239,260.00
108	HMA 3"	1,423	TON	\$100.00	\$142,274.25
109	Crushed Gravel 4"	1,266	CY	\$32.00	\$40,509.63
110	Pit Run Gravel 12"	3,165	CY	\$28.00	\$88,614.81
111	Concrete Driveway	750	SF	\$20.00	\$15,000.00
112	Concrete Sidewalk	17,090	SF	\$15.00	\$256,350.00
113	4" Paint Line	7,691	LF	\$1.00	\$7,690.50
114	Traffic Sign	4	EA	\$500.00	\$2,000.00
115	Sod	34,180	SF	\$1.30	\$44,434.00
116	Topsoil-6 inch thick	3,798	SY	\$12.00	\$45,573.33
				SUBTOTAL	\$2,401,953.66
				ROW Acquisition	\$0.00
				Contingency - 30%	\$720,586.10
				Design Engineering - 8%	\$192,156.29
				Construction Engineering - 10%	\$240,195.37
				Miscellaneous Item - 5%	\$120,097.68
				Total:	\$3,675,000.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:				DATE: 6/25/2026	
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
1000 South - 672 Feet					
US-91 to 100 E					
1	Mobilization - 8%	1	LS	\$64,681.87	\$64,681.87
2	Storm Water Pollution Prevention	1	LS	\$6,720.00	\$6,720.00
3	Traffic Control - 5%	1	LS	\$40,426.17	\$40,426.17
4	Clear and Grub	1	LS	\$5,376.00	\$5,376.00
5	Dust Control & Watering	1	LS	\$2,352.00	\$2,352.00
6	Survey - 3%	1	LS	\$24,255.70	\$24,255.70
7	Utilities	1	LS	\$25,000.00	\$25,000.00
8	Drainage Pipes and System	1	LS	\$161,280.00	\$161,280.00
9	Roadway Excavation (Plan Quantity)	9,846	CY	\$25.00	\$246,140.74
10	Remove Asphalt Pavement	3,360	SY	\$6.50	\$21,840.00
11	Concrete Curb and Gutter	3,360	LF	\$28.00	\$94,080.00
12	HMA 3"	584	TON	\$100.00	\$58,430.40
13	Crushed Gravel 4"	531	CY	\$32.00	\$16,990.81
14	Pit Run Gravel 12"	1,294	CY	\$28.00	\$36,238.22
15	Concrete Sidewalk	8,064	SF	\$15.00	\$120,960.00
16	Concrete Curb Ramp	6	EA	\$3,500.00	\$21,000.00
17	4" Paint Line	3,024	LF	\$1.00	\$3,024.00
18	Sod	1,344	SF	\$1.30	\$1,747.20
19	Topsoil-6 inch thick	149	SY	\$12.00	\$1,792.00
				SUBTOTAL	\$952,335.12
				ROW Acquisition	\$0.00
				Contingency - 30%	\$285,700.54
				Design Engineering - 8%	\$76,186.81
				Construction Engineering - 10%	\$95,233.51
				Miscellaneous Item - 5%	\$47,616.76
Total:					\$1,457,100.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update					
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
1000 South - 1089 Feet					
100 E to 250 E					
20	Mobilization - 8%	1	LS	\$97,704.31	\$97,704.31
21	Storm Water Pollution Prevention	1	LS	\$10,890.00	\$10,890.00
22	Traffic Control - 5%	1	LS	\$61,065.19	\$61,065.19
23	Clear and Grub	1	LS	\$8,712.00	\$8,712.00
24	Dust Control & Watering	1	LS	\$3,811.50	\$3,811.50
25	Survey - 3%	1	LS	\$36,639.12	\$36,639.12
26	Drainage Pipes and System	1	LS	\$261,360.00	\$261,360.00
27	Roadway Excavation (Plan Quantity)	15,955	CY	\$25.00	\$398,879.86
28	Concrete Curb and Gutter	5,445	LF	\$28.00	\$152,460.00
29	HMA 3"	947	TON	\$100.00	\$94,688.55
30	Crushed Gravel 4"	860	CY	\$32.00	\$27,534.22
31	Pit Run Gravel 12"	2,097	CY	\$28.00	\$58,725.33
32	Concrete Sidewalk	13,068	SF	\$15.00	\$196,020.00
33	Concrete Curb Ramp	6	EA	\$3,500.00	\$21,000.00
34	4" Paint Line	4,901	LF	\$1.00	\$4,900.50
35	Sod	2,178	SF	\$1.30	\$2,831.40
36	Topsoil-6 inch thick	242	SY	\$12.00	\$2,904.00
				SUBTOTAL	\$1,440,125.99
				ROW Acquisition	\$0.00
				Contingency - 30%	\$432,037.80
				Design Engineering - 8%	\$115,210.08
				Construction Engineering - 10%	\$144,012.60
				Miscellaneous Item - 5%	\$72,006.30
Total:					\$2,203,400.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME:				DATE: 6/25/2026	
Smithfield TMP Update					
PROJECT DESCRIPTION:					
Roadway Cost					
CLIENT:					
City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
1000 South - 1451 Feet					
250 E to 455 E					
37	Mobilization - 8%	1	LS	\$127,944.24	\$127,944.24
38	Storm Water Pollution Prevention	1	LS	\$14,510.00	\$14,510.00
39	Traffic Control - 5%	1	LS	\$79,965.15	\$79,965.15
40	Clear and Grub	1	LS	\$11,608.00	\$11,608.00
41	Dust Control & Watering	1	LS	\$5,078.50	\$5,078.50
42	Survey - 3%	1	LS	\$47,979.09	\$47,979.09
43	Drainage Pipes and System	1	LS	\$348,240.00	\$348,240.00
44	Roadway Excavation (Plan Quantity)	21,259	CY	\$25.00	\$531,473.53
45	Concrete Curb and Gutter	7,255	LF	\$28.00	\$203,140.00
46	HMA 3"	1,262	TON	\$100.00	\$126,164.45
47	Crushed Gravel 4"	1,146	CY	\$32.00	\$36,687.01
48	Pit Run Gravel 12"	2,795	CY	\$28.00	\$78,246.52
49	Concrete Sidewalk	17,412	SF	\$15.00	\$261,180.00
50	4" Paint Line	6,530	LF	\$1.00	\$6,529.50
51	Sod	2,902	SF	\$1.30	\$3,772.60
52	Topsoil-6 inch thick	322	SY	\$12.00	\$3,869.33
				SUBTOTAL	\$1,886,387.92
				ROW Acquisition	\$0.00
				Contingency - 30%	\$565,916.38
				Design Engineering - 8%	\$150,911.03
				Construction Engineering - 10%	\$188,638.79
				Miscellaneous Item - 5%	\$94,319.40
Total:					\$2,886,200.00

 ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
1000 South - 1354 Feet					
455 E to 600 E					
53	Mobilization - 8%	1	LS	\$120,391.11	\$120,391.11
54	Storm Water Pollution Prevention	1	LS	\$13,540.00	\$13,540.00
55	Traffic Control - 5%	1	LS	\$75,244.44	\$75,244.44
56	Clear and Grub	1	LS	\$10,832.00	\$10,832.00
57	Dust Control & Watering	1	LS	\$4,739.00	\$4,739.00
58	Survey - 3%	1	LS	\$45,146.66	\$45,146.66
59	Utilities	1	LS	\$12,500.00	\$12,500.00
60	Drainage Pipes and System	1	LS	\$324,960.00	\$324,960.00
61	Roadway Excavation (Plan Quantity)	19,838	CY	\$25.00	\$495,944.29
62	Concrete Curb and Gutter	6,770	LF	\$28.00	\$189,560.00
63	HMA 3"	1,177	TON	\$100.00	\$117,730.30
64	Crushed Gravel 4"	1,070	CY	\$32.00	\$34,234.47
65	Pit Run Gravel 12"	2,608	CY	\$28.00	\$73,015.70
66	Concrete Sidewalk	16,248	SF	\$15.00	\$243,720.00
67	4" Paint Line	6,093	LF	\$1.00	\$6,093.00
68	Sod	2,708	SF	\$1.30	\$3,520.40
69	Topsoil-6 inch thick	301	SY	\$12.00	\$3,610.67
				SUBTOTAL	\$1,774,782.04
				ROW Acquisition	\$0.00
				Contingency - 30%	\$532,434.61
				Design Engineering - 8%	\$141,982.56
				Construction Engineering - 10%	\$177,478.20
				Miscellaneous Item - 5%	\$88,739.10
				Total:	\$2,715,500.00

 J-U-B ENGINEERS, INC. ENGINEER'S OPINION OF PROBABLE COST					
PROJECT NAME: Smithfield TMP Update				DATE: 6/25/2026	
PROJECT DESCRIPTION: Roadway Cost					
CLIENT: City of Smithfield					
J-U-B PROJ. NO.: 57-24-004					
No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
1000 South - 1201 Feet					
600 E to 800 E					
70	Mobilization - 8%	1	LS	\$108,964.09	\$108,964.09
71	Storm Water Pollution Prevention	1	LS	\$12,010.00	\$12,010.00
72	Traffic Control - 5%	1	LS	\$68,102.55	\$68,102.55
73	Clear and Grub	1	LS	\$9,608.00	\$9,608.00
74	Dust Control & Watering	1	LS	\$4,203.50	\$4,203.50
75	Survey - 3%	1	LS	\$40,861.53	\$40,861.53
76	Utilities	1	LS	\$37,500.00	\$37,500.00
77	Drainage Pipes and System	1	LS	\$288,240.00	\$288,240.00
78	Roadway Excavation (Plan Quantity)	17,596	CY	\$25.00	\$439,903.32
79	Relocate Sign	4	EA	\$200.00	\$800.00
80	Concrete Curb and Gutter	6,005	LF	\$28.00	\$168,140.00
81	HMA 3"	1,044	TON	\$100.00	\$104,426.95
82	Crushed Gravel 4"	949	CY	\$32.00	\$30,366.02
83	Pit Run Gravel 12"	2,313	CY	\$28.00	\$64,765.04
84	Concrete Sidewalk	14,412	SF	\$15.00	\$216,180.00
85	4" Paint Line	5,405	LF	\$1.00	\$5,404.50
86	Sod	2,402	SF	\$1.30	\$3,122.60
87	Topsoil-6 inch thick	267	SY	\$12.00	\$3,202.67
				SUBTOTAL	\$1,605,800.77
				ROW Acquisition	\$0.00
				Contingency - 30%	\$481,740.23
				Design Engineering - 8%	\$128,464.06
				Construction Engineering - 10%	\$160,580.08
				Miscellaneous Item - 5%	\$80,290.04
Total:					\$2,456,900.00

APPENDIX F: TRAFFIC IMPACT STUDY GUIDELINES

Permit Level / Traffic Study Level I

Project generates less than 100 daily trips.

No proposed modifications to traffic signals or roadway elements or geometry.

1. Study Area
 - a. Defined by City Engineer.
 - b. The study area may include property frontage, neighboring and adjacent parcels, and require applicant to identify site access points, and any access points along the roadway within access category distance of property boundaries (Refer to **Section 4.3** and **Table 5**).
2. Horizon year
 - a. Opening year of project.
3. Data Collection
 - a. AM and PM Peak period turning movement counts of site and study area.
 - i. Collect turning movement counts mid week on non-holiday weeks
 - b. Identify site and study area roadway and intersection geometries.
 - c. Identify study area traffic volume and characteristics.
 - d. Identify queue lengths at site and study intersections.
4. Analysis Period
 - a. Identify site and study area road traffic for weekday AM and PM peak hours.
5. Right-of-Way Access
 - a. Right-of-way and physical conflicts.
 - b. Investigate existence of federal or state, no access or limited access control lines.
6. Generate access point capacity analysis as necessary
 - a. Analyze the site and study area for the following time periods: weekday AM and PM peak hours including Saturday peak hours.
 - b. Identify special event peak hour as necessary (per roadway peak and site peak).
7. Design and Mitigation
 - a. Determine and document safe and efficient operational design needs based on site and study area data.
 - b. Identify operational concerns and mitigation measures to ensure safe and efficient operation.

Permit Level / Traffic Study Level II

Project generates 100 to 500 daily trips

1. Study Area
 - a. Defined by City Engineer.
 - b. The study area may include property frontage, neighboring and adjacent parcels, and require applicant to identify site, cross and next adjacent up and down stream access points within access category distance of property boundaries, the intersection of site access drives with state highways and any signalized and un-signalized intersection within access category distance of property line, including any identified queuing (Refer to **Section 4.3** and **Table 5**).
2. Horizon Year
 - a. Opening year of project.
3. Data Collection
 - a. AM and PM Peak period turning movement counts of site and study area.
 - I. Collect turning movement counts mid week on non-holiday weeks
 - b. Identify site and study area roadway and intersection geometries.
 - c. Identify study area traffic volume and characteristics.
 - d. Identify queue lengths at site and study intersections.
4. Analysis Period
 - a. Identify site and study area road traffic for weekday AM and PM peak hours.
 - b. Identify special event peak hour as necessary (study area roadway peak and site peak).
5. Capacity Analysis
 - a. Level of Service (LOS) for all intersections.
 - b. LOS for existing conditions, design year without project, design year with project.
6. Right-of-Way Access
 - a. Identify right-of-way and physical conflicts.
 - b. Investigate existence of federal or state, no access or limited access control lines.
7. Design and Mitigation
 - a. Determine and document safe and efficient operational design needs based on site and study area data.
 - b. Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.

Permit Level / Traffic Study Level III

Project Generates 500 to 3,000 daily trips or less than 500 peak hour trips

1. Study Area
 - a. Defined by City Engineer.
 - b. The study area may include property frontage, neighboring and adjacent parcels, and require applicant to identify site, cross and next adjacent up and down stream access points within access category distance of property boundaries, the intersection of site access drives with state highways and any signalized and un-signalized intersection within access category distance of property line, including any identified queuing (Refer to **Section 4.3** and **Table 5**).
2. Horizon Year
 - a. Opening year of project.
 - b. Five years after opening.
 - c. Document and include all phases of development.
3. Data Collection
 - a. AM and PM Peak period turning movement counts of site and study area.
 - i. Collect turning movement counts mid week on non-holiday weeks
 - b. Identify site and study area roadway and intersection geometries.
 - c. Identify queue lengths at site and study intersections.
 - d. Traffic control devices including traffic signals and regulatory signs.
 - e. Automatic continuous traffic counts for at least 48 hours.
 - f. Traffic crash data
4. Analysis Period
 - a. For each design year analyze site and study area road traffic for weekday A.M. and P.M. peak hours.
 - b. Identify special event peak hour as necessary (study area roadway peak and site peak).
5. Trip Generation
 - a. Use equations or rates available in latest edition of ITE Trip Generation.
 - b. Where developed equations are unavailable for intended land use, perform trip rate study and estimation following ITE procedures or develop justified trip rate agreed to by the City Engineer.
6. Trip Distribution and Assignment
 - a. Document distribution and assignment of existing, site, background, and future traffic volumes on surrounding roadway network of study area.
7. Capacity Analysis
 - a. Level of Service (LOS) for all intersections.
 - b. LOS for existing conditions, design year without project, design year with project.
8. Traffic Signal Impacts
 - a. Traffic signal warrant study (prepared by developer).
 - b. Traffic signal construction drawings if traffic signal is warranted (prepared by developer).

- c. Queuing Analysis
- d. Identify traffic signal coordination with existing signals along the corridor.

9. Right-of-Way Access

- a. Identify right-of-way and physical conflicts.
- b. Investigate existence of federal or state, no access or limited access control lines.

10. Design and Mitigation

- c. Determine and document safe and efficient operational design needs based on site and study area data.
- d. Identify operational concerns and mitigation measures to ensure safe and efficient operation.

Permit Level / Traffic Study Level IV

Project generates 3,000 to 10,000 daily trips or 500 to 1,200 peak hour trips.

1. Study Area
 - a. Defined by City Engineer.
 - b. The study area may include property frontage, neighboring and adjacent parcels, and require applicant to identify site, cross and next adjacent up and down stream access points within access category distance of property boundaries, the intersection of site access drives with state highways and any signalized and un-signalized intersection within ½ mile of the property line on each side of the project (Refer to **Section 4.3** and **Table 5**).
2. Horizon Year
 - a. Opening year of project
 - b. Five years after opening.
 - c. Twenty years after opening.
 - d. Document and include all phases of development.
3. Data Collection
 - a. AM and PM Peak period turning movement counts of site and study area.
 - I. Collect turning movement counts mid week on non-holiday weeks
 - b. Identify site and study area roadway and intersection geometries.
 - c. Identify queue lengths at site and study intersections.
 - d. Traffic control devices including traffic signals and regulatory signs.
 - e. Traffic crash data.
4. Analysis period
 - a. For each design year analyze site and study area road traffic for weekday A.M. and P.M. peak hours.
 - b. Identify special event peak hour as necessary (study area roadway peak and site peak).
5. Trip Generation
 - a. Use equations or rates available in latest edition of ITE Trip Generation.
 - b. Where developed equations are unavailable for intended land use, perform trip rate study and estimation following ITE procedures or develop justified trip rate agreed to by the City Engineer.
6. Trip Distributions and Assignment
 - a. Document distribution and assignment of existing, site, background, and future traffic volumes on surrounding roadway network of study area.
7. Capacity Analysis
 - a. Level of Service (LOS) for all intersections.
 - b. LOS for existing conditions, design year without project, design year with project.
8. Traffic Signal Impacts. For proposed Traffic Signals:

- a. Traffic signal warrant study (prepared by developer).
 - b. Traffic signal construction drawings if traffic signal is warranted (prepared by developer).
 - c. Queuing analysis.
 - d. Identify traffic signal coordination with existing signals along the corridor.
9. Right-of-Way Access
- a. Identify right-of-way and physical conflicts.
 - b. Investigate existence of federal or state, no access or limited access control lines.
10. Traffic Safety Analysis.
- a. Identify crash trends.
 - b. Identify crash mitigation measures.
11. Design and Mitigation
- a. Determine and document safe and efficient operational design needs based on site and study area data.
 - b. Identify operational concerns and mitigation measures to ensure safe and efficient operation.

Permit Level / Traffic Study Level V

Project generates more than 10,000 daily trips or more than 1,200 peak hour

1. Study Area
 - a. Defined by City Engineer.
 - b. The study area may include property frontage, neighboring and adjacent parcels, and require applicant to identify site, cross and next adjacent up and down stream access points within access category distance of property boundaries, the intersection of site access drives with state highways and any signalized and un-signalized intersection within ½ mile of the property line on each side of the project (Refer to **Section 4.3** and **Table 5**).
 2. Horizon Year
 - a. Opening year of project.
 - b. Five years after opening.
 - c. Twenty years after opening.
 - d. Document and include all phases of development.
 3. Data Collection
 - a. AM and PM Peak period turning movement counts of site and study area.
 - I. Collect turning movement counts mid week on non-holiday weeks
 - b. Identify site and study area roadway and intersection geometries.
 - c. Identify queue lengths at site and study intersections.
 - d. Traffic control devices including traffic signals and regulatory signs.
 - e. Traffic crash data.
 4. Analysis period
 - a. For each design year analyze site and adjacent road traffic for weekday A.M. and P.M. peak hours.
 - b. Identify special event peak hour as necessary (adjacent roadway peak and site peak).
 5. Trip Generation
 - a. Use equations or rates available in latest edition of ITE Trip Generation.
 - b. Where developed equations are unavailable for intended land use, perform trip rate study and estimation following ITE procedures or develop justified trip rate agreed to by the City Engineer.
 6. Trip Distributions and Assignment
 - a. Document distribution and assignment of existing, site, background, and future traffic volumes on surrounding network of study area.
 7. Capacity Analysis
 - a. Level of Service (LOS) for all intersections.
 - b. LOS for existing conditions, design year without project, design year with project.
 8. Traffic Signal Impacts
 - a. Traffic signal warrant study (prepared by developer).
 - b. Traffic signal construction drawings if traffic signal is warranted (prepared by developer).
-

- c. Queuing Analysis.
 - d. Identify traffic signal coordination with existing signals along the corridor.
- 9. Right-of-Way Access
 - a. Identify right-of-way, geometric boundaries and physical conflicts.
 - b. Investigate existence of federal or state, no access or limited access control line.
- 10. Traffic Safety Analysis
 - a. Identify crash trends.
 - b. Identify crash mitigation measures.
- 11. Design and Mitigation
 - a. Determine and document safe and efficient operational design needs based on site and study area data.
 - b. Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.

Application Submittal and TIS Report Format

The applicant must submit one complete application with attachments to the City Engineer. Please include scaled schematic drawings illustrating alignment, number of lanes, lane widths, signing, and pavement markings. If traffic signal modifications are proposed, drawings must show signal phasing, signal head locations and lane markings.

The Traffic Impact Study must follow the recommended format below.

1. Introduction and summary
2. Proposed project description
3. Existing study area conditions
4. Analysis of existing conditions
5. Projected site trips
6. Analysis of projected traffic
7. Conclusions and recommendations