



**RICHMOND CITY CORPORATION  
90 SOUTH 100 WEST  
RICHMOND, UTAH 84333**

**AGENDA**

Public Notice is given that the Richmond City Council will meet in a regularly scheduled meeting at 90 South 100 West, Richmond, Utah, on **Tuesday, September 15, 2026**. The meeting will begin at 6:30 PM.

**Welcome and Opening Ceremonies by Mayor Young**

1. Approval of the city council meeting minutes from August 19, 2026.
2. Discussion and possible vote on Resolution 2026-07, a Resolution accepting a Petition for Annexation on certain real property under provisions of Sections 10-2-804 and 10-2-806 Utah Code Annotated, 2025, as amended. The parcels being considered for annexation are located north and east of approximately 150 North 400 West and are approximately 13.43 acres. Parcel Numbers 09-046-0013 and 09-051-0014.
3. Discussion and possible approval of the Transportation Master Plan update.
4. Staff reports and monthly financial review
5. 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 Office at (435) 258-2092, at least 3 days before the date of the meeting.



## RICHMOND CITY COUNCIL MEETING August 19, 2026

The regular meeting of the Richmond City Council was held at the Park Community Center located at 90 South 100 West, Richmond, Utah, on Tuesday, August 19, 2026. The meeting began at 6:30 p.m. Mayor Jeff Young was in the chair.

Welcome and Opening Remarks by Lyle Bair

**Council Members Present:** Lyle Bair, Daryl Black, Joel Draxler, Fran Schumann, Bryce Wood

**Staff Present:** Justin Lewis (City Recorder), HollyJo Karren (City Administrator), Karen Tejan, Melissa Titensor (City Treasurer), John Harris, Lora Smith, Jamie Hancock

**Others Present:** Eric Maughan, Todd Smith, Lara Smith, Terrie Wierenga, Cindy Allen, Val Christensen, Debbie Zilles, Sheldon Archibald, Tim Smith, Robert Poyner, Wendy Poyner

### Approval of the city council meeting minutes from July 21, 2026.

**\*\*\*Councilmember Black moved to approve the July 21, 2026, City Council meeting minutes as submitted. Councilmember Wood seconded the motion. The motion was approved 5-0.\*\*\***

**Yes Vote: Bair, Black, Draxler, Schumann, Wood**

**No Vote: None**

### Recognition of Library Director Lora Smith for years of dedicated service to the city.

Mayor Young and the city council thanked Lora for her ten years serving as the Richmond City Library Director. He appreciated all she has done, and the City is grateful for her service.

### Approval of Jamie Hancock as Library Director effective September 12, 2026.

Councilmember Schumann said the City interviewed three qualified candidates and selected Jamie Hancock as the new library director, effective September 12, 2026. Mrs. Hancock has lived in Richmond for ten years and worked at the library for seven years. She loves the City and is honored and excited to serve the community.

**\*\*\*Councilmember Schumann moved to appoint Jamie Hancock as the Richmond City Library Director effective September 12, 2026. Councilmember Wood seconded the motion. The motion was approved 5-0.\*\*\***

**Yes Vote: Bair, Black, Draxler, Schumann, Wood**

**No Vote: None**



**Discussion and possible vote on Ordinance 2026-12, an Ordinance rezoning Cache County Parcel Number 09-057-0002 from RLD (Residential Low Density) and HC (Highway Commercial) to HC (Highway Commercial). The parcel is located at approximately 250 West 100 South and is approximately 1.9 acres.**

Eric Maughan purchased property from Loy Jean Wertman that is currently zoned RLD. Mr. Maughan requested rezoning to HC so his entire property would be under the same zoning designation. The intent for the property is to use it as a material storage area like the rest of the area at Rocky Mountain Landscape Products.

Mr. Lewis stated that the Planning Commission reviewed the request and recommended approval. A boundary line adjustment was completed after the property was purchased. Public comments at the Planning Commission meeting included support for the request, a child-safety concern along 300 West which Mr. Maughan addressed, and one comment opposing the proposal.

Mr. Maughan clarified that he will not access the property from 300 West. He will access the property from 100 South, off the highway and also has access from behind Maverik on Main Street.

Councilmember Wood stated that Mr. Maughan clearly explained his intended use of the property at the Planning Commission meeting and that the rezoning request is reasonable.

Councilmember Black expressed support for the request but asked whether Mrs. Wertman's remaining property would continue to comply with zoning requirements and whether the request would create a nonconforming parcel. Mr. Maughan stated that he ensured Mrs. Wertman was taken care of and that the remaining property has sufficient frontage and setbacks, so it is not a non-conforming lot. Mr. Lewis confirmed that Mrs. Wertman's parcel is 16,552 square feet.

**\*\*\*Councilmember Wood moved to adopt Ordinance 2026-12, rezoning Cache County Parcel Number 09-057-0002 from RLD (Residential Low Density) and HC (Highway Commercial) to HC (Highway Commercial). The parcel is located at approximately 250 West 100 South and is approximately 1.9 acres.**

**Councilmember Bair seconded the motion. The motion was approved 5-0.\*\*\***

**Yes Vote: Bair, Black, Draxler, Schumann, Wood**

**No Vote: None**

**Discussion and possible vote on Ordinance 2026-10, an Ordinance amending the Richmond City Municipal Code, Title 12-000 "Land Use, Development and Management (LUDMO)", Chapter 12-800 "Zoning Establishment", Part 12-805-21 "Accessory Dwelling Unit" and 12-805-6 "Area of Accessory Buildings".**

Mr. Lewis explained that the State mandates that internal accessory dwelling units (ADU) be allowed. This proposal is for detached ADU's to be allowed as well. The Planning

Commission has reviewed and discussed this issue for the last several months. The Ordinance is crafted to allow detached dwelling units. One focus of the discussion was setbacks, and the Planning Commission ultimately decided to use the zone's existing setbacks. He clarified that accessory dwelling units would be allowed only in A-10, A-5, RE-1, RE-2, RLD, and RMD. Parking spaces will be hard-surfaced, such as concrete, asphalt, asphalt tailings, or compacted gravel. The unit must meet all Fire Department requirements. The Planning Commission recommended approval by a 4-1 vote. The dissenting vote was due to setbacks; that member would have liked to see them decreased. This section can be changed at any time. He noted that detached units will not work for every lot, especially small lots.

Councilmember Wood said the Commissioners spent a lot of time and had a thoughtful discussion about this issue and the details of the proposal. This seems like a good foundation.

Councilmember Draxler served as the liaison to the Planning Commission when this conversation began. One of his concerns was that one of the dwellings must be owner-occupied. Although he is fine with this proposal in theory, he questions whether it might become cumbersome to enforce over time.

Mr. Lewis pointed out that this is addressed in 12-805-21 B. 3 *The owner(s) of the residence in which the accessory dwelling unit exists must occupy at least one of the apartments in the dwelling, except for bona fide temporary absences of two (2) years or less for activities such as:*

- a. A temporary job assignment, sabbatical, or voluntary service.*
- b. The owner is placed in a hospital, nursing home, assisted living facility, or other similar facility.*
- c. City staff may require written documentation verifying the temporary absence.*
- d. The owner(s) shall apply for a continuance of their accessory dwelling unit permit during their absence by notifying the City Administrator in writing. They shall include in the request their anticipated length of absence and estimated return date, a forwarding address, phone number, and email address where they may be contacted by the City, and the names, phone numbers, and email addresses of those who will act in their stead as the "surrogate" owners of the property in their absence.*

Councilmember Wood said the hope is that if an owner lives on-site, there will be fewer nuisance problems.

At Councilmember Bair's request, Mr. Lewis listed the required setbacks for each zoning designation. He explained that if the City Council determines the setbacks should be changed, the changes would need to be addressed in a different section of the City Code and could not be made tonight as they are only referenced in the code amendments.

Councilmember Bair has stayed in a detached ADU with its own sprinkler system in case of a fire. He wants to ensure that the Fire Department is comfortable with the requirements. Mr. Lewis said they reviewed the proposal.

Mr. Lewis noted that privacy was discussed during the setback conversation at the planning commission meetings. He explained that privacy is very difficult to legislate.

Councilmember Bair stated that the proposal makes sense in the current housing market. He is not opposed to it but is interested in identifying and addressing any potential issues.

Mayor Young noted that detached units would apply only to larger lots, which would naturally limit who can utilize this potential housing option. Mr. Lewis agreed and said the intent is not for this to fit every parcel, but to allow it for large lots which is where all of the current requests have been in this regard.

**\*\*\*Councilmember Black moved to adopt Ordinance 2026-10, an Ordinance amending the Richmond City Municipal Code, Title 12-000 “Land Use, Development and Management (LUDMO)”, Chapter 12-800 “Zoning Establishment”, Part 12-805-21 “Accessory Dwelling Unit” and 12-805-6 “Area of Accessory Buildings”. Councilmember Bair seconded the motion. The motion was approved 5-0. \*\*\***

**Yes Vote: Bair, Black, Draxler, Schumann, Wood**

**No Vote: None**

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| <b>Discussion on Municipal Code Part 14-60 “Service Outside of Richmond City”.</b> |
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The current Code reads as follows:

**Part 14-160 Service Outside Of Richmond City**

Under normal conditions, culinary water will not be provided to users living outside of the legal city limits of Richmond City. Under extraordinary circumstances, and following public discussion, debate, and a vote in an open public meeting by the Richmond City Council acting in its capacity as the Water Authority, exceptions may be granted; however, granting one exception shall not be construed as precedent for further exceptions. This part does not affect pre-existing agreements between Richmond City and current users outside of the city limits.

Mayor Young has received several requests since taking office and asked for the City Council’s thoughts on the issue. He noted that Richmond does not currently support the use outside the City limits, based on the belief that the benefit should be reserved for those who pay property taxes within the City. He explained that some cities allow the use outside their city limits, while others do not.

Mayor Young reminded the Council that State law does not allow the City to charge a different water utility rate, which creates a perception that those outside the community receive a better deal. One of the main advantages is more money coming in to pay for the water; the disadvantage is this generally removes the desire for future annexation by those specific parcel owners.

Mr. Lewis said that Utah Code Section 10-7-14 requires a municipality to create a service area map and send it to the state engineer if the city supplies water to customers living outside the city limits. Once the area is designated, no parcel within that area can be denied a water service connection. This would take time, money, and coordination.

Mr. Lewis stated that the advantages of allowing connections outside the City limits would include receiving the monthly utility fee, a one-time water dedication payment, a one-time water impact fee as well as having the developer pay for the required extension of the city infrastructure.

The disadvantages would include the potential to create dead-end waterlines and to reduce the existing system's capacity with each additional connection outside the City. Allowing these connections could also reduce the City's leverage for annexation and, in some scenarios, create "islands" of property because annexation cannot be forced. Additionally, the City would not receive sewer fees or connections by these property owners. The City would have to work with the County for maintenance as the infrastructure would be placed in their right-of-way. He said this would be an expensive endeavor.

Mr. Lewis also noted that the City cannot control Cache County zoning in the unincorporated areas, so, for example, if a lot or lot(s) within the service area subdivide and develop, everyone can tie into the water system.

The consensus of the City Council was unanimous in not changing the current Ordinance. If it begins, it may be hard to handle unforeseeable problems, and the disadvantages outweigh the possible advantages.

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| <b>Update on the sidewalk repair and maintenance schedule for Fiscal Year 2027.</b> |
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Mrs. Karren presented the following sidewalk expenditures for the last few years as requested:

2026-2027 Budget: \$80,000

Actual Expense:

FY2027 \$80,000

FY2026 \$44,295

FY2025 \$40,377

FY2024 \$26,775

FY2023 \$28,314

Fiscal Year 2027 Sidewalk Projects

300 S State Street from 300 S to 200 S, including bridge repair

320 South State - entrance to apartments

100 West from 100 South to 200 South

470 South State to 566 South State

109 South State, section as listed on map

110 South State, section as listed on map

Fiscal Year 2026 Sidewalk Projects

200 E from Main to 80 N

100 E 200 S

200 E 200 S  
30 W 470 S – patch  
470 S - patch bus entrance

#### Fiscal Year 2025 Sidewalk Projects

200 N 200 E – patch  
443 S 160 W  
300 S State- CVTD Bus Stop/Wheelchair Ramp to corner of 300 South  
400 W from 600 South to 200 South

Mayor Young stated that the City is continually working to improve sidewalks. He would like to broaden the discussion to include the City Council in decisions about sidewalk approvals and to better understand the reasoning and priorities behind those decisions on which projects are completed. The City's sidewalk improvements have generally focused on safe routes to schools; however, he recognizes sidewalk needs throughout the City, which is why the sidewalk budget has increased each year. He would also like a sidewalk improvement map developed and made accessible to residents so they can better understand where improvements are planned or have been completed.

Mrs. Karren said the big push this year is focused on State Street and safe, walkable routes to school. The goal is to build from the City's inner areas outward. A section along 300 South State and the bridge in that area has been a problem for years. It has been patched repeatedly, and the bridge now needs to be rebuilt. The property owner west of the bridge is willing to help with access for this improvement project. Val Christensen, the property owner, said it is crumbling and creating a hazard. It is also difficult to keep it clean and maintained. This is a much-overdue improvement and will be a win for everyone in the community.

Councilmember Black discussed the area on the east side of 100 South to 200 South on 100 West. Mrs. Karren noted that only existing sidewalks are being improved; no new sidewalks are being added. An interactive map was included in the City Council's meeting packet.

Mayor Young encouraged public feedback on which areas may need improvement.

Councilmember Black asked about accountability for sidewalk damage. Mrs. Karren said there is nothing in the Municipal Code at present but will research how other communities address this concern.

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| <b>Update on the sidewalk escrow agreement for new subdivisions.</b> |
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Mayor Young said this is a good conversation for the City Council to have. When he was on the City Council years ago, the City allowed major and minor subdivisions. The City has since changed this distinction and considers a single lot split a subdivision. He wanted to clarify the interpretation; for example, a landowner who splits their lot would still be considered a "subdivision." The question then is whether sidewalk is required for the new lot and not retrofit the old lot, or to require a sidewalk along the existing lot since it has changed when it was subdivided.

Mr. Lewis was asked to research how other communities handle a specific single-lot split. Smithfield requires curb, gutter, sidewalk, and road improvements. Wellsville, Millville, and Hyde Park, except for one block in the historic area, require sidewalks on both lots. Lewiston is currently updating its code, but it does not require sidewalks on a split such as this.

Mayor Young agreed that there are areas of empty space/lack of sidewalk, followed by a small stretch of sidewalk. Legally, there are not many options; it is usually required or not required, and it is up to the city to decide what they want to require in their code.

Councilmember Black expressed support for allowing a landowner to legally sign an agreement stating that they will not install a sidewalk but will instead contribute funds to a sidewalk fund. Mayor Young stated that legal counsel advised that this could not be done because of the numerous legal complications associated with establishing and managing this type of fund.

Mayor Young noted that decisions are only good if they are codified, especially given the ever-changing mayor, council, and staff positions.

Councilmember Wood asked whether it could be based on zoning. Mayor Young said it needs to be consistent and avoid “spot zoning.” Often, growth cannot be anticipated, such as when Lee’s Marketplace came to town in an area of town, northwest, which previously had little developed there.

Councilmember Bair said there should not be a different standard for existing and new development. He discussed sidewalk connectivity issues near his home.

Mayor Young would like to continue this discussion and asked staff to gather additional information for further conversation about possible options for the City Council to consider.

#### **Staff Reports and Monthly Financial Review.**

Mrs. Karren

- ✓ July had four new zoning clearances – two sheds, one detached garage, and one single-family home.
- ✓ Chip and seal is done for the fiscal year. The County will finish the fog seal on Wednesday.
- ✓ Striping will start tomorrow; school zones and crosswalks are being prioritized. She will email the map to the Council.
- ✓ There will be a new section next to the old bank for the Park Bench Community Center parking which will be visible on the map.
- ✓ Crossing guards and their substitutes are ready to start next week when school opens for the year.
- ✓ The Children’s Theater which was Seussical the Musical Jr. had a great run on August 13<sup>th</sup> – 15<sup>th</sup>, with two nights sold out. The financial report on the event will

be sent to the Council. The Mayor noted that the Council can decide how often to support these types of events, as there is a cost to the City.

- ✓ There were 89 responses to the community survey on city celebrations during Halloween or Christmas. The decision was to hold a Holiday Festival, so the Halloween Carnival will not be held this year. The tentative date for the festival is Saturday, December 5th. Mayor Young noted that he would like to track staff hours for these types of events such as the City Party, Holiday Festival, Black & White Days, etc. moving forward.
- ✓ Park Bench Senior & Community Center remodel – Mrs. Tejan presented the banner to be displayed on the south side of the building. Councilmember Black noted that the black outline of the trees in the design background appears quite light; Mrs. Tejan will look into adjusting it. The Health Department inspection passed yesterday. Next Thursday, essential supplies will be moved in, with a tentative soft launch on Monday, August 31<sup>st</sup>. The staff's key fobs are being updated. The City has been amazing in its support of the remodel project and relocation of The Park Bench to this newly updated building.

### **Councilmember & Mayor Reports**

Councilmember Bair said there was a meeting last week with County Executive George Daines to talk about the proposed Fire District voucher program. Discussions on this issue are ongoing. The north end of the valley is better prepared than the south end as the north end already offers EMS service. Smithfield has done a great job providing fire coverage for Richmond the last few years.

Councilmember Schumann will work on the Open House for the Park Bench's opening.

Councilmember Wood is excited to have Mrs. Hancock as the new Library Director. Work is underway to start the Youth Council for the school year, and a recruiting event will be put together.

Mayor Young said the bids for the Quonset building replacement were \$120,000-130,000; the tear down was \$15,000. Once everything was figured out, it ended up costing double the original estimate if the original building was replaced. Mr. Harris reported that the cement had been torn out. Mayor Young hopes to get the doors and cement in place now to allow for storage.

Councilmember Draxler presented two options for proposed culinary well locations west of the Park Community Center. He outlined the preferred option and indicated the locations of the restrooms (20'x30'), pavilion (60'x30'), and Well House (20'x30'). He explained that this site plan is preferable because no potential contaminants can be within a 50-foot radius of existing or future sewer lines; shifting the pump house to the east places the existing sewer lateral outside that radius. The well will be closer to the existing parking lot. Councilmember Black asked about the old restrooms; Mayor Young said the cinderblock building will be used for storage. Mr. Lewis asked whether the proposed new restroom location would affect the 50-foot radius. Councilmember Draxler said the plan is to run the line with specially sealed pipes southwest and connect it to the existing restroom sewer

line. This plan better uses the flat area and places the gazebo and pump house on the hillside.

Mr. Harris asked whether the existing Park Community Center building's bathroom facilities would affect the design. Councilmember Draxler said they would scope out those lines and he appreciated the comment.

Mrs. Titensor asked whether the gazebo, specifically noise, would affect the Spartan Companies offices. Councilmember Draxler will speak with them and gather their input.

Councilmember Draxler followed up on last month's discussion about repair maintenance on the 100 North sewer line and a map was reviewed. The Council approved the repair, estimated at \$16,000–\$17,000. He noted that 1/3 of the City's flow enters this line and that many issues will eventually need to be addressed. Because future repairs are needed, the plan to install the wider strip of asphalt along 100 North will be paused for now. The City Engineer is exploring options and determining which improvements will be most beneficial for the entire system in that area.

#### **Staff Reports and Monthly Financial Review.**

Mr. Lewis provided the financial reports and highlighted the following items:

- ✓ Revenue 3656 – Cemetery District paid their contract contribution of \$39,302.50 which is for July through December 2026.
- ✓ Insurance paid and allocated throughout appropriate funds. The main insurance payments are made in July of each year for the entire fiscal year.
- ✓ Purchased mini-excavator (4460), the old one was traded-in on the new one
- ✓ One water and one sewer impact fee were collected in July for a single-family home.

The City party will be held on Friday, September 11, 2026, and will feature an America250 theme. Free kids' rides will begin at 5:00 p.m., with free dinner at 6:00 p.m. The Campbell's Company, which owns Pepperidge Farm, will be a major sponsor of the event and will fund the entertainment.

RAPZ tax funding for the pickleball courts was approved earlier in the year. Years ago, Richmond applied for funding through the Land and Water Conservation Fund (LWCF), a federal program that funds, among other things, recreational opportunities. The National Park Service (NPS) administers the program. The existing tennis courts are encumbered and bound by a federal restriction for perpetual recreational use. The city submitted a new LWCF grant application earlier in the year. Step 1 of the NPS funding has been submitted, and NPS is asking how much acreage the City is willing to encumber for the newly submitted pickleball courts grant. The first submittal was 1.34 acres which is the tennis courts, west playground, gazebo, and parking lot area located towards 200 West. NPS reviewed, replied and are requesting the entire park. They were told that could not be done because of the culinary water well being drilled on the south end of the park area. They then asked about the northern portion in the area of the Star Garden. He asked the Council to decide whether the north section should be included. He reminded them that if it is encumbered, the City can never sell or develop that land, and it must always remain a



recreational area. If the north is encumbered, the City cannot expand the north corner of this area which is a separate parcel and the location of the food court.

Mayor Young has never liked the fact that the tennis courts are encumbered, and he is apprehensive about encumbering the entire park.

After a brief discussion, the Council agreed to resubmit only the 1.34 acres, as originally submitted.

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| <b>Councilmember &amp; Mayor Reports</b> |
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Mayor Young would like to hold a “Day of Service” on September 11th before the City Party. He will reach out to community businesses and residents to help with projects. This could be a good opportunity to paint the grandstands and do other service-related projects.

The meeting adjourned at 9:32 p.m.

Next scheduled meeting: September 15, 2026

**RICHMOND CITY CORPORATION**

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Jeffrey D. Young, Mayor

**ATTEST:**

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Justin B. Lewis, City Recorder

**RESOLUTION 2026-07**

**White Pine Annexation**

**Cache County Parcel Numbers: 09-046-0013 & 09-051-0014**

**A RESOLUTION ACCEPTING A PETITION FOR ANNEXATION OF CERTAIN REAL PROPERTY UNDER THE PROVISIONS OF SECTIONS 10-2-804 AND 10-2-806, UTAH CODE ANNOTATED, 2025, AS AMENDED.**

WHEREAS, on September 1, 2026 owners of certain real property (petitioners) filed a petition with the City Recorder of Richmond City, Cache County, State of Utah requesting that such property be annexed to the corporate boundaries of Richmond City; and

WHEREAS, said petition contains the signatures of the owners of private real property that is: 1) located within the area proposed for annexation; 2) covers a majority of the private land area within the area proposed for annexation; and 3) is equal to at least one-third of the value of all the private property within the area proposed for annexation; and

WHEREAS, the petitioners certify that said property proposed for annexation lies contiguous to the present boundaries of Richmond City and the petitioners have caused an accurate plat or map of the real property proposed for annexation to be prepared by a licensed surveyor and have filed said plat or map with the City Recorder; and

WHEREAS, said petition appears to comply with all the requirements of Section 10-2-402 and 403, Utah Code Annotated, 1953, as amended.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Richmond City, Cache County, State of Utah, that the Annexation Petition attached hereto as Exhibit "A", is hereby accepted for further consideration under the provisions of Utah State Annexation Law and is hereby referred to the City Recorder for review pursuant to Section 10-2-808, Utah State Code Annotated, 2025, as amended.

BE IT FURTHER RESOLVED that this resolution shall become effective upon adoption.

ADOPTED AND PASSED by the City Council on September 15, 2026.

**RICHMOND CITY CORPORATION**

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Jeffrey D. Young, Mayor

**ATTEST:**

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Justin B. Lewis, City Recorder

## **PETITION FOR ANNEXATION**

### **White Pine**

TO THE MAYOR AND CITY COUNCIL OF RICHMOND CITY, CACHE COUNTY, STATE OF UTAH:

We, the undersigned owners of certain real property lying contiguous to the present municipal limits of Richmond City hereby submit this Petition for Annexation and respectfully represent the following:

1. That this petition is made pursuant to the requirements of Section 10-2-806, Utah Code Annotated, 2025, as amended (U.C.A.);
2. That the property is a contiguous, unincorporated area contiguous to the boundaries of Richmond City and the annexation thereof will not leave nor create an unincorporated island or peninsula;
3. That the signatures affixed hereto are those of the owners of private real property that:
  - A. Is located within the area proposed for annexation;
  - B. Covers a majority of the private land area within the area proposed for annexation;
  - C. Is equal in value to at least 1/3 of the value of all private real property within the area proposed for annexation; and
  - D. Is described as follows:

The property subject of this petition lies contiguous to the present boundary of Richmond City's corporate limits:

### **PARCEL NUMBERS 09-046-0013 & 09-051-0014**

BEGINNING AT A POINT ON THE CURRENT RICHMOND CITY BOUNDARY PER BADGER PROPERTY ADDITION TO RICHMOND CITY ANNEXATION PLAT, SAID POINT BEING N89°45'14"W 87.15 FEET FROM THE ALUMINUM CAP MONUMENT (SEE C.C. CORNER ID # 648) MARKING THE EAST QUARTER CORNER OF SECTION 27, TOWNSHIP 14 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, (THE NORTHEAST CORNER OF SAID SECTION 27 (SEE C.C. CORNER ID # 670) BEARS N88°41'35"E 2681.75 FEET); AND RUNNING THENCE N89°45'14"W 629.15 FEET TO THE SOUTHEAST CORNER OF HARRIS ANNEXATION INTO RICHMOND CITY PLAT; THENCE ALONG THE BOUNDARY OF SAID HARRIS ANNEXATION THE FOLLOWING TWO COURSES; (1) THENCE N00°33'23"E 231.68 FEET; (2) THENCE N89°04'48"W 60.35 FEET TO THE WEST RIGHT-OF-WAY OF 400 WEST STREET; THENCE N01°29'30"E 661.07 FEET ALONG SAID WEST LINE; THENCE S88°43'36"E 670.79 FEET TO THE NORTHWEST CORNER OF LEE'S RICHMOND SUBDIVISION (ENTRY NO. 1323898) AND A POINT ON SAID BADGER PROPERTY ADDITION; THENCE ALONG SAID BADGER PROPERTY ADDITION THE FOLLOWING THREE COURSES; (1) THENCE S01°28'44"W 659.93 FEET; (2) THENCE S15°51'03"E 73.07 FEET; (3) THENCE S01°19'56"W 151.32 FEET TO THE POINT OF BEGINNING. AREA CONTAINS 13.43 ACRES.

4. That the signers of this petition have designated a “Contact Sponsor”, with the mailing address as indicated;
5. That this petition does not propose annexation of all or a part of an area proposed for annexation in a previously filed petition that has not been denied, rejected, or granted;
6. That this petition does not propose annexation of an area that includes some or all of an area proposed to be incorporated in a request for a feasibility study under Section 10-2-103 U.C.A. or a petition under Section 10-2-125 U.C.A. if:
  - A. The request or petition was filed before the filing of the annexation petition; and
  - B. The request, a petition under Section 10-2-109 based on that request, or a petition under Section 10-2-125 is still pending on the date the annexation petition is filed;
7. That the petitioners have caused an accurate plat map of the above-described property to be prepared by a licensed surveyor, which plat or map is filed herewith; and
8. That the petitioners request the property, if annexed, be re-zoned A-10 (Agricultural 10-Acre). *All Property comes into the City with an A-10 (Agricultural 10-Acre) Zone per city code.*

WHEREFORE, the Petitioners hereby request that this petition be considered by the governing body at its next regular meeting, or as soon thereafter as possible; that a Resolution be adopted as required by law accepting this Petition for Annexation for further consideration; and that the governing body take such steps as required by law to complete the annexation petitioned.

DATED this 1<sup>ST</sup> day of September, 2026

Petitioner & Address:

White Pine Engineering  
C/O Thomas Hill  
PO Box 669  
Hyde Park, UT 84318

(Original Signature on file)

| <b>RECORD OWNER</b>      | <b>PARCEL#</b> | <b>ACRES</b> |
|--------------------------|----------------|--------------|
| MC Harris Properties LLC | 09-046-0013    | 11.18        |
| Paul J Spackman          | 09-051-0014    | 2.25         |

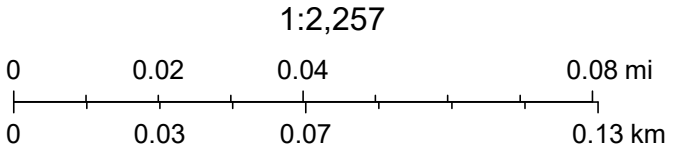


ArcGIS Web Map



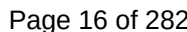
8/27/2026, 7:26:09 AM

- Override 1
- Municipal Boundaries
- Cache Parcels
- Class B Surface Type
- County Boundary
- Gravel



Dataset maintenance, research, updates, and quality control performed by the Cache County GIS Division. Additional information has been derived from historical records, county departments, consulting surveyors, retired surveyors, road department personnel, state and federal mapping resources, and members of the public.,







# **Transportation Master Plan**

**City of Richmond**



**September 2026**

Prepared by:



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**Project No. 57-24-036**

# **Transportation Master Plan**

## **City of Richmond**



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## **1 INTRODUCTION**

### **1.1 BACKGROUND**

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The Richmond 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. While the City did not previously have a TMP, the transportation chapter of the 2023 General Plan update recognized the importance of planning for growth in a sustainable way that maintains a convenient, connected sidewalk network, enhances connectivity to trails, improves mobility and access for residents, and preserves the rural lifestyle that is central to the community's cultural and social well-being.

Richmond City has seen continued population growth with the population increasing from 2,914 residents in 2020 to an estimated 3,092 in 2024. With the recent General Plan Update (2023), there are a number of anticipated land use changes identified and incorporated into the TMP. For example, Richmond City has expanded the general plan to include land uses within the 20-year Annexation Boundary. Several parcels along Lower Richmond Road and adjacent to Highway 91 have been designated for Residential medium density (RMD) and residential high density (RHD).

Many of the goals, principles, and policies that were developed in the 2023 general plan are still valid. This Transportation Master Plan incorporates those ideas with a focus on implementation and incorporates the changes in existing and future land uses. This chapter outlines the purpose of the Transportation Master Plan, the process used to prepare the 2026 TMP, and the structure of the document.

### **1.2 PURPOSE OF THE TRANSPORTATION MASTER PLAN**

---

The Richmond City TMP serves a variety of purposes and is a vision that defines the City's long-term transportation system 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 Richmond City. Finally, the TMP prioritizes projects for implementation to address short-term deficiencies, 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 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.

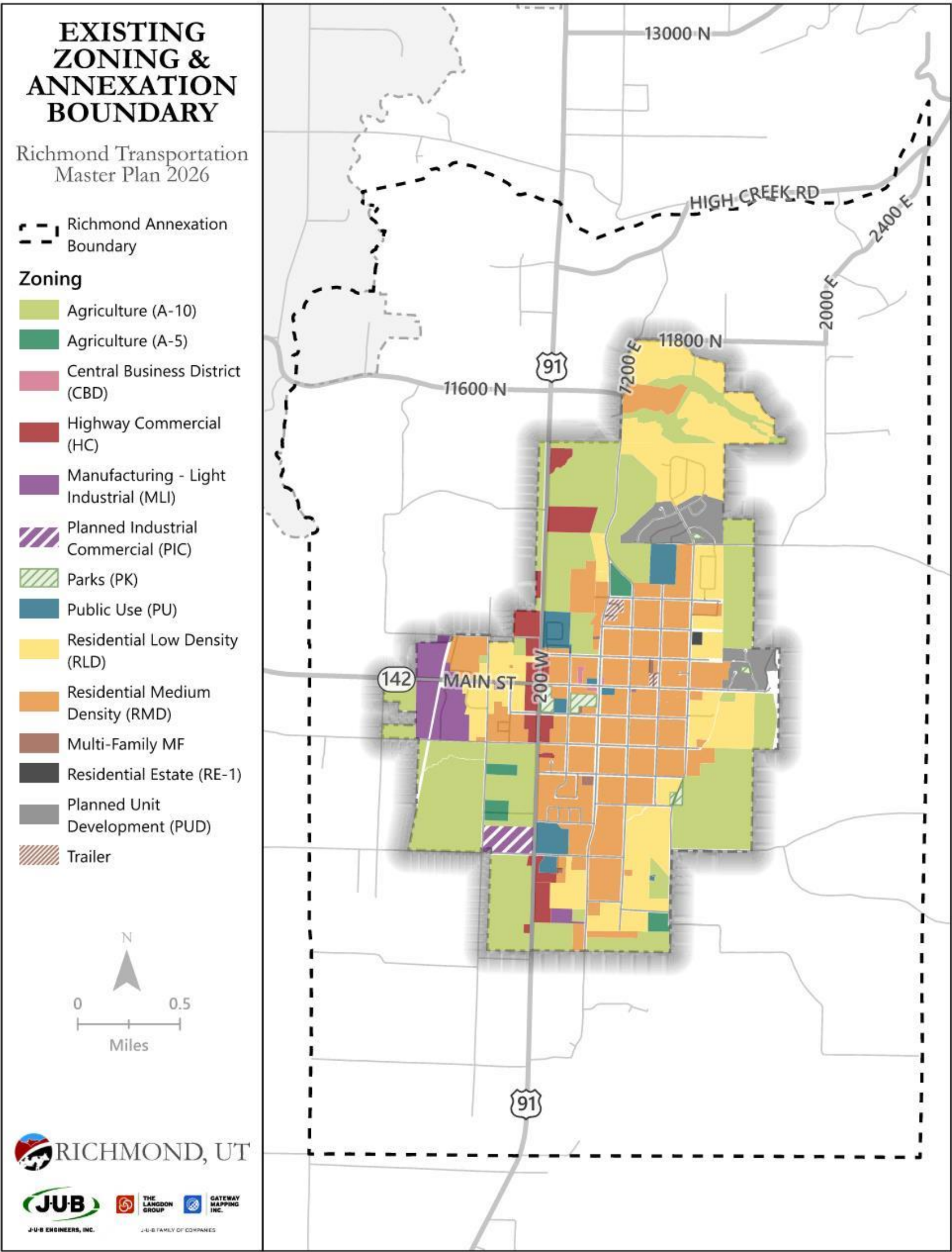
### 1.3 STUDY AREA

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The study area includes Richmond City as well as areas adjacent to the City that have potential for annexation within the next 20 years. The annexation boundary encompasses a contiguous area beyond the current Richmond City limits and generally follows Public Land Survey System (PLSS) section lines, with portions of the northern boundary following the extent of the lands located south of High Creek and the Cub River. 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 2020, at the time of the last US Census, the population of Richmond City was found to be 2,914 residents<sup>1</sup>. By 2024 the City had an estimated population of nearly 3,092 (2024)<sup>2</sup>. Richmond City had a 1.5% increase in population between 2020 and 2024.

**Figure 1** summarizes the existing zoning within the City as well as the 20-year annexation boundary. The existing land use is typical of small communities in Cache Valley with commercial development centered around an older core along Main Street and newer, car-oriented development along US-91 (200 West) on the west side of the city. Residential land uses are spread around the older gridded streets and in newer developments on the north side of the city. There are undeveloped agricultural lands within the City. The 20-year annexation boundary will increase the geographic size of the City substantially from approximately 3.5 square miles today to approximately 14 square miles in the future.

This new development will result in increased traffic on Richmond roads. Additionally, traffic on US-91 and SR-142 passes through the City without stopping. 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 Richmond continues to convert agricultural land use areas to residential and commercial uses, more trips will impact the transportation network.

---

<sup>1</sup> U.S. Census Bureau, Decennial Census of Population and Housing

<sup>2</sup> 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<br>I-80<br>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-91<br>US-89<br>SR-30<br>SR-252                  |
| 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. | 1000 North (Logan)<br>1400 North (Logan)<br>SR-165 |

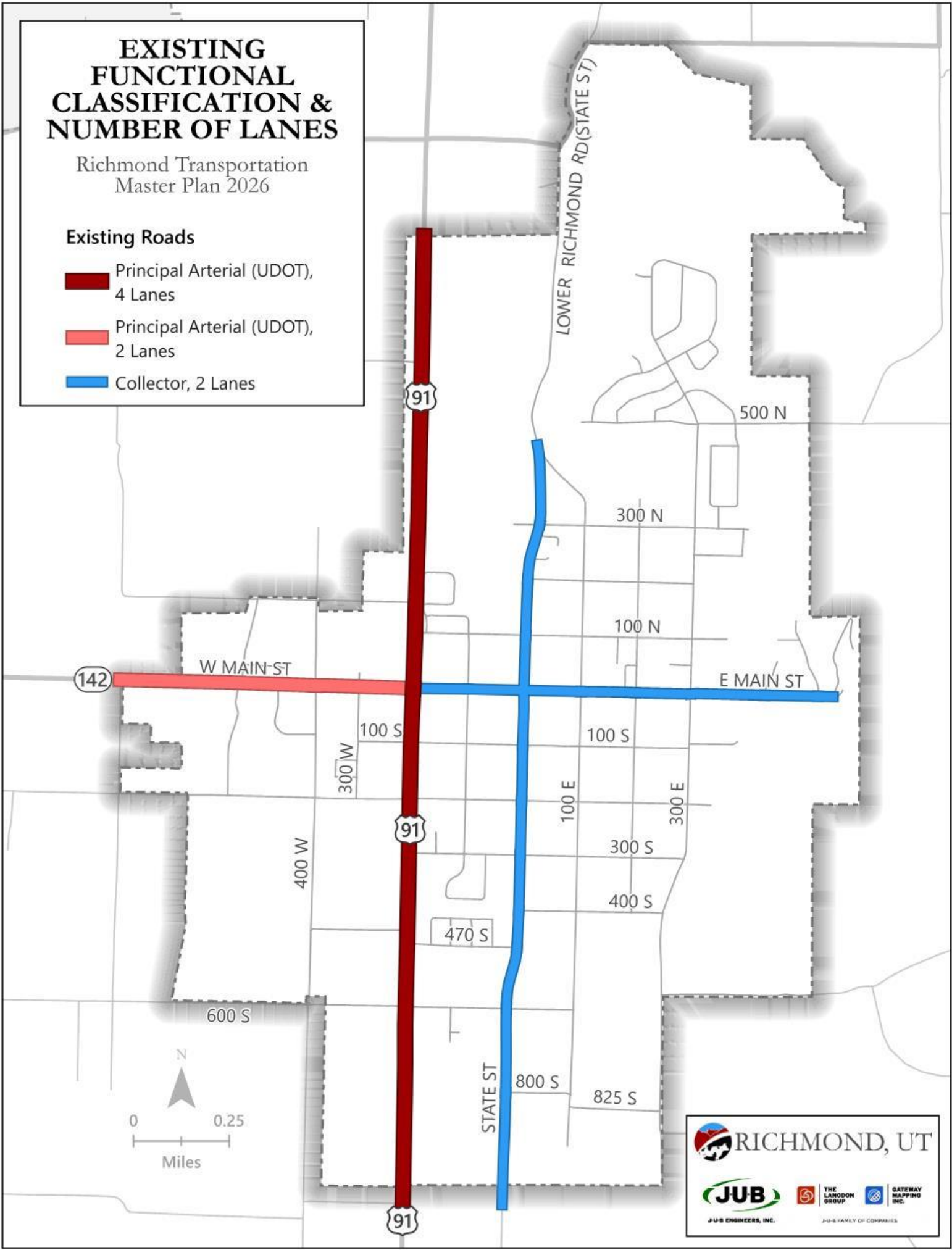
| Roadway Classification | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Example                                                                                                                                                        |
|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Collector              | <p>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.</p> | <p>SR-142<br/>SR-61<br/>E Main Street (Richmond)<br/>State Street (Richmond)</p>                                                                               |
| Local Streets          | <p>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.</p>                                                                                                                                                                                                                                                                                   | <p>Local streets constitute all the City-owned roads that are not classified under the preceding categories. Some local roads may also be private streets.</p> |

**Figure 2** shows the existing functional classification for Richmond City. However, historically Richmond has not required construction of curb/gutter and/or sidewalks for 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 will need to 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 Richmond, there is one existing signalized intersection located at the intersection of West Main Street / US-91. As traffic congestion increases within the City, 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

---

Turning movement counts (TMC) for the AM and PM peak hours were collected with manual counters at a total of five locations throughout the City. These counts were conducted during the fall of 2024 for the following locations and dates:

- 500 North / 300 East (October 2, 2024)
- 300 North / 300 East (October 2, 2024)
- 100 North / 100 West (September 18, 2024)
- Main Street / 300 East (September 18, 2024)
- 600 South / State Street (September 25, 2024)

Bi-directional average daily traffic (ADT) counts were collected over two days with tube counter units at a total of twenty-three locations throughout the City. For the 300 East segment between 200 North and 300 North, the tube count data did not reflect actual corridor conditions based on a data investigation. Instead, intersection peak-hour turning-movement counts were used to estimate the ADT to reflect existing conditions. This approach provides a traffic volume that better represents how the corridor operates. These counts were conducted during the fall of 2024 for the following locations and dates:

- 500 North east of 390 East (October 1, 2024)
- Rocky Point Drive north of 300 North (October 1, 2024)
- 300 North between 100 East and 200 East (October 1, 2024)
- 300 East between 200 North and 300 North (October 8, 2024)
- 300 East between Main Street and 100 North (September 24, 2024)
- 300 East between Main Street and 100 South (October 8, 2024)
- 300 East between 200 South and 300 South (September 24, 2024)
- 100 North between State Street and 100 East (September 24, 2024)
- State Street north of Rocky Point Drive (October 8, 2024)
- State Street between Main Street and 100 North (September 24, 2024)
- State Street between Main Street and 100 South (September 24, 2024)
- State Street between 300 South and 400 South (September 24, 2024)
- Main Street between US-91 and 100 West (October 8, 2024)
- Main Street between State Street and 100 East (October 1, 2024)
- 400 West between 80 South and 200 South (September 24, 2024)
- 300 South between US-91 and 100 West (October 8, 2024)



- 300 South between 100 West and State Street (September 17, 2024)
- 300 South between State Street and 100 East (September 17, 2024)
- 470 South between US-91 and State Street (September 17, 2024)
- 600 South between 700 East and US-91 (September 17, 2024)
- 600 South between US-91 and State Street (September 17, 2024)
- 800 South between State Street and 100 East (September 17, 2024)
- 825 South between 100 East and 250 East (September 17, 2024)

The average daily traffic volumes are summarized in **Table 2** and turning movement count data is provided in **Appendix A: Traffic Counts and Analysis**. **Figure 3** shows the existing Average Daily Traffic (ADT) and corresponding Level of Service (LOS) for roadway segments throughout the city, all of which currently operate at acceptable LOS (A–C).

Table 2: ADT Volumes

| Start Date         | Street                       | From To                    | Day 1 | Day 2 | Average |
|--------------------|------------------------------|----------------------------|-------|-------|---------|
| September 24 ,2024 | 100 N                        | 100 E to State St          | 300   | 362   | 331     |
| October 8,2024     | 300 E                        | 100 S to Main St           | 258   | 304   | 281     |
| September 24 ,2024 | 300 E                        | 300 S to 200 S             | 241   | 271   | 256     |
| September 24 ,2024 | 300 E                        | Main St to 100 N           | 1592  | 1637  | 1615    |
| October 8,2024     | 300 E                        | 200 N to 300 N             | 258   | 304   | 281     |
| October 1,2024     | 300 N                        | 100 E to 200 E             | 302   | 322   | 312     |
| October 8,2024     | 300 S                        | SR-91 to 100 W             | 825   | 837   | 831     |
| September 17 ,2024 | 300 S                        | 65 W to State St           | 377   | 524   | 451     |
| September 17 ,2024 | 300 S                        | State St to 100 E          | 606   | 712   | 659     |
| September 24 ,2024 | 400 W                        | 200 S to 80 S              | 309   | 295   | 302     |
| September 17 ,2024 | 470 S                        | SR-91 to State St          | 340   | 374   | 357     |
| October 1,2024     | 500 N                        | 390 N to Upper Richmond Rd | 537   | 509   | 523     |
| September 17 ,2024 | 600 S                        | SR-91 to State St          | 545   | 595   | 570     |
| September 17 ,2024 | 600 S                        | 700 E to SR-91             | 139   | 182   | 161     |
| September 17 ,2024 | 800 S                        | State St to 100 E          | 369   | 391   | 380     |
| September 17 ,2024 | 825 S                        | 100 E to 250 E             | 210   | 201   | 206     |
| October 1,2024     | Main St                      | State St to 100 E          | 2768  | 2702  | 2735    |
| October 8,2024     | Main St                      | SR-91 to 100 W             | 3751  | 3681  | 3716    |
| October 1,2024     | Rocky Point Drive            | 300 N to State St          | 193   | 212   | 203     |
| October 8,2024     | Lower Richmond Rd (State St) | Rocky Point to 11600 N     | 318   | 393   | 356     |
| September 24 ,2024 | State St                     | Main St to 100 N           | 608   | 604   | 606     |
| September 24 ,2024 | State St                     | 400 S to 300 S             | 671   | 790   | 731     |
| September 24 ,2024 | State St                     | 100 S to Main St           | 653   | 711   | 682     |

## 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 five intersections listed in section **2.4 Traffic Counts** were analyzed using AM and PM peak hours' data with the Synchro software platform. The existing conditions reflect the existing lane configuration and the peak hour traffic volume from the day of traffic counts. All intersection approaches performed at LOS B or better. Unsignalized intersections, except All-way stop control, report approach LOS only and not overall intersection LOS. For a summary of LOS results, see **Appendix A**.

## 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 Richmond has not required construction of sidewalks for its developments in past, many areas within the city that lack these types of facilities. The City has worked over the past ten years to build sidewalks as well as trails in areas that were missing these amenities. Additionally, the City recently updated their Parks & Trails Master Plan to provide for affordable recreational, physical, and cultural opportunities for residents. **Figure 4** presents the current and proposed trails map within Richmond City.

Over the next mid term (2033–2042) planning horizon, rural projects funded through UDOT's Long-Range Transportation Plan will support transit service within Richmond City. Currently, Connect Transit (formerly Cache Valley Transit District) does not provide any funding for transit in the city.

## 2.8 TRUCK ROUTES

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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. Richmond City Municipal Code has not designated any roadways as truck routes within the City.

Figure 3: Existing Daily Traffic Volumes and Level of Service

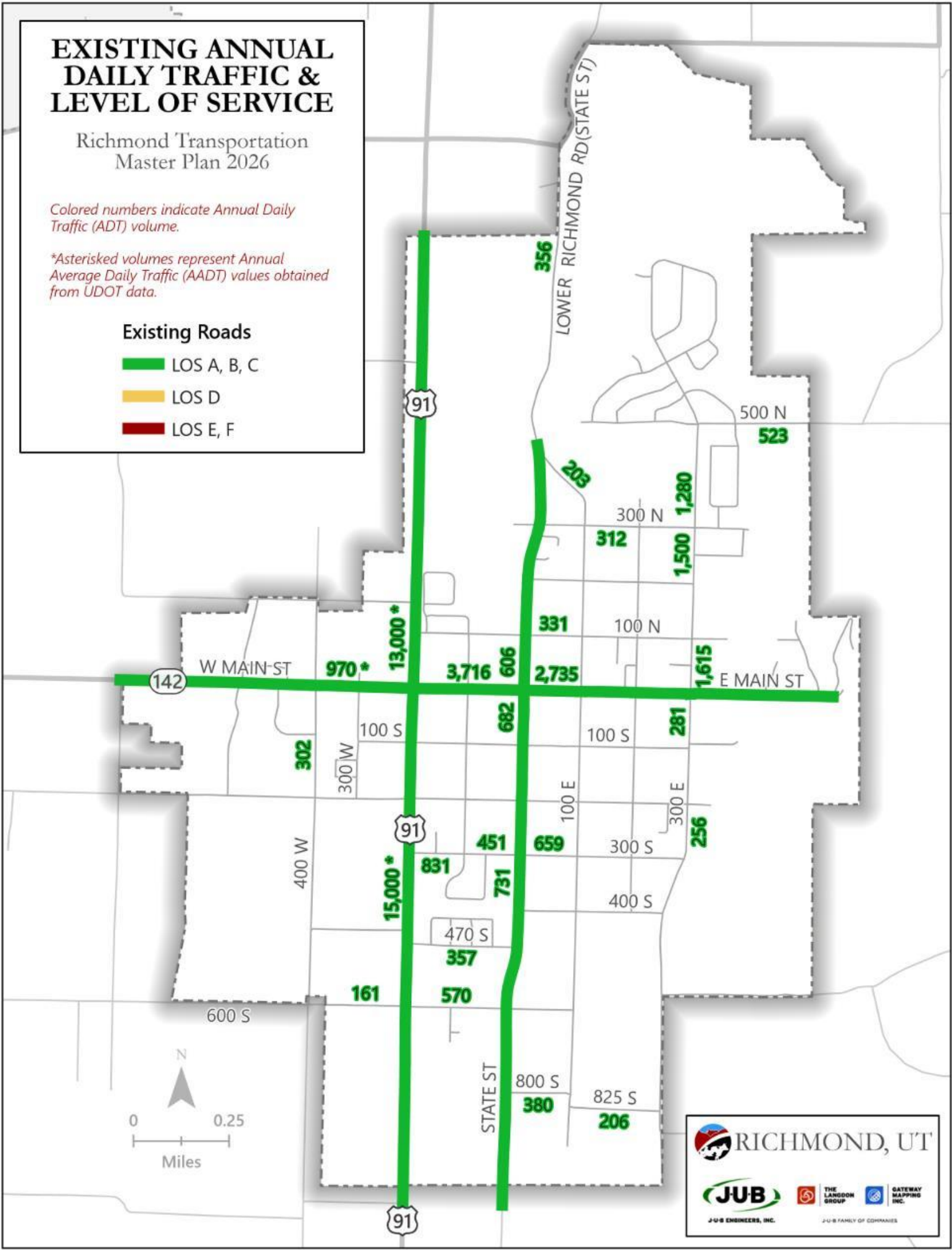
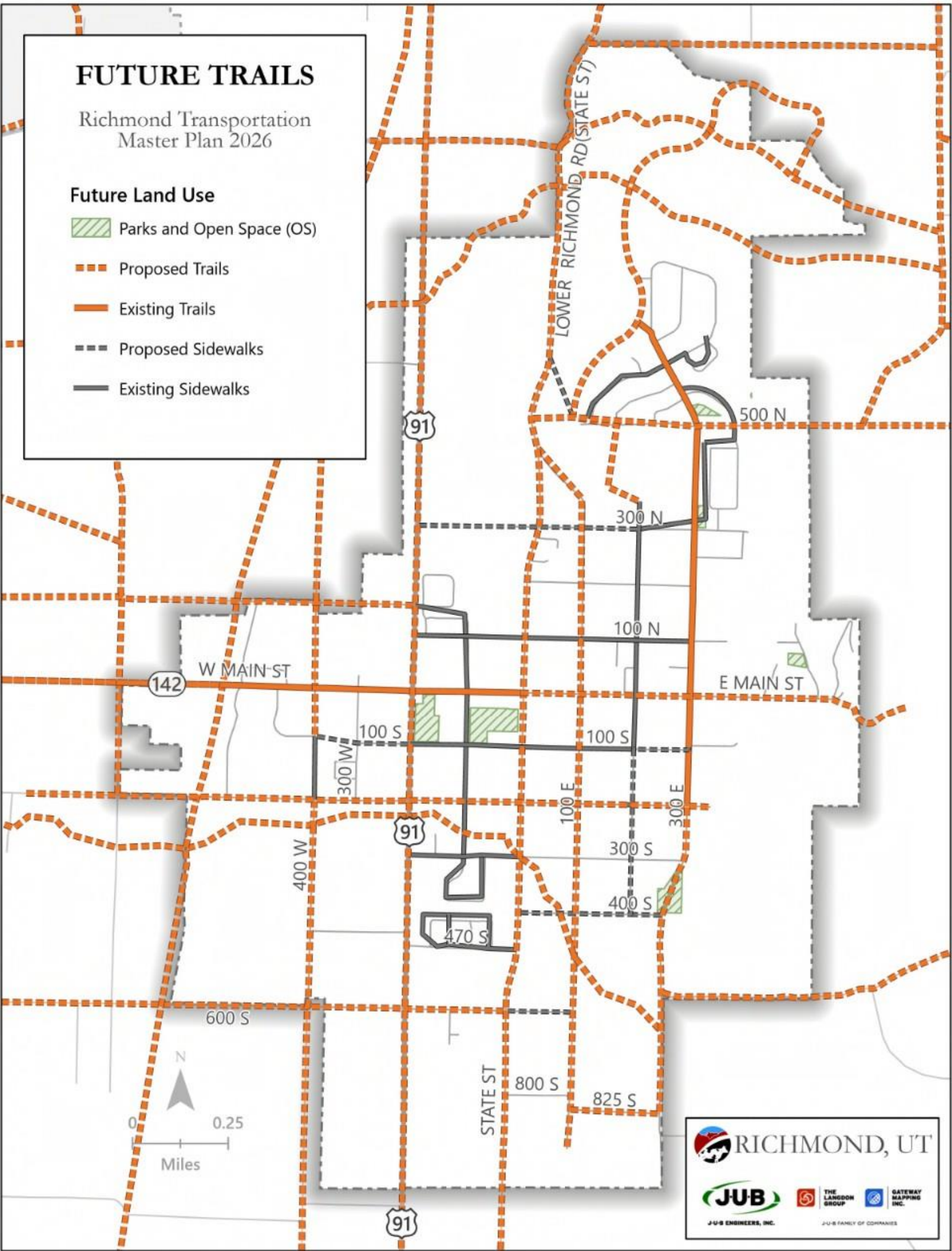




Figure 4: Trail Map



### 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, after discussion with city, the future traffic volumes were estimated using 2% annual growth rate by considering future lane use and development in buildout years, 10 year and 20 years and in conjunction with the city's future annexation areas.

This section summarizes the population, employment, and land use assumptions. This information was utilized in the travel demand modeling process and to generate traffic forecasts volumes 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

---

Richmond City has historically been a rural community characterized by agricultural land uses and low-density residential development. The original settlement pattern dates back to the late 1850s when early settlers were drawn to the area by reliable water resources and fertile soils suitable for farming and grazing. Development initially concentrated within the original town grid established during the mid-nineteenth century and gradually expanded outward, maintaining a strong agricultural presence in surrounding areas.

Today, the majority of land within the central grid is residential, while agricultural uses continue to dominate the outer portions of the city. Approximately 50% of the land area within the city is currently in residential use. Land use patterns are influenced by two primary corridors: State Highway 91, which accommodates a mix of commercial, residential, agricultural, and school properties, and Main Street, which serves as the historic central business district with public services and historic buildings. Sensitive lands, including floodplains along Cherry Creek and City Creek, are managed through overlay regulations, and parks and agricultural zones provide additional open space.

The future land use plan as shown in **Figure 5**, is expected to preserve Richmond's small-town character while accommodating growth through primarily single-family residential development. Most new lots are anticipated to range from one-half acre to one-quarter acre in size, consistent with community preferences for low- to medium-density housing. While significant residential development is planned, the General Plan emphasizes revitalization of the Main Street town center and strengthening the Highway 91 commercial corridor to create a vibrant commercial core. These areas are intended to provide local services, retail, and employment opportunities, reducing the need for residents to travel outside the city for daily needs.

This relationship between land uses is a critical factor in developing traffic forecasts because land use influences trip generation, purpose, route, mode, and time-of-day distribution. For example, given that the majority of land use in Richmond is residential, a substantial share of work-related trips will continue to be oriented toward employment centers outside the city. Conversely, planned mixed-use and

commercial development along Highway 91 and Main Street will help capture more local trips and support a balanced transportation network.

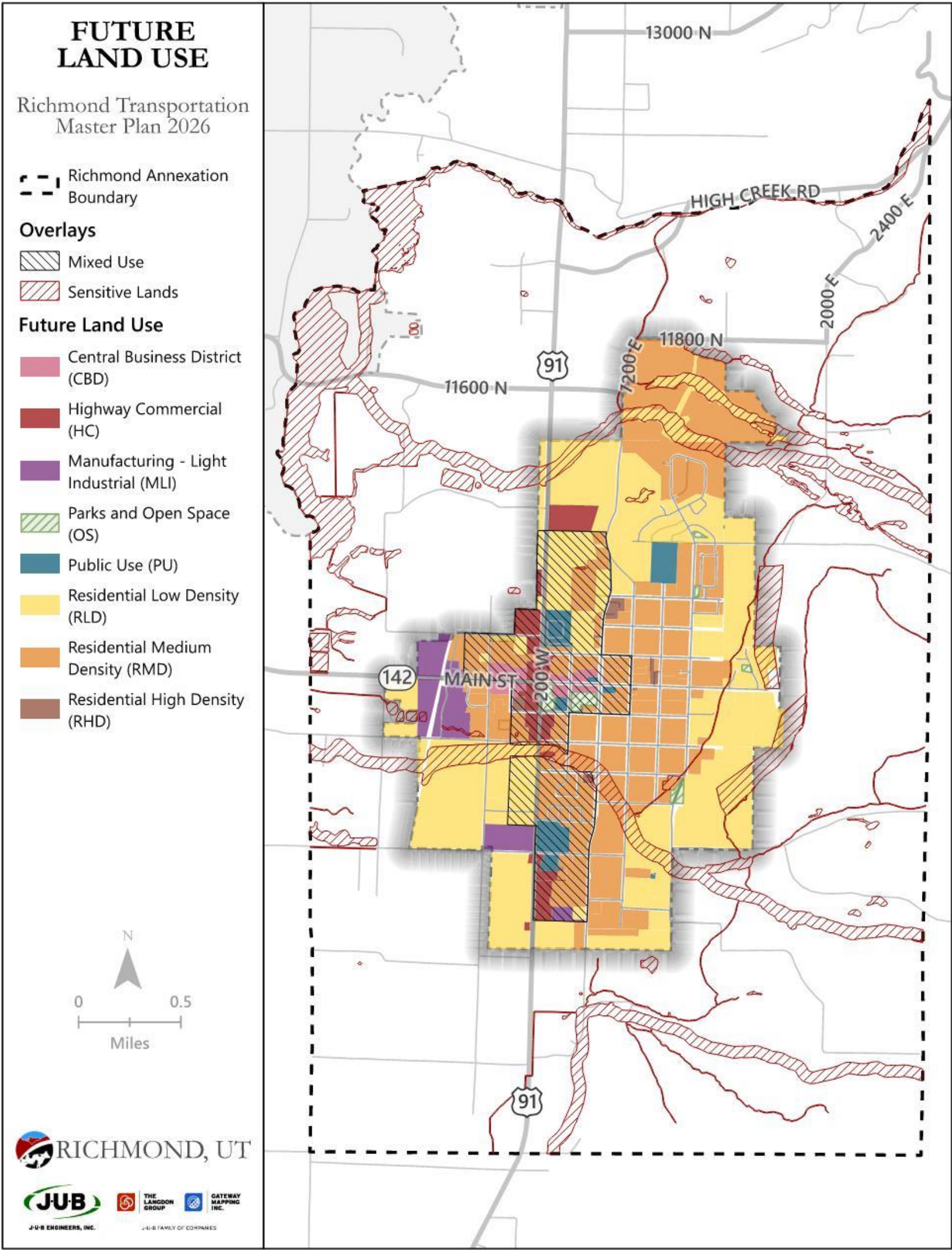
**Table 3** summarizes the model socio-economic inputs that were used for the plan update. These inputs are based on the City's General Plan and assume a 2% annual population growth rate. This growth assumption is applied consistently across all other master plan updates (e.g., general, water, stormwater) to ensure consistency among plans. Due to the City's low rural population and the relatively slow increase in traffic patterns, a travel demand model was not developed by CMPO.

*Table 3: Model Socio-economic Inputs*

| Population |      | Households |      | Employment |      |
|------------|------|------------|------|------------|------|
| 2025       | 2050 | 2023       | 2050 | 2023       | 2050 |
| 3092       | 4700 | 891        | 1372 | 1313       | 2022 |



Figure 5: 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. Although Richmond City is located outside of the current CMPO planning boundary, the RTP provides a comprehensive regional assessment of transportation needs and planned capital improvements throughout Cache County. As a result, the RTP provides valuable context for understanding regional travel patterns and future transportation investments that may influence travel to and from Richmond.

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 in or near Richmond. The 2023 RTP Draft identifies no projects in Phase 1 (2023 to 2032) or Phase 2 (2033 to 2042) or in Phase 3 (2043 to 2050) and three non CMPO projects that are needed to address mobility and travel near Richmond City and include:

Non CMPO Projects:

- 500 North – State Street to Cherry Creek Parkway; new construction with Sidewalk
- State Street/Lower Richmond Road/1400 East – 300 North to 11500 North; widen to 2 lanes
- 400 West – 10600 North to SR 142; widen 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 identified for the proposed improvement. These projects use various federal, state, and local funding program.

### 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 on an assumed 2% annual growth rate, with a base year of 2023 and a future year of 2050.

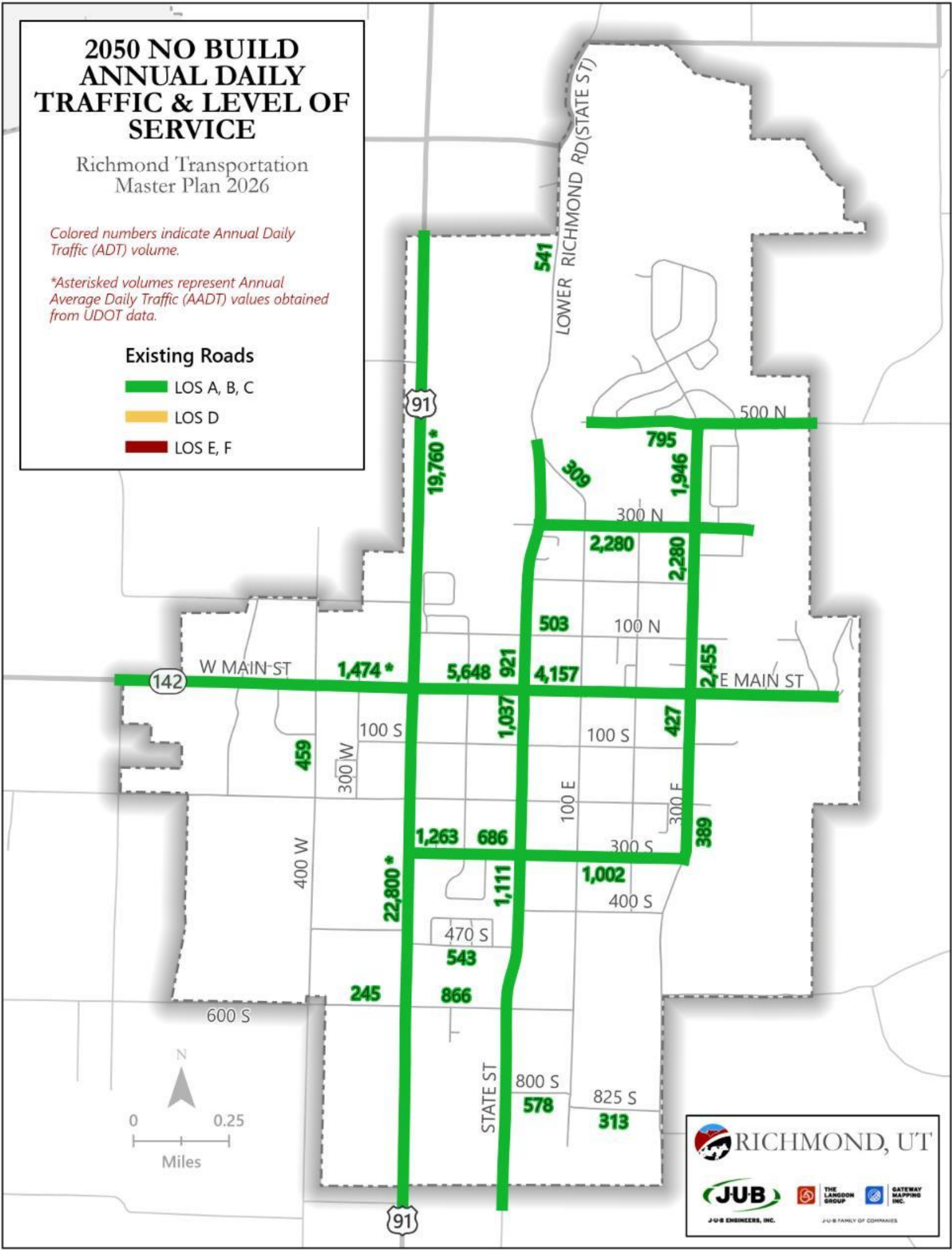
For roadways, level of service (LOS) is typically evaluated for segments of roadway without intersecting crossroads or major driveways. Segment LOS reflects the combination of travel time delay due to the signal control and the speed traveled below the free-flow speed on each roadway segment. For ease 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 6** 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 <sup>1</sup><br>- UDOT 6 Lane | Rural     | 40 mph or higher | 6            | Divided   | Yes            | Yes             | 45,100               | 45,700 |
| Principal Arterial <sup>1</sup><br>- UDOT 4 Lane | Rural     | 40 mph or higher | 4            | Divided   | Yes            | Yes             | 29,300               | 30,400 |
| Principal Arterial <sup>1</sup><br>- UDOT 2 Lane | Rural     | 40 mph or higher | 2            | Undivided | Yes            | Yes             | 10,400               | 11,400 |
| Minor Arterial                                   | Rural     | 35 mph or lower  | 2            | Divided   | Yes            | Yes             | 5,900                | 11,700 |
| Collector                                        | Rural     | 35 mph or lower  | 2            | Undivided | No             | No              | 4,300                | 8,500  |



Figure 6: Year 2050 No-Build Daily Traffic Volumes and Level of Service



### **3.4 AREAS OF CONCERN**

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In order to better address traffic issues in Richmond, the analysis of the City was separated into recognizable areas with common concerns. These areas are as follows: Main Street, State Street and 500 North Corridor. A discussion of each of these areas follows.

#### **3.4.1 WEST-EAST MAIN STREET CORRIDOR**

Main Street is a minor arterial corridor that serves both local and regional traffic, with its west segment designated as UDOT Route SR-142 and its east segment continuing as Richmond Road. The corridor intersects with Highway 91, which has been identified as a critical concern due to limited safe east–west crossings. Sidewalks along Main Street are deteriorated and lack continuity, restricting pedestrian access to schools, public facilities, and commercial areas. 2023 General Plan identified priority intersections between 100 North and 200 South for improved pedestrian crossings. In addition, traffic calming measures are needed to manage vehicle speeds and enhance safety in areas with high pedestrian activity. Future improvements should include bike lanes, upgraded lighting, and integration with Connect Transit (formerly Cache Valley Transit District) bus stops and the planned park-and-ride facility to support multimodal travel. While near-term traffic volumes may not be significant, addressing these issues is essential to ensure Main Street functions efficiently as a transportation corridor while preserving the community’s small-town character.

#### **3.4.2 NORTH-SOUTH STATE STREET CORRIDOR**

State Street serves as a minor arterial providing an important north–south connection within Richmond’s transportation network. The corridor generally follows the State Street alignment and is critical to maintaining safe and efficient operations, but existing infrastructure deficiencies limit its effectiveness. Sidewalks along the corridor are in poor condition and need repair to ensure continuous pedestrian access, while pavement deterioration makes State Street a priority for resurfacing and long-term maintenance. Enhanced lighting is also needed to improve visibility and safety for pedestrians and cyclists, particularly during evening hours. Traffic-calming measures should be implemented to manage vehicle speeds and reduce conflicts between travel modes. Although near-term traffic volumes may remain moderate, these improvements focused on sidewalks, pavement, lighting, and multimodal integration that are essential to ensure State Street continues to function reliably as part of the city’s grid system while supporting safe and consistent mobility for all users.

#### **3.4.3 300 NORTH CORRIDOR**

300 North is planned to be extended as a new roadway connection from State Street to US-91 by the horizon year 2050. This extension will improve connectivity between underserved areas of Richmond and US-91 and will provide a more direct route to Cherry Peak Resort. The roadway is anticipated to be constructed incrementally as development occurs along the corridor, with its functional classification upgraded from a local street to a collector roadway. The Cache County Council of Governments (COG) is seeking COG roadway project funding for the proposed extension segments. The anticipated construction year is 2027.

#### **3.4.4 500 NORTH CORRIDOR**

500 North is currently an east–west local road located north of Richmond City, but in the future it is intended to connect State Street/Lower Richmond Road to Cherry Creek Parkway. This roadway will be constructed as development occurs along its corridor, and its classification will be upgraded from a local road to a collector. Although near-term traffic volumes are expected to remain low, it is anticipated that capacity and demand will increase in the mid- to long-term as residential development expands in the area.

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## 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 using the 2% growth rate.

### 4.1 ROADWAY AND INTERSECTION CONTROL

**Figure 7 & Figure 8** show the recommended functional classification system, number of lanes, Average Daily Traffic (ADT), and LOS respectively for Richmond City. These recommendations are generally consistent to those identified in the prior plan.

In further preparation for projected increases in traffic volumes, intersection operations were evaluated under both existing conditions and the 2050-year conditions. Based on the analysis, all analyzed intersections are expected to operate under optimal conditions with acceptable performance in both scenarios. However, with the extension of 300 North to US-91, traffic volumes at the US-91/Main Street intersection are anticipated to increase. As a result, access management spacing requirements at this location should be carefully considered. Depending on future traffic growth, a signalized intersection may be recommended; however, the installation of a traffic signal would be subject to a future signal warrant analysis conducted at the time of project 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 Richmond. Typical sections for regional corridor are in **Appendix B: Arterial Typical Sections** and Collector – City are in **Appendix C: 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'      | 5.5'       | 5'        | -     |
| Collector      | 66' | 33'      | 8'         | 5'        | -     |
| Local          | 66' | 33'      | 8'         | 5'        | -     |

All streets shall be required to meet the Richmond 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.

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 Richmond City Council.

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Figure 7: 2050 Functional Classification and Intersection Control

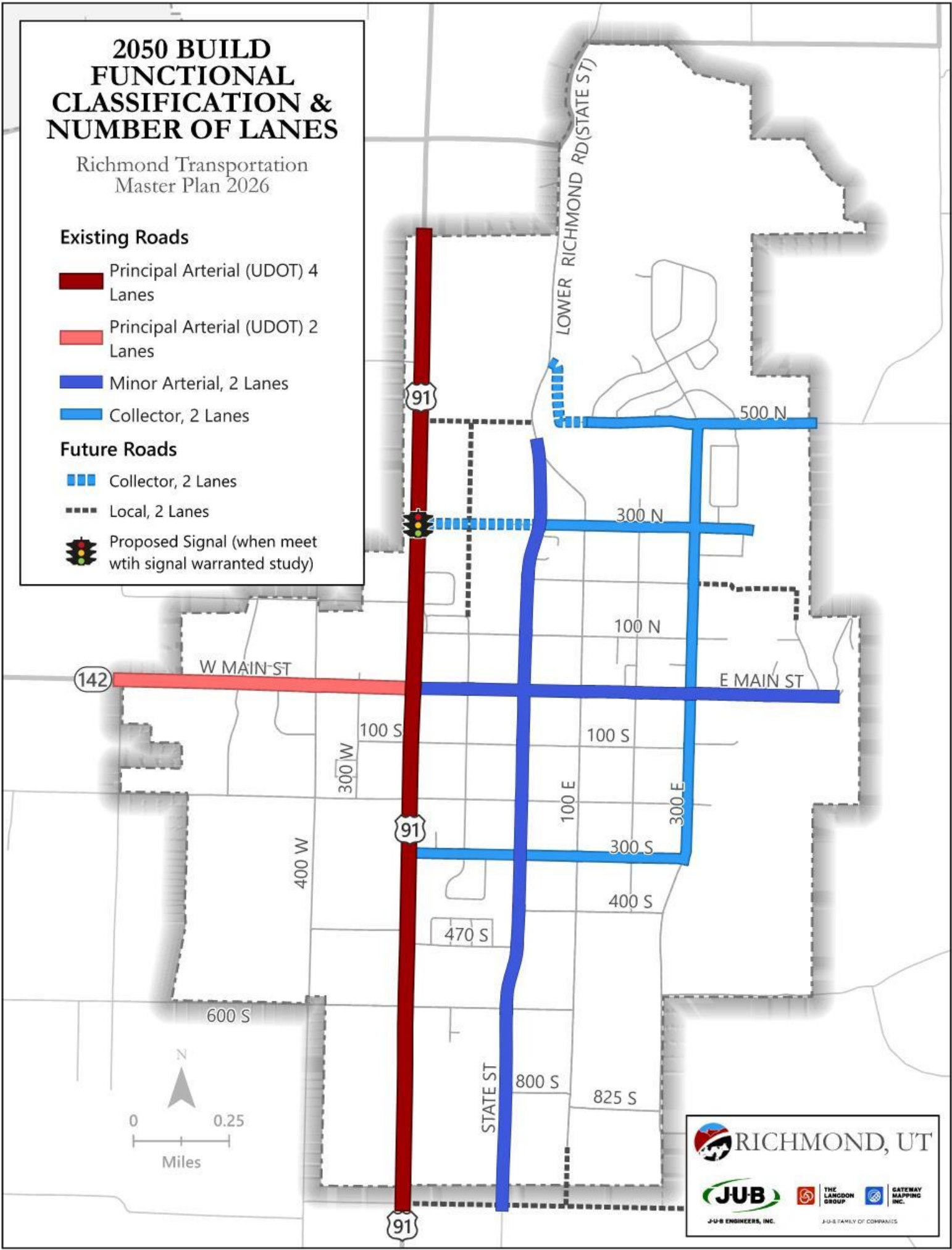
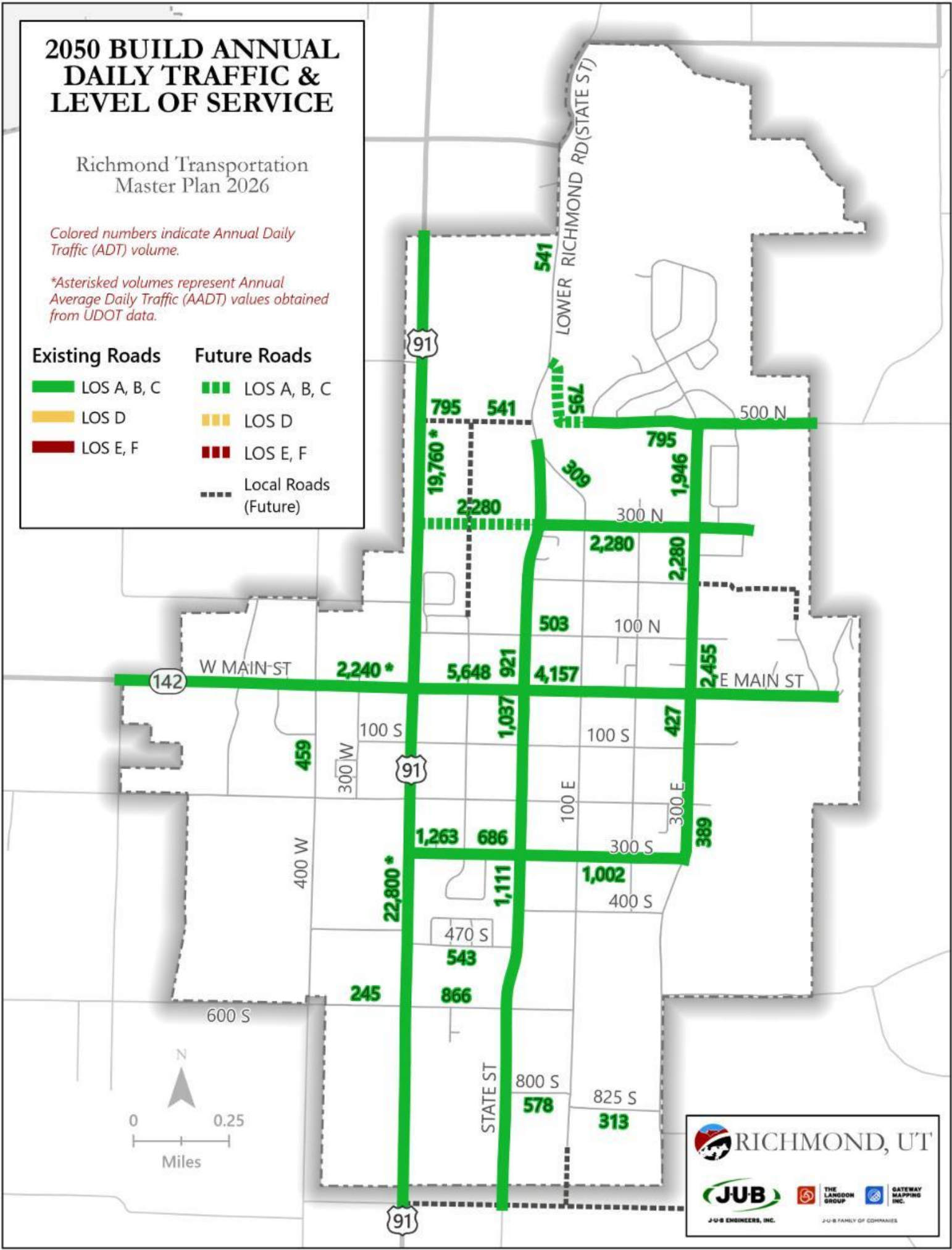


Figure 8: 2050 ADT/LOS



### 4.3 ACCESS MANAGEMENT

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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. In addition, UDOT emphasizes the importance of providing appropriate turn lanes, particularly at intersections, to improve operations and reduce conflict points. These improvements often require additional right-of-way along UDOT roadway facilities. Local developers will be required to coordinate with UDOT early in the planning and design process to ensure compliance with UDOT Administrative Rule R930-6, including spacing standards, access permitting, and turn-lane requirements.

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 350 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.

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Table 6: Additional Access Management Criteria for Regional Corridors

| Functional Classification               | Access Management                                                                                                            |
|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| Minor Arterial                          | Arterials have limited access. Side street access and 350' 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.<br>Street access preferred.                                                    |
| Minor Collector (Commercial/Industrial) | Shared access.<br>No parking.<br>200' min. spacing.                                                                          |

#### 4.4 ROADWAY LIGHTING

According to AASHTO's Geometric Design of Highways and Streets, Good visibility under both day and night conditions is fundamental to enabling motorists, pedestrians, and bicyclists to travel on roadways in a safe and coordinated manner. Properly designed and maintained street lighting should provide comfortable and accurate night visibility, which should facilitate vehicular, bicycle and pedestrian traffic. Decisions concerning appropriate street lighting should be coordinated with safety management, crime prevention, and other community concerns. The AASHTO publication An Informational Guide for Roadway Lighting provides discussion on street and roadway lighting.

Properly designed lighting can provide improved safety. Additionally, lighting improvements enhance and improve roadway Level of Service by conditions as vehicles can flow more freely when proper lighting conditions are provided. Street lighting should be included on all streets classified as collectors or arterials. These elements are recommended to be implemented with all roadways being improved and for roadways that currently do not have lighting facilities. Lighting can also provide attractive gateway features or entrances to specific areas or demarcating the City boundary. Lighting should also be considered on state highways within the City for consistency and continuity with city lighting standards.

#### 4.5 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 use is missing or incomplete pedestrian and bicycle networks.

Often these modes of transportation are supported or implemented as new development occurs. As new developments are proposed within Richmond City sidewalks 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 as 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, Richmond City recently updated the Trail Master Plan.

## 4.6 TRANSIT

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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, Richmond has experienced steady population growth, which will gradually transform portions of the city from a suburban to a more urban environment. Future land use along the US-91 corridor is expected to include mixed-use development, creating new demands on the transportation system. A key challenge in this transformation is the integration of transit facilities into the existing network. Proactive planning for future transit improvements can result in significant cost savings, as traditional approaches where transit follows development often lead to higher right-of-way acquisition costs. Advanced planning and corridor preservation will help ensure cost-effective phasing of transit projects while maintaining community character.

Over the next decade (2033–2042), rural projects funded through UDOT’s Long-Range Transportation Plan will support transit service within Richmond, including a proposed transit loop connecting Richmond, Franklin, Preston, and Lewiston. Currently, Connect Transit (formerly Cache Valley Transit District) does not provide funding for transit in Richmond, highlighting the need for coordinated planning to meet future mobility needs.

## 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 D**.

| Street | From              | To                | Function Class | Project          | Construction Cost (2025\$) |
|--------|-------------------|-------------------|----------------|------------------|----------------------------|
| 300 E  | 300 S             | 200 S             | Collector      | Widen/Curbs      | \$1,594,800                |
| 300 E  | 200 S             | 100 S             | Collector      | Widen/Curbs      | \$1,571,700                |
| 300 E  | 100 S             | Main St           | Collector      | Widen/Curbs      | \$3,185,100                |
| 300 E  | Main St           | 100 N             | Collector      | Widen/Curbs      | \$1,645,500                |
| 300 E  | 100 N             | 200 N             | Collector      | Widen/Curbs      | \$1,648,400                |
| 300 E  | 200 N             | 300 N             | Collector      | Widen/Curbs      | \$1,660,500                |
| 300 E  | 300 N             | 500 N             | Collector      | Widen/Curbs      | \$2,987,200                |
| 300 N  | State St          | 100 E             | Collector      | Widen/Curbs      | \$1,283,300                |
| 300 N  | 100 E             | 200 E             | Collector      | Widen/Curbs      | \$1,559,000                |
| 300 N  | 200 E             | 300 E             | Collector      | Widen/Curbs      | \$1,599,100                |
| 300 N  | 300 E             | 400 E             | Collector      | Widen/Curbs      | \$1,643,300                |
| 300 N  | 200 W             | 100 W             | Collector      | New Construction | \$1,331,600                |
| 300 N  | 100 W             | Lower Richmond Rd | Collector      | New Construction | \$1,957,000                |
| 300 S  | SR-91             | 100 W             | Collector      | Widen/Curbs      | \$1,626,200                |
| 300 S  | 100 W             | State St          | Collector      | Widen/Curbs      | \$1,641,200                |
| 300 S  | State St          | 100 E             | Collector      | Widen/Curbs      | \$1,647,000                |
| 300 S  | 100 E             | 200 E             | Collector      | Widen/Curbs      | \$1,572,700                |
| 300 S  | 200 E             | 300 E             | Collector      | Widen/Curbs      | \$1,552,500                |
| 500 N  | Cherry Creek Pkwy | 535 N             | Collector      | Widen/Curbs      | \$1,723,100                |
| 500 N  | 535 N             | 300 E             | Collector      | Widen/Curbs      | \$1,099,000                |

# CITY OF RICHMOND - TRANSPORTATION MASTER PLAN

|              |                   |                   |                |                           |             |
|--------------|-------------------|-------------------|----------------|---------------------------|-------------|
| 500 N        | 300 E             | Sunburst Ln       | Collector      | Widen/Curbs               | \$1,053,600 |
| 500 N        | Sunburst Ln       | 500 E (Boundary)  | Collector      | Widen/Curbs               | \$2,158,100 |
| 500 N        | Lower Richmond Rd | Cherry Creek Pkwy | Collector      | New Construction          | \$2,037,700 |
| E Main St    | SR-91             | 100 W             | Minor Arterial | Widen/Curbs               | \$2,053,600 |
| E Main St    | 100 W             | State St          | Minor Arterial | Widen/Curbs               | \$2,057,300 |
| E Main St    | State St          | 100 E             | Minor Arterial | Widen/Curbs               | \$2,101,900 |
| E Main St    | 100 E             | 200 E             | Minor Arterial | Widen/Curbs               | \$1,960,000 |
| E Main St    | 200 E             | 300 E             | Minor Arterial | Widen/Curbs               | \$1,900,700 |
| E Main St    | 300 E             | 400 E             | Minor Arterial | Widen/Curbs               | \$2,528,400 |
| E Main St    | 400 E             | 500 E             | Minor Arterial | Widen/Curbs               | \$1,751,100 |
| E Main St    | 500 E             | 650 E             | Minor Arterial | Widen/Curbs               | \$458,300   |
| State St     | 9400 N (Boundary) | 800 S             | Minor Arterial | Widen/Curbs               | \$3,925,500 |
| State St     | 800 S             | 600 S             | Minor Arterial | Widen/Curbs               | \$2,896,500 |
| State St     | 600 S             | 470 S             | Minor Arterial | Widen/Curbs               | \$2,148,500 |
| State St     | 470 S             | 400 S             | Minor Arterial | Widen/Curbs               | \$1,232,000 |
| State St     | 400 S             | 300 S             | Minor Arterial | Widen/Curbs               | \$1,886,500 |
| State St     | 300 S             | 200 S             | Minor Arterial | Widen/Curbs               | \$1,871,500 |
| State St     | 200 S             | 100 S             | Minor Arterial | Widen/Curbs               | \$1,908,000 |
| State St     | 100 S             | Main St           | Minor Arterial | Widen/Curbs               | \$1,892,900 |
| State St     | Main St           | 100 N             | Minor Arterial | Widen/Curbs               | \$1,866,100 |
| State St     | 100 N             | 200 N             | Minor Arterial | Widen/Curbs               | \$1,908,200 |
| State St     | 200 N             | 300 N             | Minor Arterial | Widen/Curbs               | \$1,980,600 |
| State St     | 300 N             | 450 N             | Minor Arterial | Widen/Curbs               | \$2,995,700 |
| Intersection | US-91             | 300 N             | Intersection   | Signal (May need warrant) |             |

Table 7: Transportation Improvement Projects 0-5 Years (will discuss with the city before finalizing the tables)



*Table 8: Transportation Improvement Projects 5+ Years(will discuss with the city before finalizing the tables)*

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## 6 TRAFFIC CALMING

### 6.1 TRAFFIC CALMING

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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

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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 Richmond 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 E**. The TIS shall, at a minimum, incorporate Richmond 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

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## Summary Tube Count

Start Date: 9/24/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: 100 N. E STATE  
Street: 100 N  
From: 100 E  
To: State St  
Latitude: 41° 55.4817 North  
Longitude: 111° 48.4500 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 300 |
| Day 2             | 362 |



| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 1      | 9/24/2024 | 12:00 AM | 1         | 0         |
| 2      | 9/24/2024 | 12:15 AM | 0         | 0         |
| 3      | 9/24/2024 | 12:30 AM | 0         | 0         |
| 4      | 9/24/2024 | 12:45 AM | 0         | 0         |
| 5      | 9/24/2024 | 01:00 AM | 0         | 0         |
| 6      | 9/24/2024 | 01:15 AM | 0         | 0         |
| 7      | 9/24/2024 | 01:30 AM | 0         | 1         |
| 8      | 9/24/2024 | 01:45 AM | 0         | 0         |
| 9      | 9/24/2024 | 02:00 AM | 0         | 0         |
| 10     | 9/24/2024 | 02:15 AM | 0         | 0         |
| 11     | 9/24/2024 | 02:30 AM | 0         | 0         |
| 12     | 9/24/2024 | 02:45 AM | 1         | 0         |
| 13     | 9/24/2024 | 03:00 AM | 0         | 0         |
| 14     | 9/24/2024 | 03:15 AM | 0         | 0         |
| 15     | 9/24/2024 | 03:30 AM | 0         | 0         |
| 16     | 9/24/2024 | 03:45 AM | 0         | 0         |
| 17     | 9/24/2024 | 04:00 AM | 0         | 0         |
| 18     | 9/24/2024 | 04:15 AM | 0         | 0         |
| 19     | 9/24/2024 | 04:30 AM | 0         | 0         |
| 20     | 9/24/2024 | 04:45 AM | 0         | 0         |
| 21     | 9/24/2024 | 05:00 AM | 0         | 0         |
| 22     | 9/24/2024 | 05:15 AM | 0         | 0         |
| 23     | 9/24/2024 | 05:30 AM | 0         | 0         |
| 24     | 9/24/2024 | 05:45 AM | 0         | 0         |
| 25     | 9/24/2024 | 06:00 AM | 0         | 0         |
| 26     | 9/24/2024 | 06:15 AM | 1         | 0         |
| 27     | 9/24/2024 | 06:30 AM | 0         | 4         |
| 28     | 9/24/2024 | 06:45 AM | 0         | 2         |
| 29     | 9/24/2024 | 07:00 AM | 0         | 0         |
| 30     | 9/24/2024 | 07:15 AM | 1         | 3         |
| 31     | 9/24/2024 | 07:30 AM | 0         | 0         |
| 32     | 9/24/2024 | 07:45 AM | 0         | 1         |
| 33     | 9/24/2024 | 08:00 AM | 0         | 3         |
| 34     | 9/24/2024 | 08:15 AM | 0         | 1         |
| 35     | 9/24/2024 | 08:30 AM | 0         | 2         |
| 36     | 9/24/2024 | 08:45 AM | 4         | 2         |
| 37     | 9/24/2024 | 09:00 AM | 1         | 1         |
| 38     | 9/24/2024 | 09:15 AM | 2         | 0         |
| 39     | 9/24/2024 | 09:30 AM | 6         | 10        |
| 40     | 9/24/2024 | 09:45 AM | 10        | 11        |
| 41     | 9/24/2024 | 10:00 AM | 5         | 4         |
| 42     | 9/24/2024 | 10:15 AM | 1         | 2         |
| 43     | 9/24/2024 | 10:30 AM | 3         | 3         |
| 44     | 9/24/2024 | 10:45 AM | 2         | 3         |
| 45     | 9/24/2024 | 11:00 AM | 2         | 1         |
| 46     | 9/24/2024 | 11:15 AM | 1         | 1         |
| 47     | 9/24/2024 | 11:30 AM | 6         | 1         |
| 48     | 9/24/2024 | 11:45 AM | 3         | 1         |
| 49     | 9/24/2024 | 12:00 PM | 2         | 0         |
| 50     | 9/24/2024 | 12:15 PM | 0         | 4         |
| 51     | 9/24/2024 | 12:30 PM | 3         | 2         |
| 52     | 9/24/2024 | 12:45 PM | 1         | 1         |
| 53     | 9/24/2024 | 01:00 PM | 3         | 0         |
| 54     | 9/24/2024 | 01:15 PM | 3         | 2         |
| 55     | 9/24/2024 | 01:30 PM | 2         | 2         |
| 56     | 9/24/2024 | 01:45 PM | 0         | 1         |
| 57     | 9/24/2024 | 02:00 PM | 2         | 2         |
| 58     | 9/24/2024 | 02:15 PM | 3         | 0         |
| 59     | 9/24/2024 | 02:30 PM | 1         | 1         |
| 60     | 9/24/2024 | 02:45 PM | 3         | 1         |
| 61     | 9/24/2024 | 03:00 PM | 1         | 1         |
| 62     | 9/24/2024 | 03:15 PM | 1         | 0         |
| 63     | 9/24/2024 | 03:30 PM | 1         | 1         |
| 64     | 9/24/2024 | 03:45 PM | 3         | 1         |
| 65     | 9/24/2024 | 04:00 PM | 2         | 5         |
| 66     | 9/24/2024 | 04:15 PM | 7         | 9         |
| 67     | 9/24/2024 | 04:30 PM | 25        | 4         |
| 68     | 9/24/2024 | 04:45 PM | 9         | 3         |
| 69     | 9/24/2024 | 05:00 PM | 5         | 0         |
| 70     | 9/24/2024 | 05:15 PM | 0         | 0         |
| 71     | 9/24/2024 | 05:30 PM | 5         | 2         |
| 72     | 9/24/2024 | 05:45 PM | 1         | 0         |
| 73     | 9/24/2024 | 06:00 PM | 3         | 0         |
| 74     | 9/24/2024 | 06:15 PM | 3         | 1         |
| 75     | 9/24/2024 | 06:30 PM | 3         | 4         |
| 76     | 9/24/2024 | 06:45 PM | 0         | 2         |
| 77     | 9/24/2024 | 07:00 PM | 3         | 1         |
| 78     | 9/24/2024 | 07:15 PM | 2         | 0         |
| 79     | 9/24/2024 | 07:30 PM | 3         | 2         |
| 80     | 9/24/2024 | 07:45 PM | 3         | 1         |
| 81     | 9/24/2024 | 08:00 PM | 2         | 4         |
| 82     | 9/24/2024 | 08:15 PM | 5         | 1         |
| 83     | 9/24/2024 | 08:30 PM | 4         | 1         |
| 84     | 9/24/2024 | 08:45 PM | 0         | 2         |
| 85     | 9/24/2024 | 09:00 PM | 2         | 0         |
| 86     | 9/24/2024 | 09:15 PM | 2         | 2         |
| 87     | 9/24/2024 | 09:30 PM | 2         | 0         |
| 88     | 9/24/2024 | 09:45 PM | 1         | 1         |
| 89     | 9/24/2024 | 10:00 PM | 1         | 0         |
| 90     | 9/24/2024 | 10:15 PM | 0         | 0         |
| 91     | 9/24/2024 | 10:30 PM | 1         | 2         |
| 92     | 9/24/2024 | 10:45 PM | 0         | 0         |
| 93     | 9/24/2024 | 11:00 PM | 0         | 2         |
| 94     | 9/24/2024 | 11:15 PM | 1         | 1         |
| 95     | 9/24/2024 | 11:30 PM | 0         | 0         |
| 96     | 9/24/2024 | 11:45 PM | 0         | 0         |
| 97     | 9/25/2024 | 12:00 AM | 1         | 0         |
| 98     | 9/25/2024 | 12:15 AM | 0         | 0         |
| 99     | 9/25/2024 | 12:30 AM | 0         | 0         |
| 100    | 9/25/2024 | 12:45 AM | 0         | 0         |
| 101    | 9/25/2024 | 01:00 AM | 1         | 0         |
| 102    | 9/25/2024 | 01:15 AM | 0         | 0         |
| 103    | 9/25/2024 | 01:30 AM | 0         | 1         |
| 104    | 9/25/2024 | 01:45 AM | 0         | 0         |
| 105    | 9/25/2024 | 02:00 AM | 0         | 0         |
| 106    | 9/25/2024 | 02:15 AM | 0         | 0         |
| 107    | 9/25/2024 | 02:30 AM | 1         | 0         |
| 108    | 9/25/2024 | 02:45 AM | 0         | 0         |
| 109    | 9/25/2024 | 03:00 AM | 0         | 0         |
| 110    | 9/25/2024 | 03:15 AM | 0         | 0         |
| 111    | 9/25/2024 | 03:30 AM | 0         | 0         |
| 112    | 9/25/2024 | 03:45 AM | 0         | 0         |
| 113    | 9/25/2024 | 04:00 AM | 0         | 0         |
| 114    | 9/25/2024 | 04:15 AM | 0         | 0         |
| 115    | 9/25/2024 | 04:30 AM | 0         | 0         |
| 116    | 9/25/2024 | 04:45 AM | 0         | 0         |
| 117    | 9/25/2024 | 05:00 AM | 0         | 0         |
| 118    | 9/25/2024 | 05:15 AM | 0         | 0         |
| 119    | 9/25/2024 | 05:30 AM | 0         | 0         |
| 120    | 9/25/2024 | 05:45 AM | 0         | 0         |
| 121    | 9/25/2024 | 06:00 AM | 0         | 1         |
| 122    | 9/25/2024 | 06:15 AM | 1         | 1         |
| 123    | 9/25/2024 | 06:30 AM | 0         | 0         |
| 124    | 9/25/2024 | 06:45 AM | 0         | 1         |
| 125    | 9/25/2024 | 07:00 AM | 0         | 1         |
| 126    | 9/25/2024 | 07:15 AM | 0         | 2         |
| 127    | 9/25/2024 | 07:30 AM | 0         | 1         |
| 128    | 9/25/2024 | 07:45 AM | 0         | 1         |
| 129    | 9/25/2024 | 08:00 AM | 0         | 4         |
| 130    | 9/25/2024 | 08:15 AM | 0         | 2         |
| 131    | 9/25/2024 | 08:30 AM | 0         | 1         |
| 132    | 9/25/2024 | 08:45 AM | 1         | 5         |
| 133    | 9/25/2024 | 09:00 AM | 1         | 0         |
| 134    | 9/25/2024 | 09:15 AM | 0         | 2         |
| 135    | 9/25/2024 | 09:30 AM | 5         | 13        |
| 136    | 9/25/2024 | 09:45 AM | 20        | 18        |
| 137    | 9/25/2024 | 10:00 AM | 5         | 1         |
| 138    | 9/25/2024 | 10:15 AM | 1         | 1         |
| 139    | 9/25/2024 | 10:30 AM | 5         | 0         |
| 140    | 9/25/2024 | 10:45 AM | 0         | 1         |
| 141    | 9/25/2024 | 11:00 AM | 2         | 0         |
| 142    | 9/25/2024 | 11:15 AM | 1         | 2         |
| 143    | 9/25/2024 | 11:30 AM | 1         | 1         |
| 144    | 9/25/2024 | 11:45 AM | 3         | 3         |
| 145    | 9/25/2024 | 12:00 PM | 3         | 0         |
| 146    | 9/25/2024 | 12:15 PM | 3         | 2         |
| 147    | 9/25/2024 | 12:30 PM | 3         | 4         |
| 148    | 9/25/2024 | 12:45 PM | 3         | 5         |
| 149    | 9/25/2024 | 01:00 PM | 1         | 0         |
| 150    | 9/25/2024 | 01:15 PM | 4         | 2         |
| 151    | 9/25/2024 | 01:30 PM | 3         | 2         |
| 152    | 9/25/2024 | 01:45 PM | 1         | 1         |
| 153    | 9/25/2024 | 02:00 PM | 3         | 1         |
| 154    | 9/25/2024 | 02:15 PM | 1         | 1         |
| 155    | 9/25/2024 | 02:30 PM | 1         | 1         |
| 156    | 9/25/2024 | 02:45 PM | 2         | 4         |
| 157    | 9/25/2024 | 03:00 PM | 2         | 3         |
| 158    | 9/25/2024 | 03:15 PM | 1         | 1         |
| 159    | 9/25/2024 | 03:30 PM | 3         | 2         |
| 160    | 9/25/2024 | 03:45 PM | 4         | 1         |
| 161    | 9/25/2024 | 04:00 PM | 2         | 4         |
| 162    | 9/25/2024 | 04:15 PM | 5         | 8         |
| 163    | 9/25/2024 | 04:30 PM | 23        | 7         |
| 164    | 9/25/2024 | 04:45 PM | 10        | 4         |
| 165    | 9/25/2024 | 05:00 PM | 3         | 2         |
| 166    | 9/25/2024 | 05:15 PM | 4         | 4         |
| 167    | 9/25/2024 | 05:30 PM | 7         | 4         |
| 168    | 9/25/2024 | 05:45 PM | 3         | 2         |
| 169    | 9/25/2024 | 06:00 PM | 1         | 1         |
| 170    | 9/25/2024 | 06:15 PM | 4         | 1         |
| 171    | 9/25/2024 | 06:30 PM | 6         | 2         |
| 172    | 9/25/2024 | 06:45 PM | 3         | 5         |
| 173    | 9/25/2024 | 07:00 PM | 4         | 4         |
| 174    | 9/25/2024 | 07:15 PM | 3         | 5         |
| 175    | 9/25/2024 | 07:30 PM | 2         | 0         |
| 176    | 9/25/2024 | 07:45 PM | 8         | 3         |
| 177    | 9/25/2024 | 08:00 PM | 5         | 1         |
| 178    | 9/25/2024 | 08:15 PM | 2         | 1         |
| 179    | 9/25/2024 | 08:30 PM | 1         | 1         |
| 180    | 9/25/2024 | 08:45 PM | 1         | 0         |
| 181    | 9/25/2024 | 09:00 PM | 5         | 1         |
| 182    | 9/25/2024 | 09:15 PM | 4         | 2         |
| 183    | 9/25/2024 | 09:30 PM | 0         | 1         |
| 184    | 9/25/2024 | 09:45 PM | 1         | 3         |
| 185    | 9/25/2024 | 10:00 PM | 3         | 1         |
| 186    | 9/25/2024 | 10:15 PM | 1         | 0         |
| 187    | 9/25/2024 | 10:30 PM | 3         | 0         |
| 188    | 9/25/2024 | 10:45 PM | 0         | 0         |
| 189    | 9/25/2024 | 11:00 PM | 0         | 0         |
| 190    | 9/25/2024 | 11:15 PM | 0         | 0         |
| 191    | 9/25/2024 | 11:30 PM | 0         | 1         |
| 192    | 9/25/2024 | 11:45 PM | 0         | 0         |
| 193    | 9/26/2024 | 12:00 AM | 0         | 0         |

## Summary Tube Count

Start Date: 10/8/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: 300 E, N 100 S  
Street: 300 E  
From: 100 S  
To: Main St  
Latitude: 41° 55.2900 North  
Longitude: 111° 48.0167 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 258 |
| Day 2             | 304 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Northbound | Southbound |
|--------|-----------|----------|------------|------------|
| 1      | 10/8/2024 | 12:00 AM | 0          | 0          |
| 2      | 10/8/2024 | 12:15 AM | 1          | 0          |
| 3      | 10/8/2024 | 12:30 AM | 0          | 0          |
| 4      | 10/8/2024 | 12:45 AM | 0          | 0          |
| 5      | 10/8/2024 | 01:00 AM | 0          | 0          |
| 6      | 10/8/2024 | 01:15 AM | 0          | 0          |
| 7      | 10/8/2024 | 01:30 AM | 0          | 0          |
| 8      | 10/8/2024 | 01:45 AM | 0          | 0          |
| 9      | 10/8/2024 | 02:00 AM | 0          | 0          |
| 10     | 10/8/2024 | 02:15 AM | 0          | 0          |
| 11     | 10/8/2024 | 02:30 AM | 0          | 0          |
| 12     | 10/8/2024 | 02:45 AM | 0          | 0          |
| 13     | 10/8/2024 | 03:00 AM | 0          | 0          |
| 14     | 10/8/2024 | 03:15 AM | 0          | 0          |
| 15     | 10/8/2024 | 03:30 AM | 0          | 0          |
| 16     | 10/8/2024 | 03:45 AM | 0          | 0          |
| 17     | 10/8/2024 | 04:00 AM | 0          | 0          |
| 18     | 10/8/2024 | 04:15 AM | 0          | 0          |
| 19     | 10/8/2024 | 04:30 AM | 0          | 0          |
| 20     | 10/8/2024 | 04:45 AM | 0          | 0          |
| 21     | 10/8/2024 | 05:00 AM | 0          | 1          |
| 22     | 10/8/2024 | 05:15 AM | 0          | 0          |
| 23     | 10/8/2024 | 05:30 AM | 0          | 0          |
| 24     | 10/8/2024 | 05:45 AM | 0          | 0          |
| 25     | 10/8/2024 | 06:00 AM | 0          | 0          |
| 26     | 10/8/2024 | 06:15 AM | 0          | 0          |
| 27     | 10/8/2024 | 06:30 AM | 0          | 0          |
| 28     | 10/8/2024 | 06:45 AM | 0          | 0          |
| 29     | 10/8/2024 | 07:00 AM | 0          | 0          |
| 30     | 10/8/2024 | 07:15 AM | 0          | 3          |
| 31     | 10/8/2024 | 07:30 AM | 0          | 1          |
| 32     | 10/8/2024 | 07:45 AM | 1          | 1          |
| 33     | 10/8/2024 | 08:00 AM | 1          | 2          |
| 34     | 10/8/2024 | 08:15 AM | 1          | 0          |
| 35     | 10/8/2024 | 08:30 AM | 2          | 2          |
| 36     | 10/8/2024 | 08:45 AM | 4          | 1          |
| 37     | 10/8/2024 | 09:00 AM | 1          | 1          |
| 38     | 10/8/2024 | 09:15 AM | 0          | 2          |
| 39     | 10/8/2024 | 09:30 AM | 4          | 1          |
| 40     | 10/8/2024 | 09:45 AM | 2          | 3          |
| 41     | 10/8/2024 | 10:00 AM | 3          | 1          |
| 42     | 10/8/2024 | 10:15 AM | 4          | 3          |
| 43     | 10/8/2024 | 10:30 AM | 3          | 2          |
| 44     | 10/8/2024 | 10:45 AM | 1          | 0          |
| 45     | 10/8/2024 | 11:00 AM | 0          | 1          |
| 46     | 10/8/2024 | 11:15 AM | 1          | 2          |
| 47     | 10/8/2024 | 11:30 AM | 1          | 1          |
| 48     | 10/8/2024 | 11:45 AM | 1          | 2          |
| 49     | 10/8/2024 | 12:00 PM | 1          | 1          |
| 50     | 10/8/2024 | 12:15 PM | 1          | 0          |
| 51     | 10/8/2024 | 12:30 PM | 3          | 6          |
| 52     | 10/8/2024 | 12:45 PM | 3          | 4          |
| 53     | 10/8/2024 | 01:00 PM | 4          | 3          |
| 54     | 10/8/2024 | 01:15 PM | 1          | 1          |
| 55     | 10/8/2024 | 01:30 PM | 1          | 1          |
| 56     | 10/8/2024 | 01:45 PM | 3          | 1          |
| 57     | 10/8/2024 | 02:00 PM | 0          | 3          |
| 58     | 10/8/2024 | 02:15 PM | 4          | 4          |
| 59     | 10/8/2024 | 02:30 PM | 3          | 0          |
| 60     | 10/8/2024 | 02:45 PM | 1          | 0          |
| 61     | 10/8/2024 | 03:00 PM | 0          | 2          |
| 62     | 10/8/2024 | 03:15 PM | 3          | 2          |
| 63     | 10/8/2024 | 03:30 PM | 1          | 6          |
| 64     | 10/8/2024 | 03:45 PM | 2          | 2          |
| 65     | 10/8/2024 | 04:00 PM | 4          | 7          |
| 66     | 10/8/2024 | 04:15 PM | 1          | 1          |
| 67     | 10/8/2024 | 04:30 PM | 1          | 4          |
| 68     | 10/8/2024 | 04:45 PM | 3          | 3          |
| 69     | 10/8/2024 | 05:00 PM | 3          | 2          |
| 70     | 10/8/2024 | 05:15 PM | 3          | 3          |
| 71     | 10/8/2024 | 05:30 PM | 4          | 1          |
| 72     | 10/8/2024 | 05:45 PM | 4          | 3          |
| 73     | 10/8/2024 | 06:00 PM | 2          | 2          |
| 74     | 10/8/2024 | 06:15 PM | 4          | 1          |
| 75     | 10/8/2024 | 06:30 PM | 2          | 7          |
| 76     | 10/8/2024 | 06:45 PM | 4          | 5          |
| 77     | 10/8/2024 | 07:00 PM | 5          | 6          |
| 78     | 10/8/2024 | 07:15 PM | 0          | 3          |
| 79     | 10/8/2024 | 07:30 PM | 2          | 2          |
| 80     | 10/8/2024 | 07:45 PM | 2          | 1          |
| 81     | 10/8/2024 | 08:00 PM | 4          | 2          |
| 82     | 10/8/2024 | 08:15 PM | 2          | 4          |
| 83     | 10/8/2024 | 08:30 PM | 3          | 3          |
| 84     | 10/8/2024 | 08:45 PM | 2          | 1          |
| 85     | 10/8/2024 | 09:00 PM | 1          | 0          |
| 86     | 10/8/2024 | 09:15 PM | 2          | 1          |
| 87     | 10/8/2024 | 09:30 PM | 1          | 1          |
| 88     | 10/8/2024 | 09:45 PM | 0          | 1          |
| 89     | 10/8/2024 | 10:00 PM | 0          | 0          |
| 90     | 10/8/2024 | 10:15 PM | 2          | 1          |
| 91     | 10/8/2024 | 10:30 PM | 2          | 0          |
| 92     | 10/8/2024 | 10:45 PM | 1          | 0          |
| 93     | 10/8/2024 | 11:00 PM | 0          | 0          |
| 94     | 10/8/2024 | 11:15 PM | 0          | 0          |
| 95     | 10/8/2024 | 11:30 PM | 0          | 0          |
| 96     | 10/8/2024 | 11:45 PM | 0          | 1          |

| Number | Date       | Time     | Northbound | Southbound |
|--------|------------|----------|------------|------------|
| 97     | 10/9/2024  | 12:00 AM | 0          | 0          |
| 98     | 10/9/2024  | 12:15 AM | 0          | 0          |
| 99     | 10/9/2024  | 12:30 AM | 0          | 0          |
| 100    | 10/9/2024  | 12:45 AM | 0          | 0          |
| 101    | 10/9/2024  | 01:00 AM | 0          | 0          |
| 102    | 10/9/2024  | 01:15 AM | 0          | 0          |
| 103    | 10/9/2024  | 01:30 AM | 1          | 1          |
| 104    | 10/9/2024  | 01:45 AM | 0          | 0          |
| 105    | 10/9/2024  | 02:00 AM | 0          | 0          |
| 106    | 10/9/2024  | 02:15 AM | 0          | 0          |
| 107    | 10/9/2024  | 02:30 AM | 0          | 0          |
| 108    | 10/9/2024  | 02:45 AM | 0          | 0          |
| 109    | 10/9/2024  | 03:00 AM | 0          | 0          |
| 110    | 10/9/2024  | 03:15 AM | 0          | 0          |
| 111    | 10/9/2024  | 03:30 AM | 0          | 0          |
| 112    | 10/9/2024  | 03:45 AM | 0          | 0          |
| 113    | 10/9/2024  | 04:00 AM | 0          | 0          |
| 114    | 10/9/2024  | 04:15 AM | 0          | 0          |
| 115    | 10/9/2024  | 04:30 AM | 0          | 0          |
| 116    | 10/9/2024  | 04:45 AM | 0          | 0          |
| 117    | 10/9/2024  | 05:00 AM | 0          | 1          |
| 118    | 10/9/2024  | 05:15 AM | 0          | 0          |
| 119    | 10/9/2024  | 05:30 AM | 0          | 0          |
| 120    | 10/9/2024  | 05:45 AM | 0          | 0          |
| 121    | 10/9/2024  | 06:00 AM | 0          | 0          |
| 122    | 10/9/2024  | 06:15 AM | 0          | 1          |
| 123    | 10/9/2024  | 06:30 AM | 0          | 1          |
| 124    | 10/9/2024  | 06:45 AM | 1          | 0          |
| 125    | 10/9/2024  | 07:00 AM | 0          | 0          |
| 126    | 10/9/2024  | 07:15 AM | 0          | 2          |
| 127    | 10/9/2024  | 07:30 AM | 1          | 1          |
| 128    | 10/9/2024  | 07:45 AM | 0          | 0          |
| 129    | 10/9/2024  | 08:00 AM | 2          | 2          |
| 130    | 10/9/2024  | 08:15 AM | 1          | 4          |
| 131    | 10/9/2024  | 08:30 AM | 2          | 1          |
| 132    | 10/9/2024  | 08:45 AM | 4          | 4          |
| 133    | 10/9/2024  | 09:00 AM | 1          | 2          |
| 134    | 10/9/2024  | 09:15 AM | 5          | 5          |
| 135    | 10/9/2024  | 09:30 AM | 1          | 3          |
| 136    | 10/9/2024  | 09:45 AM | 7          | 1          |
| 137    | 10/9/2024  | 10:00 AM | 1          | 2          |
| 138    | 10/9/2024  | 10:15 AM | 4          | 5          |
| 139    | 10/9/2024  | 10:30 AM | 0          | 0          |
| 140    | 10/9/2024  | 10:45 AM | 3          | 2          |
| 141    | 10/9/2024  | 11:00 AM | 1          | 0          |
| 142    | 10/9/2024  | 11:15 AM | 0          | 1          |
| 143    | 10/9/2024  | 11:30 AM | 3          | 1          |
| 144    | 10/9/2024  | 11:45 AM | 2          | 1          |
| 145    | 10/9/2024  | 12:00 PM | 0          | 0          |
| 146    | 10/9/2024  | 12:15 PM | 4          | 3          |
| 147    | 10/9/2024  | 12:30 PM | 2          | 3          |
| 148    | 10/9/2024  | 12:45 PM | 1          | 1          |
| 149    | 10/9/2024  | 01:00 PM | 2          | 3          |
| 150    | 10/9/2024  | 01:15 PM | 5          | 4          |
| 151    | 10/9/2024  | 01:30 PM | 5          | 2          |
| 152    | 10/9/2024  | 01:45 PM | 3          | 3          |
| 153    | 10/9/2024  | 02:00 PM | 0          | 0          |
| 154    | 10/9/2024  | 02:15 PM | 2          | 3          |
| 155    | 10/9/2024  | 02:30 PM | 2          | 0          |
| 156    | 10/9/2024  | 02:45 PM | 2          | 1          |
| 157    | 10/9/2024  | 03:00 PM | 2          | 9          |
| 158    | 10/9/2024  | 03:15 PM | 1          | 7          |
| 159    | 10/9/2024  | 03:30 PM | 4          | 1          |
| 160    | 10/9/2024  | 03:45 PM | 0          | 0          |
| 161    | 10/9/2024  | 04:00 PM | 4          | 9          |
| 162    | 10/9/2024  | 04:15 PM | 2          | 3          |
| 163    | 10/9/2024  | 04:30 PM | 3          | 4          |
| 164    | 10/9/2024  | 04:45 PM | 2          | 7          |
| 165    | 10/9/2024  | 05:00 PM | 2          | 1          |
| 166    | 10/9/2024  | 05:15 PM | 1          | 4          |
| 167    | 10/9/2024  | 05:30 PM | 4          | 3          |
| 168    | 10/9/2024  | 05:45 PM | 5          | 3          |
| 169    | 10/9/2024  | 06:00 PM | 1          | 8          |
| 170    | 10/9/2024  | 06:15 PM | 6          | 5          |
| 171    | 10/9/2024  | 06:30 PM | 8          | 3          |
| 172    | 10/9/2024  | 06:45 PM | 4          | 3          |
| 173    | 10/9/2024  | 07:00 PM | 1          | 4          |
| 174    | 10/9/2024  | 07:15 PM | 2          | 5          |
| 175    | 10/9/2024  | 07:30 PM | 4          | 2          |
| 176    | 10/9/2024  | 07:45 PM | 4          | 3          |
| 177    | 10/9/2024  | 08:00 PM | 4          | 5          |
| 178    | 10/9/2024  | 08:15 PM | 2          | 2          |
| 179    | 10/9/2024  | 08:30 PM | 0          | 2          |
| 180    | 10/9/2024  | 08:45 PM | 1          | 0          |
| 181    | 10/9/2024  | 09:00 PM | 2          | 1          |
| 182    | 10/9/2024  | 09:15 PM | 1          | 1          |
| 183    | 10/9/2024  | 09:30 PM | 1          | 0          |
| 184    | 10/9/2024  | 09:45 PM | 1          | 2          |
| 185    | 10/9/2024  | 10:00 PM | 0          | 0          |
| 186    | 10/9/2024  | 10:15 PM | 0          | 0          |
| 187    | 10/9/2024  | 10:30 PM | 1          | 0          |
| 188    | 10/9/2024  | 10:45 PM | 0          | 0          |
| 189    | 10/9/2024  | 11:00 PM | 0          | 0          |
| 190    | 10/9/2024  | 11:15 PM | 0          | 0          |
| 191    | 10/9/2024  | 11:30 PM | 0          | 2          |
| 192    | 10/9/2024  | 11:45 PM | 0          | 0          |
| 193    | 10/10/2024 | 12:00 AM | 1          | 0          |

## Summary Tube Count

Start Date: 9/24/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: 300 E, N 200 S  
Street: 300 E  
From: 300 S  
To: 200 S  
Latitude: 41° 55.1217 North  
Longitude: 111° 48.0250 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 241 |
| Day 2             | 271 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Northbound | Southbound |
|--------|-----------|----------|------------|------------|
| 1      | 9/24/2024 | 12:00 AM | 1          | 0          |
| 2      | 9/24/2024 | 12:15 AM | 0          | 0          |
| 3      | 9/24/2024 | 12:30 AM | 0          | 0          |
| 4      | 9/24/2024 | 12:45 AM | 0          | 0          |
| 5      | 9/24/2024 | 01:00 AM | 0          | 0          |
| 6      | 9/24/2024 | 01:15 AM | 0          | 0          |
| 7      | 9/24/2024 | 01:30 AM | 0          | 0          |
| 8      | 9/24/2024 | 01:45 AM | 0          | 0          |
| 9      | 9/24/2024 | 02:00 AM | 0          | 0          |
| 10     | 9/24/2024 | 02:15 AM | 0          | 0          |
| 11     | 9/24/2024 | 02:30 AM | 0          | 0          |
| 12     | 9/24/2024 | 02:45 AM | 1          | 0          |
| 13     | 9/24/2024 | 03:00 AM | 0          | 0          |
| 14     | 9/24/2024 | 03:15 AM | 0          | 0          |
| 15     | 9/24/2024 | 03:30 AM | 0          | 1          |
| 16     | 9/24/2024 | 03:45 AM | 0          | 0          |
| 17     | 9/24/2024 | 04:00 AM | 0          | 0          |
| 18     | 9/24/2024 | 04:15 AM | 0          | 0          |
| 19     | 9/24/2024 | 04:30 AM | 0          | 0          |
| 20     | 9/24/2024 | 04:45 AM | 0          | 0          |
| 21     | 9/24/2024 | 05:00 AM | 0          | 0          |
| 22     | 9/24/2024 | 05:15 AM | 0          | 0          |
| 23     | 9/24/2024 | 05:30 AM | 0          | 0          |
| 24     | 9/24/2024 | 05:45 AM | 0          | 0          |
| 25     | 9/24/2024 | 06:00 AM | 0          | 0          |
| 26     | 9/24/2024 | 06:15 AM | 1          | 0          |
| 27     | 9/24/2024 | 06:30 AM | 0          | 0          |
| 28     | 9/24/2024 | 06:45 AM | 0          | 0          |
| 29     | 9/24/2024 | 07:00 AM | 1          | 3          |
| 30     | 9/24/2024 | 07:15 AM | 1          | 0          |
| 31     | 9/24/2024 | 07:30 AM | 1          | 3          |
| 32     | 9/24/2024 | 07:45 AM | 3          | 2          |
| 33     | 9/24/2024 | 08:00 AM | 0          | 3          |
| 34     | 9/24/2024 | 08:15 AM | 2          | 2          |
| 35     | 9/24/2024 | 08:30 AM | 2          | 3          |
| 36     | 9/24/2024 | 08:45 AM | 3          | 2          |
| 37     | 9/24/2024 | 09:00 AM | 0          | 2          |
| 38     | 9/24/2024 | 09:15 AM | 1          | 5          |
| 39     | 9/24/2024 | 09:30 AM | 3          | 1          |
| 40     | 9/24/2024 | 09:45 AM | 1          | 1          |
| 41     | 9/24/2024 | 10:00 AM | 0          | 2          |
| 42     | 9/24/2024 | 10:15 AM | 0          | 1          |
| 43     | 9/24/2024 | 10:30 AM | 2          | 2          |
| 44     | 9/24/2024 | 10:45 AM | 3          | 1          |
| 45     | 9/24/2024 | 11:00 AM | 0          | 2          |
| 46     | 9/24/2024 | 11:15 AM | 1          | 1          |
| 47     | 9/24/2024 | 11:30 AM | 3          | 2          |
| 48     | 9/24/2024 | 11:45 AM | 1          | 1          |
| 49     | 9/24/2024 | 12:00 PM | 2          | 3          |
| 50     | 9/24/2024 | 12:15 PM | 2          | 2          |
| 51     | 9/24/2024 | 12:30 PM | 2          | 0          |
| 52     | 9/24/2024 | 12:45 PM | 3          | 0          |
| 53     | 9/24/2024 | 01:00 PM | 4          | 0          |
| 54     | 9/24/2024 | 01:15 PM | 3          | 2          |
| 55     | 9/24/2024 | 01:30 PM | 3          | 3          |
| 56     | 9/24/2024 | 01:45 PM | 1          | 3          |
| 57     | 9/24/2024 | 02:00 PM | 4          | 5          |
| 58     | 9/24/2024 | 02:15 PM | 6          | 1          |
| 59     | 9/24/2024 | 02:30 PM | 4          | 1          |
| 60     | 9/24/2024 | 02:45 PM | 2          | 4          |
| 61     | 9/24/2024 | 03:00 PM | 3          | 5          |
| 62     | 9/24/2024 | 03:15 PM | 3          | 1          |
| 63     | 9/24/2024 | 03:30 PM | 6          | 1          |
| 64     | 9/24/2024 | 03:45 PM | 1          | 1          |
| 65     | 9/24/2024 | 04:00 PM | 3          | 0          |
| 66     | 9/24/2024 | 04:15 PM | 0          | 0          |
| 67     | 9/24/2024 | 04:30 PM | 2          | 3          |
| 68     | 9/24/2024 | 04:45 PM | 3          | 1          |
| 69     | 9/24/2024 | 05:00 PM | 2          | 1          |
| 70     | 9/24/2024 | 05:15 PM | 1          | 1          |
| 71     | 9/24/2024 | 05:30 PM | 2          | 2          |
| 72     | 9/24/2024 | 05:45 PM | 5          | 2          |
| 73     | 9/24/2024 | 06:00 PM | 1          | 1          |
| 74     | 9/24/2024 | 06:15 PM | 2          | 1          |
| 75     | 9/24/2024 | 06:30 PM | 5          | 3          |
| 76     | 9/24/2024 | 06:45 PM | 4          | 3          |
| 77     | 9/24/2024 | 07:00 PM | 4          | 2          |
| 78     | 9/24/2024 | 07:15 PM | 2          | 4          |
| 79     | 9/24/2024 | 07:30 PM | 2          | 3          |
| 80     | 9/24/2024 | 07:45 PM | 1          | 0          |
| 81     | 9/24/2024 | 08:00 PM | 4          | 1          |
| 82     | 9/24/2024 | 08:15 PM | 1          | 1          |
| 83     | 9/24/2024 | 08:30 PM | 0          | 7          |
| 84     | 9/24/2024 | 08:45 PM | 0          | 1          |
| 85     | 9/24/2024 | 09:00 PM | 0          | 2          |
| 86     | 9/24/2024 | 09:15 PM | 2          | 0          |
| 87     | 9/24/2024 | 09:30 PM | 0          | 0          |
| 88     | 9/24/2024 | 09:45 PM | 0          | 0          |
| 89     | 9/24/2024 | 10:00 PM | 0          | 0          |
| 90     | 9/24/2024 | 10:15 PM | 0          | 0          |
| 91     | 9/24/2024 | 10:30 PM | 1          | 1          |
| 92     | 9/24/2024 | 10:45 PM | 1          | 0          |
| 93     | 9/24/2024 | 11:00 PM | 0          | 0          |
| 94     | 9/24/2024 | 11:15 PM | 0          | 0          |
| 95     | 9/24/2024 | 11:30 PM | 0          | 0          |
| 96     | 9/24/2024 | 11:45 PM | 0          | 1          |

| Number | Date      | Time     | Northbound | Southbound |
|--------|-----------|----------|------------|------------|
| 97     | 9/25/2024 | 12:00 AM | 0          | 0          |
| 98     | 9/25/2024 | 12:15 AM | 0          | 0          |
| 99     | 9/25/2024 | 12:30 AM | 0          | 0          |
| 100    | 9/25/2024 | 12:45 AM | 0          | 0          |
| 101    | 9/25/2024 | 01:00 AM | 0          | 0          |
| 102    | 9/25/2024 | 01:15 AM | 0          | 0          |
| 103    | 9/25/2024 | 01:30 AM | 0          | 0          |
| 104    | 9/25/2024 | 01:45 AM | 0          | 0          |
| 105    | 9/25/2024 | 02:00 AM | 0          | 0          |
| 106    | 9/25/2024 | 02:15 AM | 0          | 0          |
| 107    | 9/25/2024 | 02:30 AM | 0          | 0          |
| 108    | 9/25/2024 | 02:45 AM | 1          | 0          |
| 109    | 9/25/2024 | 03:00 AM | 0          | 0          |
| 110    | 9/25/2024 | 03:15 AM | 0          | 0          |
| 111    | 9/25/2024 | 03:30 AM | 0          | 0          |
| 112    | 9/25/2024 | 03:45 AM | 0          | 0          |
| 113    | 9/25/2024 | 04:00 AM | 0          | 0          |
| 114    | 9/25/2024 | 04:15 AM | 0          | 0          |
| 115    | 9/25/2024 | 04:30 AM | 0          | 0          |
| 116    | 9/25/2024 | 04:45 AM | 1          | 0          |
| 117    | 9/25/2024 | 05:00 AM | 0          | 0          |
| 118    | 9/25/2024 | 05:15 AM | 0          | 0          |
| 119    | 9/25/2024 | 05:30 AM | 0          | 0          |
| 120    | 9/25/2024 | 05:45 AM | 0          | 0          |
| 121    | 9/25/2024 | 06:00 AM | 0          | 0          |
| 122    | 9/25/2024 | 06:15 AM | 1          | 0          |
| 123    | 9/25/2024 | 06:30 AM | 0          | 0          |
| 124    | 9/25/2024 | 06:45 AM | 0          | 0          |
| 125    | 9/25/2024 | 07:00 AM | 0          | 1          |
| 126    | 9/25/2024 | 07:15 AM | 1          | 2          |
| 127    | 9/25/2024 | 07:30 AM | 2          | 4          |
| 128    | 9/25/2024 | 07:45 AM | 5          | 4          |
| 129    | 9/25/2024 | 08:00 AM | 3          | 4          |
| 130    | 9/25/2024 | 08:15 AM | 5          | 6          |
| 131    | 9/25/2024 | 08:30 AM | 2          | 3          |
| 132    | 9/25/2024 | 08:45 AM | 0          | 0          |
| 133    | 9/25/2024 | 09:00 AM | 1          | 4          |
| 134    | 9/25/2024 | 09:15 AM | 3          | 2          |
| 135    | 9/25/2024 | 09:30 AM | 2          | 1          |
| 136    | 9/25/2024 | 09:45 AM | 0          | 3          |
| 137    | 9/25/2024 | 10:00 AM | 3          | 1          |
| 138    | 9/25/2024 | 10:15 AM | 2          | 2          |
| 139    | 9/25/2024 | 10:30 AM | 3          | 0          |
| 140    | 9/25/2024 | 10:45 AM | 0          | 2          |
| 141    | 9/25/2024 | 11:00 AM | 0          | 1          |
| 142    | 9/25/2024 | 11:15 AM | 3          | 2          |
| 143    | 9/25/2024 | 11:30 AM | 4          | 0          |
| 144    | 9/25/2024 | 11:45 AM | 5          | 0          |
| 145    | 9/25/2024 | 12:00 PM | 1          | 3          |
| 146    | 9/25/2024 | 12:15 PM | 1          | 5          |
| 147    | 9/25/2024 | 12:30 PM | 3          | 1          |
| 148    | 9/25/2024 | 12:45 PM | 1          | 3          |
| 149    | 9/25/2024 | 01:00 PM | 2          | 2          |
| 150    | 9/25/2024 | 01:15 PM | 3          | 1          |
| 151    | 9/25/2024 | 01:30 PM | 2          | 1          |
| 152    | 9/25/2024 | 01:45 PM | 1          | 6          |
| 153    | 9/25/2024 | 02:00 PM | 5          | 1          |
| 154    | 9/25/2024 | 02:15 PM | 2          | 3          |
| 155    | 9/25/2024 | 02:30 PM | 2          | 1          |
| 156    | 9/25/2024 | 02:45 PM | 2          | 3          |
| 157    | 9/25/2024 | 03:00 PM | 5          | 5          |
| 158    | 9/25/2024 | 03:15 PM | 3          | 3          |
| 159    | 9/25/2024 | 03:30 PM | 2          | 1          |
| 160    | 9/25/2024 | 03:45 PM | 4          | 2          |
| 161    | 9/25/2024 | 04:00 PM | 3          | 1          |
| 162    | 9/25/2024 | 04:15 PM | 1          | 3          |
| 163    | 9/25/2024 | 04:30 PM | 2          | 4          |
| 164    | 9/25/2024 | 04:45 PM | 4          | 4          |
| 165    | 9/25/2024 | 05:00 PM | 1          | 3          |
| 166    | 9/25/2024 | 05:15 PM | 5          | 3          |
| 167    | 9/25/2024 | 05:30 PM | 0          | 2          |
| 168    | 9/25/2024 | 05:45 PM | 0          | 4          |
| 169    | 9/25/2024 | 06:00 PM | 2          | 5          |
| 170    | 9/25/2024 | 06:15 PM | 2          | 5          |
| 171    | 9/25/2024 | 06:30 PM | 3          | 4          |
| 172    | 9/25/2024 | 06:45 PM | 4          | 1          |
| 173    | 9/25/2024 | 07:00 PM | 2          | 3          |
| 174    | 9/25/2024 | 07:15 PM | 2          | 2          |
| 175    | 9/25/2024 | 07:30 PM | 3          | 3          |
| 176    | 9/25/2024 | 07:45 PM | 2          | 3          |
| 177    | 9/25/2024 | 08:00 PM | 3          | 0          |
| 178    | 9/25/2024 | 08:15 PM | 2          | 0          |
| 179    | 9/25/2024 | 08:30 PM | 1          | 0          |
| 180    | 9/25/2024 | 08:45 PM | 0          | 0          |
| 181    | 9/25/2024 | 09:00 PM | 2          | 0          |
| 182    | 9/25/2024 | 09:15 PM | 0          | 0          |
| 183    | 9/25/2024 | 09:30 PM | 2          | 1          |
| 184    | 9/25/2024 | 09:45 PM | 0          | 1          |
| 185    | 9/25/2024 | 10:00 PM | 1          | 0          |
| 186    | 9/25/2024 | 10:15 PM | 0          | 1          |
| 187    | 9/25/2024 | 10:30 PM | 0          | 0          |
| 188    | 9/25/2024 | 10:45 PM | 0          | 0          |
| 189    | 9/25/2024 | 11:00 PM | 1          | 1          |
| 190    | 9/25/2024 | 11:15 PM | 0          | 0          |
| 191    | 9/25/2024 | 11:30 PM | 0          | 0          |
| 192    | 9/25/2024 | 11:45 PM | 0          | 0          |
| 193    | 9/26/2024 | 12:00 AM | 0          | 0          |



## Summary Tube Count

Start Date: 9/24/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: 300 E, S 100 N  
Street: 300 E  
From: Main St  
To: 100 N  
Latitude: 41° 55.4517 North  
Longitude: 111° 48.0117 West

| Total ADT per Day |      |
|-------------------|------|
| Day 1             | 1592 |
| Day 2             | 1637 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Northbound | Southbound |
|--------|-----------|----------|------------|------------|
| 1      | 9/24/2024 | 12:00 AM | 0          | 0          |
| 2      | 9/24/2024 | 12:15 AM | 1          | 0          |
| 3      | 9/24/2024 | 12:30 AM | 0          | 0          |
| 4      | 9/24/2024 | 12:45 AM | 0          | 0          |
| 5      | 9/24/2024 | 01:00 AM | 0          | 0          |
| 6      | 9/24/2024 | 01:15 AM | 0          | 0          |
| 7      | 9/24/2024 | 01:30 AM | 0          | 0          |
| 8      | 9/24/2024 | 01:45 AM | 0          | 0          |
| 9      | 9/24/2024 | 02:00 AM | 0          | 0          |
| 10     | 9/24/2024 | 02:15 AM | 1          | 1          |
| 11     | 9/24/2024 | 02:30 AM | 0          | 0          |
| 12     | 9/24/2024 | 02:45 AM | 1          | 2          |
| 13     | 9/24/2024 | 03:00 AM | 0          | 1          |
| 14     | 9/24/2024 | 03:15 AM | 0          | 3          |
| 15     | 9/24/2024 | 03:30 AM | 0          | 1          |
| 16     | 9/24/2024 | 03:45 AM | 1          | 2          |
| 17     | 9/24/2024 | 04:00 AM | 0          | 1          |
| 18     | 9/24/2024 | 04:15 AM | 0          | 3          |
| 19     | 9/24/2024 | 04:30 AM | 0          | 2          |
| 20     | 9/24/2024 | 04:45 AM | 0          | 3          |
| 21     | 9/24/2024 | 05:00 AM | 0          | 8          |
| 22     | 9/24/2024 | 05:15 AM | 1          | 7          |
| 23     | 9/24/2024 | 05:30 AM | 0          | 5          |
| 24     | 9/24/2024 | 05:45 AM | 8          | 14         |
| 25     | 9/24/2024 | 06:00 AM | 9          | 9          |
| 26     | 9/24/2024 | 06:15 AM | 6          | 12         |
| 27     | 9/24/2024 | 06:30 AM | 14         | 21         |
| 28     | 9/24/2024 | 06:45 AM | 12         | 45         |
| 29     | 9/24/2024 | 07:00 AM | 9          | 32         |
| 30     | 9/24/2024 | 07:15 AM | 13         | 15         |
| 31     | 9/24/2024 | 07:30 AM | 3          | 13         |
| 32     | 9/24/2024 | 07:45 AM | 5          | 15         |
| 33     | 9/24/2024 | 08:00 AM | 11         | 23         |
| 34     | 9/24/2024 | 08:15 AM | 6          | 15         |
| 35     | 9/24/2024 | 08:30 AM | 8          | 6          |
| 36     | 9/24/2024 | 08:45 AM | 7          | 14         |
| 37     | 9/24/2024 | 09:00 AM | 14         | 4          |
| 38     | 9/24/2024 | 09:15 AM | 7          | 9          |
| 39     | 9/24/2024 | 09:30 AM | 13         | 8          |
| 40     | 9/24/2024 | 09:45 AM | 6          | 6          |
| 41     | 9/24/2024 | 10:00 AM | 4          | 8          |
| 42     | 9/24/2024 | 10:15 AM | 14         | 10         |
| 43     | 9/24/2024 | 10:30 AM | 11         | 12         |
| 44     | 9/24/2024 | 10:45 AM | 8          | 8          |
| 45     | 9/24/2024 | 11:00 AM | 6          | 10         |
| 46     | 9/24/2024 | 11:15 AM | 11         | 13         |
| 47     | 9/24/2024 | 11:30 AM | 12         | 18         |
| 48     | 9/24/2024 | 11:45 AM | 8          | 13         |
| 49     | 9/24/2024 | 12:00 PM | 6          | 5          |
| 50     | 9/24/2024 | 12:15 PM | 9          | 6          |
| 51     | 9/24/2024 | 12:30 PM | 14         | 11         |
| 52     | 9/24/2024 | 12:45 PM | 9          | 6          |
| 53     | 9/24/2024 | 01:00 PM | 7          | 8          |
| 54     | 9/24/2024 | 01:15 PM | 7          | 5          |
| 55     | 9/24/2024 | 01:30 PM | 14         | 4          |
| 56     | 9/24/2024 | 01:45 PM | 11         | 7          |
| 57     | 9/24/2024 | 02:00 PM | 12         | 7          |
| 58     | 9/24/2024 | 02:15 PM | 20         | 15         |
| 59     | 9/24/2024 | 02:30 PM | 20         | 19         |
| 60     | 9/24/2024 | 02:45 PM | 20         | 14         |
| 61     | 9/24/2024 | 03:00 PM | 11         | 9          |
| 62     | 9/24/2024 | 03:15 PM | 20         | 12         |
| 63     | 9/24/2024 | 03:30 PM | 11         | 14         |
| 64     | 9/24/2024 | 03:45 PM | 28         | 17         |
| 65     | 9/24/2024 | 04:00 PM | 14         | 17         |
| 66     | 9/24/2024 | 04:15 PM | 22         | 16         |
| 67     | 9/24/2024 | 04:30 PM | 20         | 25         |
| 68     | 9/24/2024 | 04:45 PM | 29         | 11         |
| 69     | 9/24/2024 | 05:00 PM | 15         | 18         |
| 70     | 9/24/2024 | 05:15 PM | 21         | 13         |
| 71     | 9/24/2024 | 05:30 PM | 22         | 12         |
| 72     | 9/24/2024 | 05:45 PM | 20         | 12         |
| 73     | 9/24/2024 | 06:00 PM | 22         | 15         |
| 74     | 9/24/2024 | 06:15 PM | 23         | 16         |
| 75     | 9/24/2024 | 06:30 PM | 22         | 7          |
| 76     | 9/24/2024 | 06:45 PM | 13         | 9          |
| 77     | 9/24/2024 | 07:00 PM | 17         | 8          |
| 78     | 9/24/2024 | 07:15 PM | 21         | 15         |
| 79     | 9/24/2024 | 07:30 PM | 17         | 6          |
| 80     | 9/24/2024 | 07:45 PM | 10         | 3          |
| 81     | 9/24/2024 | 08:00 PM | 7          | 7          |
| 82     | 9/24/2024 | 08:15 PM | 8          | 2          |
| 83     | 9/24/2024 | 08:30 PM | 11         | 4          |
| 84     | 9/24/2024 | 08:45 PM | 5          | 4          |
| 85     | 9/24/2024 | 09:00 PM | 8          | 0          |
| 86     | 9/24/2024 | 09:15 PM | 4          | 0          |
| 87     | 9/24/2024 | 09:30 PM | 3          | 0          |
| 88     | 9/24/2024 | 09:45 PM | 3          | 0          |
| 89     | 9/24/2024 | 10:00 PM | 2          | 4          |
| 90     | 9/24/2024 | 10:15 PM | 2          | 2          |
| 91     | 9/24/2024 | 10:30 PM | 1          | 1          |
| 92     | 9/24/2024 | 10:45 PM | 0          | 0          |
| 93     | 9/24/2024 | 11:00 PM | 1          | 0          |
| 94     | 9/24/2024 | 11:15 PM | 1          | 0          |
| 95     | 9/24/2024 | 11:30 PM | 1          | 0          |
| 96     | 9/24/2024 | 11:45 PM | 0          | 0          |

| Number | Date      | Time     | Northbound | Southbound |
|--------|-----------|----------|------------|------------|
| 97     | 9/25/2024 | 12:00 AM | 3          | 0          |
| 98     | 9/25/2024 | 12:15 AM | 1          | 0          |
| 99     | 9/25/2024 | 12:30 AM | 0          | 0          |
| 100    | 9/25/2024 | 12:45 AM | 0          | 2          |
| 101    | 9/25/2024 | 01:00 AM | 1          | 0          |
| 102    | 9/25/2024 | 01:15 AM | 0          | 0          |
| 103    | 9/25/2024 | 01:30 AM | 0          | 0          |
| 104    | 9/25/2024 | 01:45 AM | 1          | 0          |
| 105    | 9/25/2024 | 02:00 AM | 0          | 1          |
| 106    | 9/25/2024 | 02:15 AM | 0          | 1          |
| 107    | 9/25/2024 | 02:30 AM | 0          | 0          |
| 108    | 9/25/2024 | 02:45 AM | 0          | 0          |
| 109    | 9/25/2024 | 03:00 AM | 0          | 2          |
| 110    | 9/25/2024 | 03:15 AM | 0          | 2          |
| 111    | 9/25/2024 | 03:30 AM | 0          | 2          |
| 112    | 9/25/2024 | 03:45 AM | 0          | 3          |
| 113    | 9/25/2024 | 04:00 AM | 0          | 3          |
| 114    | 9/25/2024 | 04:15 AM | 0          | 4          |
| 115    | 9/25/2024 | 04:30 AM | 0          | 4          |
| 116    | 9/25/2024 | 04:45 AM | 0          | 3          |
| 117    | 9/25/2024 | 05:00 AM | 0          | 10         |
| 118    | 9/25/2024 | 05:15 AM | 2          | 5          |
| 119    | 9/25/2024 | 05:30 AM | 0          | 5          |
| 120    | 9/25/2024 | 05:45 AM | 7          | 9          |
| 121    | 9/25/2024 | 06:00 AM | 10         | 11         |
| 122    | 9/25/2024 | 06:15 AM | 5          | 15         |
| 123    | 9/25/2024 | 06:30 AM | 11         | 11         |
| 124    | 9/25/2024 | 06:45 AM | 9          | 51         |
| 125    | 9/25/2024 | 07:00 AM | 13         | 24         |
| 126    | 9/25/2024 | 07:15 AM | 9          | 17         |
| 127    | 9/25/2024 | 07:30 AM | 9          | 13         |
| 128    | 9/25/2024 | 07:45 AM | 6          | 19         |
| 129    | 9/25/2024 | 08:00 AM | 7          | 20         |
| 130    | 9/25/2024 | 08:15 AM | 15         | 11         |
| 131    | 9/25/2024 | 08:30 AM | 7          | 11         |
| 132    | 9/25/2024 | 08:45 AM | 7          | 12         |
| 133    | 9/25/2024 | 09:00 AM | 5          | 5          |
| 134    | 9/25/2024 | 09:15 AM | 5          | 4          |
| 135    | 9/25/2024 | 09:30 AM | 12         | 10         |
| 136    | 9/25/2024 | 09:45 AM | 7          | 16         |
| 137    | 9/25/2024 | 10:00 AM | 5          | 3          |
| 138    | 9/25/2024 | 10:15 AM | 8          | 19         |
| 139    | 9/25/2024 | 10:30 AM | 10         | 6          |
| 140    | 9/25/2024 | 10:45 AM | 12         | 6          |
| 141    | 9/25/2024 | 11:00 AM | 8          | 9          |
| 142    | 9/25/2024 | 11:15 AM | 18         | 14         |
| 143    | 9/25/2024 | 11:30 AM | 13         | 9          |
| 144    | 9/25/2024 | 11:45 AM | 12         | 11         |
| 145    | 9/25/2024 | 12:00 PM | 14         | 8          |
| 146    | 9/25/2024 | 12:15 PM | 11         | 8          |
| 147    | 9/25/2024 | 12:30 PM | 9          | 12         |
| 148    | 9/25/2024 | 12:45 PM | 5          | 7          |
| 149    | 9/25/2024 | 01:00 PM | 11         | 7          |
| 150    | 9/25/2024 | 01:15 PM | 7          | 9          |
| 151    | 9/25/2024 | 01:30 PM | 16         | 7          |
| 152    | 9/25/2024 | 01:45 PM | 8          | 9          |
| 153    | 9/25/2024 | 02:00 PM | 12         | 15         |
| 154    | 9/25/2024 | 02:15 PM | 20         | 12         |
| 155    | 9/25/2024 | 02:30 PM | 17         | 13         |
| 156    | 9/25/2024 | 02:45 PM | 21         | 11         |
| 157    | 9/25/2024 | 03:00 PM | 13         | 13         |
| 158    | 9/25/2024 | 03:15 PM | 18         | 14         |
| 159    | 9/25/2024 | 03:30 PM | 11         | 13         |
| 160    | 9/25/2024 | 03:45 PM | 22         | 22         |
| 161    | 9/25/2024 | 04:00 PM | 14         | 18         |
| 162    | 9/25/2024 | 04:15 PM | 21         | 18         |
| 163    | 9/25/2024 | 04:30 PM | 23         | 19         |
| 164    | 9/25/2024 | 04:45 PM | 31         | 13         |
| 165    | 9/25/2024 | 05:00 PM | 22         | 10         |
| 166    | 9/25/2024 | 05:15 PM | 27         | 33         |
| 167    | 9/25/2024 | 05:30 PM | 15         | 13         |
| 168    | 9/25/2024 | 05:45 PM | 23         | 13         |
| 169    | 9/25/2024 | 06:00 PM | 19         | 12         |
| 170    | 9/25/2024 | 06:15 PM | 12         | 6          |
| 171    | 9/25/2024 | 06:30 PM | 20         | 10         |
| 172    | 9/25/2024 | 06:45 PM | 13         | 11         |
| 173    | 9/25/2024 | 07:00 PM | 26         | 7          |
| 174    | 9/25/2024 | 07:15 PM | 20         | 9          |
| 175    | 9/25/2024 | 07:30 PM | 15         | 8          |
| 176    | 9/25/2024 | 07:45 PM | 24         | 2          |
| 177    | 9/25/2024 | 08:00 PM | 10         | 6          |
| 178    | 9/25/2024 | 08:15 PM | 7          | 2          |
| 179    | 9/25/2024 | 08:30 PM | 12         | 1          |
| 180    | 9/25/2024 | 08:45 PM | 7          | 2          |
| 181    | 9/25/2024 | 09:00 PM | 4          | 3          |
| 182    | 9/25/2024 | 09:15 PM | 2          | 2          |
| 183    | 9/25/2024 | 09:30 PM | 7          | 4          |
| 184    | 9/25/2024 | 09:45 PM | 3          | 1          |
| 185    | 9/25/2024 | 10:00 PM | 2          | 1          |
| 186    | 9/25/2024 | 10:15 PM | 3          | 1          |
| 187    | 9/25/2024 | 10:30 PM | 2          | 2          |
| 188    | 9/25/2024 | 10:45 PM | 2          | 0          |
| 189    | 9/25/2024 | 11:00 PM | 1          | 1          |
| 190    | 9/25/2024 | 11:15 PM | 1          | 1          |
| 191    | 9/25/2024 | 11:30 PM | 2          | 1          |
| 192    | 9/25/2024 | 11:45 PM | 1          | 0          |
| 193    | 9/26/2024 | 12:00 AM | 1          | 1          |

# Summary Tube Count

Start Date: 10/8/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: 300 E S 300 N  
Street: 300 E  
From: 200 N  
To: 300 N  
Latitude: 41° 55.2900 North  
Longitude: 111° 48.0167 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 258 |
| Day 2             | 304 |



| Number | Date      | Time     | Northbound | Southbound |
|--------|-----------|----------|------------|------------|
| 1      | 10/8/2024 | 12:00 AM | 0          | 0          |
| 2      | 10/8/2024 | 12:15 AM | 0          | 1          |
| 3      | 10/8/2024 | 12:30 AM | 0          | 0          |
| 4      | 10/8/2024 | 12:45 AM | 0          | 0          |
| 5      | 10/8/2024 | 01:00 AM | 0          | 0          |
| 6      | 10/8/2024 | 01:15 AM | 0          | 0          |
| 7      | 10/8/2024 | 01:30 AM | 0          | 0          |
| 8      | 10/8/2024 | 01:45 AM | 0          | 0          |
| 9      | 10/8/2024 | 02:00 AM | 0          | 0          |
| 10     | 10/8/2024 | 02:15 AM | 0          | 0          |
| 11     | 10/8/2024 | 02:30 AM | 0          | 0          |
| 12     | 10/8/2024 | 02:45 AM | 0          | 0          |
| 13     | 10/8/2024 | 03:00 AM | 0          | 0          |
| 14     | 10/8/2024 | 03:15 AM | 0          | 0          |
| 15     | 10/8/2024 | 03:30 AM | 0          | 0          |
| 16     | 10/8/2024 | 03:45 AM | 0          | 0          |
| 17     | 10/8/2024 | 04:00 AM | 0          | 0          |
| 18     | 10/8/2024 | 04:15 AM | 0          | 0          |
| 19     | 10/8/2024 | 04:30 AM | 0          | 0          |
| 20     | 10/8/2024 | 04:45 AM | 0          | 0          |
| 21     | 10/8/2024 | 05:00 AM | 1          | 0          |
| 22     | 10/8/2024 | 05:15 AM | 0          | 0          |
| 23     | 10/8/2024 | 05:30 AM | 0          | 0          |
| 24     | 10/8/2024 | 05:45 AM | 0          | 0          |
| 25     | 10/8/2024 | 06:00 AM | 0          | 0          |
| 26     | 10/8/2024 | 06:15 AM | 0          | 0          |
| 27     | 10/8/2024 | 06:30 AM | 0          | 0          |
| 28     | 10/8/2024 | 06:45 AM | 0          | 0          |
| 29     | 10/8/2024 | 07:00 AM | 0          | 0          |
| 30     | 10/8/2024 | 07:15 AM | 3          | 0          |
| 31     | 10/8/2024 | 07:30 AM | 1          | 0          |
| 32     | 10/8/2024 | 07:45 AM | 1          | 1          |
| 33     | 10/8/2024 | 08:00 AM | 2          | 1          |
| 34     | 10/8/2024 | 08:15 AM | 0          | 1          |
| 35     | 10/8/2024 | 08:30 AM | 2          | 2          |
| 36     | 10/8/2024 | 08:45 AM | 1          | 4          |
| 37     | 10/8/2024 | 09:00 AM | 1          | 1          |
| 38     | 10/8/2024 | 09:15 AM | 2          | 0          |
| 39     | 10/8/2024 | 09:30 AM | 1          | 4          |
| 40     | 10/8/2024 | 09:45 AM | 3          | 2          |
| 41     | 10/8/2024 | 10:00 AM | 1          | 3          |
| 42     | 10/8/2024 | 10:15 AM | 3          | 4          |
| 43     | 10/8/2024 | 10:30 AM | 2          | 3          |
| 44     | 10/8/2024 | 10:45 AM | 0          | 1          |
| 45     | 10/8/2024 | 11:00 AM | 1          | 0          |
| 46     | 10/8/2024 | 11:15 AM | 2          | 1          |
| 47     | 10/8/2024 | 11:30 AM | 1          | 1          |
| 48     | 10/8/2024 | 11:45 AM | 2          | 1          |
| 49     | 10/8/2024 | 12:00 PM | 1          | 1          |
| 50     | 10/8/2024 | 12:15 PM | 0          | 1          |
| 51     | 10/8/2024 | 12:30 PM | 6          | 3          |
| 52     | 10/8/2024 | 12:45 PM | 4          | 3          |
| 53     | 10/8/2024 | 01:00 PM | 3          | 4          |
| 54     | 10/8/2024 | 01:15 PM | 1          | 1          |
| 55     | 10/8/2024 | 01:30 PM | 1          | 1          |
| 56     | 10/8/2024 | 01:45 PM | 1          | 3          |
| 57     | 10/8/2024 | 02:00 PM | 3          | 0          |
| 58     | 10/8/2024 | 02:15 PM | 4          | 4          |
| 59     | 10/8/2024 | 02:30 PM | 0          | 3          |
| 60     | 10/8/2024 | 02:45 PM | 0          | 1          |
| 61     | 10/8/2024 | 03:00 PM | 2          | 0          |
| 62     | 10/8/2024 | 03:15 PM | 2          | 3          |
| 63     | 10/8/2024 | 03:30 PM | 6          | 1          |
| 64     | 10/8/2024 | 03:45 PM | 2          | 2          |
| 65     | 10/8/2024 | 04:00 PM | 7          | 4          |
| 66     | 10/8/2024 | 04:15 PM | 1          | 1          |
| 67     | 10/8/2024 | 04:30 PM | 4          | 1          |
| 68     | 10/8/2024 | 04:45 PM | 3          | 3          |
| 69     | 10/8/2024 | 05:00 PM | 2          | 3          |
| 70     | 10/8/2024 | 05:15 PM | 3          | 3          |
| 71     | 10/8/2024 | 05:30 PM | 1          | 4          |
| 72     | 10/8/2024 | 05:45 PM | 3          | 4          |
| 73     | 10/8/2024 | 06:00 PM | 2          | 2          |
| 74     | 10/8/2024 | 06:15 PM | 1          | 4          |
| 75     | 10/8/2024 | 06:30 PM | 7          | 2          |
| 76     | 10/8/2024 | 06:45 PM | 5          | 4          |
| 77     | 10/8/2024 | 07:00 PM | 6          | 5          |
| 78     | 10/8/2024 | 07:15 PM | 3          | 0          |
| 79     | 10/8/2024 | 07:30 PM | 2          | 2          |
| 80     | 10/8/2024 | 07:45 PM | 1          | 2          |
| 81     | 10/8/2024 | 08:00 PM | 2          | 4          |
| 82     | 10/8/2024 | 08:15 PM | 4          | 2          |
| 83     | 10/8/2024 | 08:30 PM | 3          | 3          |
| 84     | 10/8/2024 | 08:45 PM | 1          | 2          |
| 85     | 10/8/2024 | 09:00 PM | 0          | 1          |
| 86     | 10/8/2024 | 09:15 PM | 1          | 2          |
| 87     | 10/8/2024 | 09:30 PM | 1          | 1          |
| 88     | 10/8/2024 | 09:45 PM | 1          | 0          |
| 89     | 10/8/2024 | 10:00 PM | 0          | 0          |
| 90     | 10/8/2024 | 10:15 PM | 1          | 2          |
| 91     | 10/8/2024 | 10:30 PM | 0          | 2          |
| 92     | 10/8/2024 | 10:45 PM | 0          | 1          |
| 93     | 10/8/2024 | 11:00 PM | 0          | 0          |
| 94     | 10/8/2024 | 11:15 PM | 0          | 0          |
| 95     | 10/8/2024 | 11:30 PM | 0          | 0          |
| 96     | 10/8/2024 | 11:45 PM | 1          | 0          |

| Number | Date       | Time     | Northbound | Southbound |
|--------|------------|----------|------------|------------|
| 97     | 10/9/2024  | 12:00 AM | 0          | 0          |
| 98     | 10/9/2024  | 12:15 AM | 0          | 0          |
| 99     | 10/9/2024  | 12:30 AM | 0          | 0          |
| 100    | 10/9/2024  | 12:45 AM | 0          | 0          |
| 101    | 10/9/2024  | 01:00 AM | 0          | 0          |
| 102    | 10/9/2024  | 01:15 AM | 0          | 0          |
| 103    | 10/9/2024  | 01:30 AM | 1          | 1          |
| 104    | 10/9/2024  | 01:45 AM | 0          | 0          |
| 105    | 10/9/2024  | 02:00 AM | 0          | 0          |
| 106    | 10/9/2024  | 02:15 AM | 0          | 0          |
| 107    | 10/9/2024  | 02:30 AM | 0          | 0          |
| 108    | 10/9/2024  | 02:45 AM | 0          | 0          |
| 109    | 10/9/2024  | 03:00 AM | 0          | 0          |
| 110    | 10/9/2024  | 03:15 AM | 0          | 0          |
| 111    | 10/9/2024  | 03:30 AM | 0          | 0          |
| 112    | 10/9/2024  | 03:45 AM | 0          | 0          |
| 113    | 10/9/2024  | 04:00 AM | 0          | 0          |
| 114    | 10/9/2024  | 04:15 AM | 0          | 0          |
| 115    | 10/9/2024  | 04:30 AM | 0          | 0          |
| 116    | 10/9/2024  | 04:45 AM | 0          | 0          |
| 117    | 10/9/2024  | 05:00 AM | 1          | 0          |
| 118    | 10/9/2024  | 05:15 AM | 0          | 0          |
| 119    | 10/9/2024  | 05:30 AM | 0          | 0          |
| 120    | 10/9/2024  | 05:45 AM | 0          | 0          |
| 121    | 10/9/2024  | 06:00 AM | 0          | 0          |
| 122    | 10/9/2024  | 06:15 AM | 1          | 0          |
| 123    | 10/9/2024  | 06:30 AM | 1          | 0          |
| 124    | 10/9/2024  | 06:45 AM | 0          | 1          |
| 125    | 10/9/2024  | 07:00 AM | 0          | 0          |
| 126    | 10/9/2024  | 07:15 AM | 2          | 0          |
| 127    | 10/9/2024  | 07:30 AM | 1          | 1          |
| 128    | 10/9/2024  | 07:45 AM | 0          | 0          |
| 129    | 10/9/2024  | 08:00 AM | 2          | 2          |
| 130    | 10/9/2024  | 08:15 AM | 4          | 1          |
| 131    | 10/9/2024  | 08:30 AM | 1          | 2          |
| 132    | 10/9/2024  | 08:45 AM | 4          | 4          |
| 133    | 10/9/2024  | 09:00 AM | 2          | 1          |
| 134    | 10/9/2024  | 09:15 AM | 5          | 5          |
| 135    | 10/9/2024  | 09:30 AM | 3          | 1          |
| 136    | 10/9/2024  | 09:45 AM | 1          | 7          |
| 137    | 10/9/2024  | 10:00 AM | 2          | 1          |
| 138    | 10/9/2024  | 10:15 AM | 5          | 4          |
| 139    | 10/9/2024  | 10:30 AM | 0          | 0          |
| 140    | 10/9/2024  | 10:45 AM | 2          | 3          |
| 141    | 10/9/2024  | 11:00 AM | 0          | 1          |
| 142    | 10/9/2024  | 11:15 AM | 1          | 0          |
| 143    | 10/9/2024  | 11:30 AM | 1          | 3          |
| 144    | 10/9/2024  | 11:45 AM | 1          | 2          |
| 145    | 10/9/2024  | 12:00 PM | 0          | 0          |
| 146    | 10/9/2024  | 12:15 PM | 3          | 4          |
| 147    | 10/9/2024  | 12:30 PM | 3          | 2          |
| 148    | 10/9/2024  | 12:45 PM | 1          | 1          |
| 149    | 10/9/2024  | 01:00 PM | 3          | 2          |
| 150    | 10/9/2024  | 01:15 PM | 4          | 5          |
| 151    | 10/9/2024  | 01:30 PM | 2          | 5          |
| 152    | 10/9/2024  | 01:45 PM | 3          | 3          |
| 153    | 10/9/2024  | 02:00 PM | 0          | 0          |
| 154    | 10/9/2024  | 02:15 PM | 3          | 2          |
| 155    | 10/9/2024  | 02:30 PM | 0          | 2          |
| 156    | 10/9/2024  | 02:45 PM | 1          | 2          |
| 157    | 10/9/2024  | 03:00 PM | 9          | 2          |
| 158    | 10/9/2024  | 03:15 PM | 7          | 1          |
| 159    | 10/9/2024  | 03:30 PM | 1          | 4          |
| 160    | 10/9/2024  | 03:45 PM | 0          | 0          |
| 161    | 10/9/2024  | 04:00 PM | 9          | 4          |
| 162    | 10/9/2024  | 04:15 PM | 3          | 2          |
| 163    | 10/9/2024  | 04:30 PM | 4          | 3          |
| 164    | 10/9/2024  | 04:45 PM | 7          | 2          |
| 165    | 10/9/2024  | 05:00 PM | 1          | 2          |
| 166    | 10/9/2024  | 05:15 PM | 4          | 1          |
| 167    | 10/9/2024  | 05:30 PM | 3          | 4          |
| 168    | 10/9/2024  | 05:45 PM | 3          | 5          |
| 169    | 10/9/2024  | 06:00 PM | 8          | 1          |
| 170    | 10/9/2024  | 06:15 PM | 5          | 6          |
| 171    | 10/9/2024  | 06:30 PM | 3          | 8          |
| 172    | 10/9/2024  | 06:45 PM | 3          | 4          |
| 173    | 10/9/2024  | 07:00 PM | 4          | 1          |
| 174    | 10/9/2024  | 07:15 PM | 5          | 2          |
| 175    | 10/9/2024  | 07:30 PM | 2          | 4          |
| 176    | 10/9/2024  | 07:45 PM | 3          | 4          |
| 177    | 10/9/2024  | 08:00 PM | 5          | 4          |
| 178    | 10/9/2024  | 08:15 PM | 2          | 2          |
| 179    | 10/9/2024  | 08:30 PM | 2          | 0          |
| 180    | 10/9/2024  | 08:45 PM | 0          | 1          |
| 181    | 10/9/2024  | 09:00 PM | 1          | 2          |
| 182    | 10/9/2024  | 09:15 PM | 1          | 1          |
| 183    | 10/9/2024  | 09:30 PM | 0          | 1          |
| 184    | 10/9/2024  | 09:45 PM | 2          | 1          |
| 185    | 10/9/2024  | 10:00 PM | 0          | 0          |
| 186    | 10/9/2024  | 10:15 PM | 0          | 0          |
| 187    | 10/9/2024  | 10:30 PM | 0          | 1          |
| 188    | 10/9/2024  | 10:45 PM | 0          | 0          |
| 189    | 10/9/2024  | 11:00 PM | 0          | 0          |
| 190    | 10/9/2024  | 11:15 PM | 0          | 0          |
| 191    | 10/9/2024  | 11:30 PM | 2          | 0          |
| 192    | 10/9/2024  | 11:45 PM | 0          | 0          |
| 193    | 10/10/2024 | 12:00 AM | 0          | 1          |

## Summary Tube Count

Start Date: 10/1/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: 300 N, W 200 E  
Street: 300 N  
From: 100 E  
To: 200 E  
Latitude: 41° 55.7300 North  
Longitude: 111° 48.2350 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 302 |
| Day 2             | 322 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 1      | 10/1/2024 | 12:00 AM | 1         | 0         |
| 2      | 10/1/2024 | 12:15 AM | 0         | 0         |
| 3      | 10/1/2024 | 12:30 AM | 0         | 0         |
| 4      | 10/1/2024 | 12:45 AM | 0         | 0         |
| 5      | 10/1/2024 | 01:00 AM | 0         | 0         |
| 6      | 10/1/2024 | 01:15 AM | 0         | 0         |
| 7      | 10/1/2024 | 01:30 AM | 0         | 0         |
| 8      | 10/1/2024 | 01:45 AM | 0         | 0         |
| 9      | 10/1/2024 | 02:00 AM | 0         | 0         |
| 10     | 10/1/2024 | 02:15 AM | 0         | 0         |
| 11     | 10/1/2024 | 02:30 AM | 0         | 0         |
| 12     | 10/1/2024 | 02:45 AM | 0         | 0         |
| 13     | 10/1/2024 | 03:00 AM | 0         | 0         |
| 14     | 10/1/2024 | 03:15 AM | 1         | 0         |
| 15     | 10/1/2024 | 03:30 AM | 0         | 0         |
| 16     | 10/1/2024 | 03:45 AM | 0         | 0         |
| 17     | 10/1/2024 | 04:00 AM | 0         | 0         |
| 18     | 10/1/2024 | 04:15 AM | 0         | 0         |
| 19     | 10/1/2024 | 04:30 AM | 0         | 0         |
| 20     | 10/1/2024 | 04:45 AM | 0         | 0         |
| 21     | 10/1/2024 | 05:00 AM | 0         | 0         |
| 22     | 10/1/2024 | 05:15 AM | 0         | 1         |
| 23     | 10/1/2024 | 05:30 AM | 0         | 0         |
| 24     | 10/1/2024 | 05:45 AM | 0         | 1         |
| 25     | 10/1/2024 | 06:00 AM | 0         | 0         |
| 26     | 10/1/2024 | 06:15 AM | 0         | 1         |
| 27     | 10/1/2024 | 06:30 AM | 0         | 1         |
| 28     | 10/1/2024 | 06:45 AM | 0         | 0         |
| 29     | 10/1/2024 | 07:00 AM | 0         | 3         |
| 30     | 10/1/2024 | 07:15 AM | 1         | 1         |
| 31     | 10/1/2024 | 07:30 AM | 1         | 2         |
| 32     | 10/1/2024 | 07:45 AM | 2         | 2         |
| 33     | 10/1/2024 | 08:00 AM | 1         | 1         |
| 34     | 10/1/2024 | 08:15 AM | 0         | 3         |
| 35     | 10/1/2024 | 08:30 AM | 0         | 3         |
| 36     | 10/1/2024 | 08:45 AM | 1         | 6         |
| 37     | 10/1/2024 | 09:00 AM | 3         | 3         |
| 38     | 10/1/2024 | 09:15 AM | 0         | 1         |
| 39     | 10/1/2024 | 09:30 AM | 1         | 10        |
| 40     | 10/1/2024 | 09:45 AM | 8         | 21        |
| 41     | 10/1/2024 | 10:00 AM | 7         | 3         |
| 42     | 10/1/2024 | 10:15 AM | 5         | 2         |
| 43     | 10/1/2024 | 10:30 AM | 0         | 1         |
| 44     | 10/1/2024 | 10:45 AM | 0         | 2         |
| 45     | 10/1/2024 | 11:00 AM | 0         | 1         |
| 46     | 10/1/2024 | 11:15 AM | 0         | 1         |
| 47     | 10/1/2024 | 11:30 AM | 0         | 3         |
| 48     | 10/1/2024 | 11:45 AM | 0         | 3         |
| 49     | 10/1/2024 | 12:00 PM | 2         | 0         |
| 50     | 10/1/2024 | 12:15 PM | 1         | 3         |
| 51     | 10/1/2024 | 12:30 PM | 0         | 2         |
| 52     | 10/1/2024 | 12:45 PM | 1         | 4         |
| 53     | 10/1/2024 | 01:00 PM | 4         | 1         |
| 54     | 10/1/2024 | 01:15 PM | 1         | 0         |
| 55     | 10/1/2024 | 01:30 PM | 3         | 3         |
| 56     | 10/1/2024 | 01:45 PM | 1         | 2         |
| 57     | 10/1/2024 | 02:00 PM | 2         | 3         |
| 58     | 10/1/2024 | 02:15 PM | 0         | 2         |
| 59     | 10/1/2024 | 02:30 PM | 1         | 1         |
| 60     | 10/1/2024 | 02:45 PM | 3         | 3         |
| 61     | 10/1/2024 | 03:00 PM | 2         | 0         |
| 62     | 10/1/2024 | 03:15 PM | 0         | 1         |
| 63     | 10/1/2024 | 03:30 PM | 2         | 2         |
| 64     | 10/1/2024 | 03:45 PM | 1         | 4         |
| 65     | 10/1/2024 | 04:00 PM | 1         | 4         |
| 66     | 10/1/2024 | 04:15 PM | 1         | 5         |
| 67     | 10/1/2024 | 04:30 PM | 2         | 5         |
| 68     | 10/1/2024 | 04:45 PM | 9         | 2         |
| 69     | 10/1/2024 | 05:00 PM | 4         | 5         |
| 70     | 10/1/2024 | 05:15 PM | 1         | 4         |
| 71     | 10/1/2024 | 05:30 PM | 4         | 4         |
| 72     | 10/1/2024 | 05:45 PM | 4         | 0         |
| 73     | 10/1/2024 | 06:00 PM | 6         | 1         |
| 74     | 10/1/2024 | 06:15 PM | 9         | 3         |
| 75     | 10/1/2024 | 06:30 PM | 2         | 1         |
| 76     | 10/1/2024 | 06:45 PM | 6         | 5         |
| 77     | 10/1/2024 | 07:00 PM | 1         | 0         |
| 78     | 10/1/2024 | 07:15 PM | 1         | 3         |
| 79     | 10/1/2024 | 07:30 PM | 2         | 1         |
| 80     | 10/1/2024 | 07:45 PM | 2         | 2         |
| 81     | 10/1/2024 | 08:00 PM | 3         | 4         |
| 82     | 10/1/2024 | 08:15 PM | 3         | 1         |
| 83     | 10/1/2024 | 08:30 PM | 2         | 2         |
| 84     | 10/1/2024 | 08:45 PM | 2         | 2         |
| 85     | 10/1/2024 | 09:00 PM | 3         | 1         |
| 86     | 10/1/2024 | 09:15 PM | 1         | 0         |
| 87     | 10/1/2024 | 09:30 PM | 1         | 3         |
| 88     | 10/1/2024 | 09:45 PM | 2         | 0         |
| 89     | 10/1/2024 | 10:00 PM | 2         | 0         |
| 90     | 10/1/2024 | 10:15 PM | 1         | 3         |
| 91     | 10/1/2024 | 10:30 PM | 0         | 0         |
| 92     | 10/1/2024 | 10:45 PM | 0         | 1         |
| 93     | 10/1/2024 | 11:00 PM | 0         | 0         |
| 94     | 10/1/2024 | 11:15 PM | 0         | 0         |
| 95     | 10/1/2024 | 11:30 PM | 0         | 1         |
| 96     | 10/1/2024 | 11:45 PM | 1         | 0         |

| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 97     | 10/2/2024 | 12:00 AM | 1         | 0         |
| 98     | 10/2/2024 | 12:15 AM | 0         | 0         |
| 99     | 10/2/2024 | 12:30 AM | 0         | 0         |
| 100    | 10/2/2024 | 12:45 AM | 0         | 0         |
| 101    | 10/2/2024 | 01:00 AM | 1         | 0         |
| 102    | 10/2/2024 | 01:15 AM | 0         | 0         |
| 103    | 10/2/2024 | 01:30 AM | 0         | 0         |
| 104    | 10/2/2024 | 01:45 AM | 0         | 0         |
| 105    | 10/2/2024 | 02:00 AM | 0         | 0         |
| 106    | 10/2/2024 | 02:15 AM | 0         | 0         |
| 107    | 10/2/2024 | 02:30 AM | 0         | 0         |
| 108    | 10/2/2024 | 02:45 AM | 0         | 0         |
| 109    | 10/2/2024 | 03:00 AM | 0         | 0         |
| 110    | 10/2/2024 | 03:15 AM | 0         | 0         |
| 111    | 10/2/2024 | 03:30 AM | 0         | 0         |
| 112    | 10/2/2024 | 03:45 AM | 0         | 0         |
| 113    | 10/2/2024 | 04:00 AM | 0         | 0         |
| 114    | 10/2/2024 | 04:15 AM | 0         | 0         |
| 115    | 10/2/2024 | 04:30 AM | 0         | 0         |
| 116    | 10/2/2024 | 04:45 AM | 0         | 0         |
| 117    | 10/2/2024 | 05:00 AM | 0         | 0         |
| 118    | 10/2/2024 | 05:15 AM | 0         | 1         |
| 119    | 10/2/2024 | 05:30 AM | 0         | 0         |
| 120    | 10/2/2024 | 05:45 AM | 0         | 0         |
| 121    | 10/2/2024 | 06:00 AM | 0         | 1         |
| 122    | 10/2/2024 | 06:15 AM | 0         | 1         |
| 123    | 10/2/2024 | 06:30 AM | 0         | 2         |
| 124    | 10/2/2024 | 06:45 AM | 0         | 0         |
| 125    | 10/2/2024 | 07:00 AM | 0         | 1         |
| 126    | 10/2/2024 | 07:15 AM | 1         | 0         |
| 127    | 10/2/2024 | 07:30 AM | 1         | 0         |
| 128    | 10/2/2024 | 07:45 AM | 0         | 1         |
| 129    | 10/2/2024 | 08:00 AM | 0         | 1         |
| 130    | 10/2/2024 | 08:15 AM | 0         | 1         |
| 131    | 10/2/2024 | 08:30 AM | 1         | 5         |
| 132    | 10/2/2024 | 08:45 AM | 1         | 7         |
| 133    | 10/2/2024 | 09:00 AM | 3         | 4         |
| 134    | 10/2/2024 | 09:15 AM | 2         | 2         |
| 135    | 10/2/2024 | 09:30 AM | 1         | 13        |
| 136    | 10/2/2024 | 09:45 AM | 6         | 24        |
| 137    | 10/2/2024 | 10:00 AM | 3         | 3         |
| 138    | 10/2/2024 | 10:15 AM | 2         | 2         |
| 139    | 10/2/2024 | 10:30 AM | 3         | 0         |
| 140    | 10/2/2024 | 10:45 AM | 0         | 1         |
| 141    | 10/2/2024 | 11:00 AM | 0         | 0         |
| 142    | 10/2/2024 | 11:15 AM | 1         | 2         |
| 143    | 10/2/2024 | 11:30 AM | 1         | 2         |
| 144    | 10/2/2024 | 11:45 AM | 2         | 0         |
| 145    | 10/2/2024 | 12:00 PM | 1         | 0         |
| 146    | 10/2/2024 | 12:15 PM | 1         | 3         |
| 147    | 10/2/2024 | 12:30 PM | 2         | 3         |
| 148    | 10/2/2024 | 12:45 PM | 2         | 3         |
| 149    | 10/2/2024 | 01:00 PM | 4         | 2         |
| 150    | 10/2/2024 | 01:15 PM | 1         | 3         |
| 151    | 10/2/2024 | 01:30 PM | 2         | 1         |
| 152    | 10/2/2024 | 01:45 PM | 1         | 2         |
| 153    | 10/2/2024 | 02:00 PM | 1         | 1         |
| 154    | 10/2/2024 | 02:15 PM | 1         | 0         |
| 155    | 10/2/2024 | 02:30 PM | 2         | 2         |
| 156    | 10/2/2024 | 02:45 PM | 6         | 1         |
| 157    | 10/2/2024 | 03:00 PM | 2         | 4         |
| 158    | 10/2/2024 | 03:15 PM | 0         | 1         |
| 159    | 10/2/2024 | 03:30 PM | 3         | 1         |
| 160    | 10/2/2024 | 03:45 PM | 0         | 3         |
| 161    | 10/2/2024 | 04:00 PM | 0         | 5         |
| 162    | 10/2/2024 | 04:15 PM | 3         | 7         |
| 163    | 10/2/2024 | 04:30 PM | 4         | 4         |
| 164    | 10/2/2024 | 04:45 PM | 4         | 1         |
| 165    | 10/2/2024 | 05:00 PM | 3         | 4         |
| 166    | 10/2/2024 | 05:15 PM | 1         | 5         |
| 167    | 10/2/2024 | 05:30 PM | 8         | 6         |
| 168    | 10/2/2024 | 05:45 PM | 5         | 1         |
| 169    | 10/2/2024 | 06:00 PM | 3         | 2         |
| 170    | 10/2/2024 | 06:15 PM | 0         | 3         |
| 171    | 10/2/2024 | 06:30 PM | 5         | 3         |
| 172    | 10/2/2024 | 06:45 PM | 3         | 11        |
| 173    | 10/2/2024 | 07:00 PM | 5         | 0         |
| 174    | 10/2/2024 | 07:15 PM | 0         | 2         |
| 175    | 10/2/2024 | 07:30 PM | 0         | 2         |
| 176    | 10/2/2024 | 07:45 PM | 8         | 3         |
| 177    | 10/2/2024 | 08:00 PM | 5         | 3         |
| 178    | 10/2/2024 | 08:15 PM | 5         | 2         |
| 179    | 10/2/2024 | 08:30 PM | 4         | 4         |
| 180    | 10/2/2024 | 08:45 PM | 2         | 2         |
| 181    | 10/2/2024 | 09:00 PM | 1         | 3         |
| 182    | 10/2/2024 | 09:15 PM | 3         | 0         |
| 183    | 10/2/2024 | 09:30 PM | 0         | 3         |
| 184    | 10/2/2024 | 09:45 PM | 1         | 0         |
| 185    | 10/2/2024 | 10:00 PM | 4         | 0         |
| 186    | 10/2/2024 | 10:15 PM | 1         | 1         |
| 187    | 10/2/2024 | 10:30 PM | 0         | 0         |
| 188    | 10/2/2024 | 10:45 PM | 1         | 2         |
| 189    | 10/2/2024 | 11:00 PM | 0         | 0         |
| 190    | 10/2/2024 | 11:15 PM | 1         | 0         |
| 191    | 10/2/2024 | 11:30 PM | 0         | 0         |
| 192    | 10/2/2024 | 11:45 PM | 0         | 0         |
| 193    | 10/3/2024 | 12:00 AM | 0         | 0         |

## Summary Tube Count

Start Date: 10/8/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: 300 S, E SR-91  
Street: 300 S  
From: SR-91  
To: 100 W  
Latitude: 41° 54.9833 North  
Longitude: 111° 48.8117 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 825 |
| Day 2             | 837 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Eastbound | Westbound |
|--------|-----------|----------|-----------|-----------|
| 1      | 10/8/2024 | 12:00 AM | 2         | 1         |
| 2      | 10/8/2024 | 12:15 AM | 0         | 2         |
| 3      | 10/8/2024 | 12:30 AM | 0         | 0         |
| 4      | 10/8/2024 | 12:45 AM | 1         | 0         |
| 5      | 10/8/2024 | 01:00 AM | 0         | 0         |
| 6      | 10/8/2024 | 01:15 AM | 1         | 1         |
| 7      | 10/8/2024 | 01:30 AM | 0         | 1         |
| 8      | 10/8/2024 | 01:45 AM | 0         | 0         |
| 9      | 10/8/2024 | 02:00 AM | 0         | 0         |
| 10     | 10/8/2024 | 02:15 AM | 0         | 1         |
| 11     | 10/8/2024 | 02:30 AM | 0         | 0         |
| 12     | 10/8/2024 | 02:45 AM | 0         | 1         |
| 13     | 10/8/2024 | 03:00 AM | 0         | 0         |
| 14     | 10/8/2024 | 03:15 AM | 0         | 0         |
| 15     | 10/8/2024 | 03:30 AM | 0         | 0         |
| 16     | 10/8/2024 | 03:45 AM | 1         | 0         |
| 17     | 10/8/2024 | 04:00 AM | 0         | 0         |
| 18     | 10/8/2024 | 04:15 AM | 0         | 0         |
| 19     | 10/8/2024 | 04:30 AM | 1         | 1         |
| 20     | 10/8/2024 | 04:45 AM | 0         | 0         |
| 21     | 10/8/2024 | 05:00 AM | 1         | 0         |
| 22     | 10/8/2024 | 05:15 AM | 3         | 1         |
| 23     | 10/8/2024 | 05:30 AM | 5         | 3         |
| 24     | 10/8/2024 | 05:45 AM | 7         | 0         |
| 25     | 10/8/2024 | 06:00 AM | 7         | 1         |
| 26     | 10/8/2024 | 06:15 AM | 3         | 0         |
| 27     | 10/8/2024 | 06:30 AM | 20        | 2         |
| 28     | 10/8/2024 | 06:45 AM | 5         | 3         |
| 29     | 10/8/2024 | 07:00 AM | 10        | 3         |
| 30     | 10/8/2024 | 07:15 AM | 17        | 3         |
| 31     | 10/8/2024 | 07:30 AM | 16        | 5         |
| 32     | 10/8/2024 | 07:45 AM | 12        | 2         |
| 33     | 10/8/2024 | 08:00 AM | 7         | 2         |
| 34     | 10/8/2024 | 08:15 AM | 4         | 0         |
| 35     | 10/8/2024 | 08:30 AM | 13        | 9         |
| 36     | 10/8/2024 | 08:45 AM | 10        | 6         |
| 37     | 10/8/2024 | 09:00 AM | 5         | 5         |
| 38     | 10/8/2024 | 09:15 AM | 5         | 5         |
| 39     | 10/8/2024 | 09:30 AM | 14        | 5         |
| 40     | 10/8/2024 | 09:45 AM | 6         | 1         |
| 41     | 10/8/2024 | 10:00 AM | 4         | 2         |
| 42     | 10/8/2024 | 10:15 AM | 5         | 4         |
| 43     | 10/8/2024 | 10:30 AM | 2         | 1         |
| 44     | 10/8/2024 | 10:45 AM | 5         | 2         |
| 45     | 10/8/2024 | 11:00 AM | 3         | 2         |
| 46     | 10/8/2024 | 11:15 AM | 6         | 6         |
| 47     | 10/8/2024 | 11:30 AM | 5         | 2         |
| 48     | 10/8/2024 | 11:45 AM | 3         | 6         |
| 49     | 10/8/2024 | 12:00 PM | 8         | 4         |
| 50     | 10/8/2024 | 12:15 PM | 0         | 10        |
| 51     | 10/8/2024 | 12:30 PM | 4         | 4         |
| 52     | 10/8/2024 | 12:45 PM | 5         | 9         |
| 53     | 10/8/2024 | 01:00 PM | 5         | 2         |
| 54     | 10/8/2024 | 01:15 PM | 8         | 8         |
| 55     | 10/8/2024 | 01:30 PM | 8         | 7         |
| 56     | 10/8/2024 | 01:45 PM | 7         | 5         |
| 57     | 10/8/2024 | 02:00 PM | 7         | 5         |
| 58     | 10/8/2024 | 02:15 PM | 2         | 2         |
| 59     | 10/8/2024 | 02:30 PM | 7         | 3         |
| 60     | 10/8/2024 | 02:45 PM | 5         | 11        |
| 61     | 10/8/2024 | 03:00 PM | 8         | 9         |
| 62     | 10/8/2024 | 03:15 PM | 6         | 7         |
| 63     | 10/8/2024 | 03:30 PM | 10        | 10        |
| 64     | 10/8/2024 | 03:45 PM | 8         | 12        |
| 65     | 10/8/2024 | 04:00 PM | 5         | 12        |
| 66     | 10/8/2024 | 04:15 PM | 2         | 12        |
| 67     | 10/8/2024 | 04:30 PM | 9         | 13        |
| 68     | 10/8/2024 | 04:45 PM | 12        | 9         |
| 69     | 10/8/2024 | 05:00 PM | 13        | 15        |
| 70     | 10/8/2024 | 05:15 PM | 7         | 9         |
| 71     | 10/8/2024 | 05:30 PM | 6         | 15        |
| 72     | 10/8/2024 | 05:45 PM | 8         | 8         |
| 73     | 10/8/2024 | 06:00 PM | 8         | 8         |
| 74     | 10/8/2024 | 06:15 PM | 5         | 11        |
| 75     | 10/8/2024 | 06:30 PM | 5         | 11        |
| 76     | 10/8/2024 | 06:45 PM | 3         | 7         |
| 77     | 10/8/2024 | 07:00 PM | 8         | 6         |
| 78     | 10/8/2024 | 07:15 PM | 6         | 12        |
| 79     | 10/8/2024 | 07:30 PM | 3         | 2         |
| 80     | 10/8/2024 | 07:45 PM | 2         | 5         |
| 81     | 10/8/2024 | 08:00 PM | 1         | 10        |
| 82     | 10/8/2024 | 08:15 PM | 0         | 3         |
| 83     | 10/8/2024 | 08:30 PM | 1         | 7         |
| 84     | 10/8/2024 | 08:45 PM | 3         | 5         |
| 85     | 10/8/2024 | 09:00 PM | 0         | 2         |
| 86     | 10/8/2024 | 09:15 PM | 1         | 7         |
| 87     | 10/8/2024 | 09:30 PM | 2         | 3         |
| 88     | 10/8/2024 | 09:45 PM | 0         | 2         |
| 89     | 10/8/2024 | 10:00 PM | 3         | 3         |
| 90     | 10/8/2024 | 10:15 PM | 0         | 0         |
| 91     | 10/8/2024 | 10:30 PM | 2         | 2         |
| 92     | 10/8/2024 | 10:45 PM | 1         | 1         |
| 93     | 10/8/2024 | 11:00 PM | 1         | 0         |
| 94     | 10/8/2024 | 11:15 PM | 0         | 2         |
| 95     | 10/8/2024 | 11:30 PM | 0         | 0         |
| 96     | 10/8/2024 | 11:45 PM | 1         | 1         |

| Number | Date       | Time     | Eastbound | Westbound |
|--------|------------|----------|-----------|-----------|
| 97     | 10/9/2024  | 12:00 AM | 1         | 1         |
| 98     | 10/9/2024  | 12:15 AM | 1         | 3         |
| 99     | 10/9/2024  | 12:30 AM | 0         | 0         |
| 100    | 10/9/2024  | 12:45 AM | 0         | 1         |
| 101    | 10/9/2024  | 01:00 AM | 0         | 1         |
| 102    | 10/9/2024  | 01:15 AM | 0         | 0         |
| 103    | 10/9/2024  | 01:30 AM | 0         | 1         |
| 104    | 10/9/2024  | 01:45 AM | 0         | 0         |
| 105    | 10/9/2024  | 02:00 AM | 0         | 0         |
| 106    | 10/9/2024  | 02:15 AM | 0         | 1         |
| 107    | 10/9/2024  | 02:30 AM | 0         | 0         |
| 108    | 10/9/2024  | 02:45 AM | 1         | 1         |
| 109    | 10/9/2024  | 03:00 AM | 0         | 0         |
| 110    | 10/9/2024  | 03:15 AM | 0         | 1         |
| 111    | 10/9/2024  | 03:30 AM | 0         | 0         |
| 112    | 10/9/2024  | 03:45 AM | 0         | 0         |
| 113    | 10/9/2024  | 04:00 AM | 0         | 0         |
| 114    | 10/9/2024  | 04:15 AM | 2         | 0         |
| 115    | 10/9/2024  | 04:30 AM | 1         | 1         |
| 116    | 10/9/2024  | 04:45 AM | 1         | 0         |
| 117    | 10/9/2024  | 05:00 AM | 0         | 0         |
| 118    | 10/9/2024  | 05:15 AM | 5         | 1         |
| 119    | 10/9/2024  | 05:30 AM | 5         | 1         |
| 120    | 10/9/2024  | 05:45 AM | 6         | 1         |
| 121    | 10/9/2024  | 06:00 AM | 7         | 1         |
| 122    | 10/9/2024  | 06:15 AM | 3         | 0         |
| 123    | 10/9/2024  | 06:30 AM | 14        | 0         |
| 124    | 10/9/2024  | 06:45 AM | 5         | 0         |
| 125    | 10/9/2024  | 07:00 AM | 12        | 0         |
| 126    | 10/9/2024  | 07:15 AM | 9         | 3         |
| 127    | 10/9/2024  | 07:30 AM | 15        | 3         |
| 128    | 10/9/2024  | 07:45 AM | 15        | 8         |
| 129    | 10/9/2024  | 08:00 AM | 5         | 6         |
| 130    | 10/9/2024  | 08:15 AM | 11        | 1         |
| 131    | 10/9/2024  | 08:30 AM | 7         | 6         |
| 132    | 10/9/2024  | 08:45 AM | 13        | 16        |
| 133    | 10/9/2024  | 09:00 AM | 6         | 5         |
| 134    | 10/9/2024  | 09:15 AM | 8         | 4         |
| 135    | 10/9/2024  | 09:30 AM | 11        | 4         |
| 136    | 10/9/2024  | 09:45 AM | 4         | 1         |
| 137    | 10/9/2024  | 10:00 AM | 6         | 0         |
| 138    | 10/9/2024  | 10:15 AM | 1         | 2         |
| 139    | 10/9/2024  | 10:30 AM | 3         | 3         |
| 140    | 10/9/2024  | 10:45 AM | 2         | 3         |
| 141    | 10/9/2024  | 11:00 AM | 8         | 6         |
| 142    | 10/9/2024  | 11:15 AM | 5         | 4         |
| 143    | 10/9/2024  | 11:30 AM | 5         | 1         |
| 144    | 10/9/2024  | 11:45 AM | 4         | 8         |
| 145    | 10/9/2024  | 12:00 PM | 7         | 5         |
| 146    | 10/9/2024  | 12:15 PM | 10        | 3         |
| 147    | 10/9/2024  | 12:30 PM | 5         | 8         |
| 148    | 10/9/2024  | 12:45 PM | 2         | 6         |
| 149    | 10/9/2024  | 01:00 PM | 5         | 3         |
| 150    | 10/9/2024  | 01:15 PM | 4         | 5         |
| 151    | 10/9/2024  | 01:30 PM | 4         | 4         |
| 152    | 10/9/2024  | 01:45 PM | 3         | 8         |
| 153    | 10/9/2024  | 02:00 PM | 13        | 9         |
| 154    | 10/9/2024  | 02:15 PM | 4         | 6         |
| 155    | 10/9/2024  | 02:30 PM | 4         | 3         |
| 156    | 10/9/2024  | 02:45 PM | 7         | 11        |
| 157    | 10/9/2024  | 03:00 PM | 8         | 12        |
| 158    | 10/9/2024  | 03:15 PM | 3         | 3         |
| 159    | 10/9/2024  | 03:30 PM | 11        | 8         |
| 160    | 10/9/2024  | 03:45 PM | 5         | 14        |
| 161    | 10/9/2024  | 04:00 PM | 7         | 11        |
| 162    | 10/9/2024  | 04:15 PM | 3         | 3         |
| 163    | 10/9/2024  | 04:30 PM | 6         | 15        |
| 164    | 10/9/2024  | 04:45 PM | 9         | 16        |
| 165    | 10/9/2024  | 05:00 PM | 7         | 15        |
| 166    | 10/9/2024  | 05:15 PM | 7         | 15        |
| 167    | 10/9/2024  | 05:30 PM | 5         | 6         |
| 168    | 10/9/2024  | 05:45 PM | 7         | 6         |
| 169    | 10/9/2024  | 06:00 PM | 6         | 7         |
| 170    | 10/9/2024  | 06:15 PM | 4         | 8         |
| 171    | 10/9/2024  | 06:30 PM | 4         | 13        |
| 172    | 10/9/2024  | 06:45 PM | 4         | 6         |
| 173    | 10/9/2024  | 07:00 PM | 6         | 6         |
| 174    | 10/9/2024  | 07:15 PM | 5         | 12        |
| 175    | 10/9/2024  | 07:30 PM | 2         | 12        |
| 176    | 10/9/2024  | 07:45 PM | 3         | 7         |
| 177    | 10/9/2024  | 08:00 PM | 1         | 5         |
| 178    | 10/9/2024  | 08:15 PM | 4         | 15        |
| 179    | 10/9/2024  | 08:30 PM | 3         | 11        |
| 180    | 10/9/2024  | 08:45 PM | 2         | 4         |
| 181    | 10/9/2024  | 09:00 PM | 4         | 1         |
| 182    | 10/9/2024  | 09:15 PM | 0         | 3         |
| 183    | 10/9/2024  | 09:30 PM | 4         | 4         |
| 184    | 10/9/2024  | 09:45 PM | 2         | 3         |
| 185    | 10/9/2024  | 10:00 PM | 3         | 6         |
| 186    | 10/9/2024  | 10:15 PM | 0         | 1         |
| 187    | 10/9/2024  | 10:30 PM | 0         | 1         |
| 188    | 10/9/2024  | 10:45 PM | 1         | 2         |
| 189    | 10/9/2024  | 11:00 PM | 0         | 1         |
| 190    | 10/9/2024  | 11:15 PM | 0         | 0         |
| 191    | 10/9/2024  | 11:30 PM | 0         | 6         |
| 192    | 10/9/2024  | 11:45 PM | 2         | 1         |
| 193    | 10/10/2024 | 12:00 AM | 1         | 2         |

## Summary Tube Count

Start Date: 9/17/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: 300 S, E State  
Street: 300 S  
From: 65 W  
To: State St  
Latitude: 41° 54.9800 North  
Longitude: 111° 48.4667 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 377 |
| Day 2             | 524 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 1      | 9/17/2024 | 12:00 AM | 0         | 0         |
| 2      | 9/17/2024 | 12:15 AM | 0         | 0         |
| 3      | 9/17/2024 | 12:30 AM | 0         | 1         |
| 4      | 9/17/2024 | 12:45 AM | 0         | 0         |
| 5      | 9/17/2024 | 01:00 AM | 0         | 0         |
| 6      | 9/17/2024 | 01:15 AM | 0         | 0         |
| 7      | 9/17/2024 | 01:30 AM | 0         | 1         |
| 8      | 9/17/2024 | 01:45 AM | 0         | 0         |
| 9      | 9/17/2024 | 02:00 AM | 0         | 1         |
| 10     | 9/17/2024 | 02:15 AM | 0         | 0         |
| 11     | 9/17/2024 | 02:30 AM | 0         | 0         |
| 12     | 9/17/2024 | 02:45 AM | 0         | 0         |
| 13     | 9/17/2024 | 03:00 AM | 0         | 0         |
| 14     | 9/17/2024 | 03:15 AM | 0         | 0         |
| 15     | 9/17/2024 | 03:30 AM | 0         | 0         |
| 16     | 9/17/2024 | 03:45 AM | 1         | 1         |
| 17     | 9/17/2024 | 04:00 AM | 2         | 1         |
| 18     | 9/17/2024 | 04:15 AM | 0         | 0         |
| 19     | 9/17/2024 | 04:30 AM | 0         | 1         |
| 20     | 9/17/2024 | 04:45 AM | 4         | 0         |
| 21     | 9/17/2024 | 05:00 AM | 0         | 0         |
| 22     | 9/17/2024 | 05:15 AM | 3         | 0         |
| 23     | 9/17/2024 | 05:30 AM | 0         | 1         |
| 24     | 9/17/2024 | 05:45 AM | 11        | 1         |
| 25     | 9/17/2024 | 06:00 AM | 1         | 1         |
| 26     | 9/17/2024 | 06:15 AM | 6         | 1         |
| 27     | 9/17/2024 | 06:30 AM | 8         | 3         |
| 28     | 9/17/2024 | 06:45 AM | 8         | 3         |
| 29     | 9/17/2024 | 07:00 AM | 4         | 2         |
| 30     | 9/17/2024 | 07:15 AM | 5         | 1         |
| 31     | 9/17/2024 | 07:30 AM | 1         | 0         |
| 32     | 9/17/2024 | 07:45 AM | 5         | 5         |
| 33     | 9/17/2024 | 08:00 AM | 2         | 3         |
| 34     | 9/17/2024 | 08:15 AM | 2         | 4         |
| 35     | 9/17/2024 | 08:30 AM | 2         | 0         |
| 36     | 9/17/2024 | 08:45 AM | 6         | 3         |
| 37     | 9/17/2024 | 09:00 AM | 0         | 0         |
| 38     | 9/17/2024 | 09:15 AM | 3         | 2         |
| 39     | 9/17/2024 | 09:30 AM | 1         | 3         |
| 40     | 9/17/2024 | 09:45 AM | 4         | 1         |
| 41     | 9/17/2024 | 10:00 AM | 2         | 2         |
| 42     | 9/17/2024 | 10:15 AM | 6         | 4         |
| 43     | 9/17/2024 | 10:30 AM | 2         | 1         |
| 44     | 9/17/2024 | 10:45 AM | 4         | 4         |
| 45     | 9/17/2024 | 11:00 AM | 7         | 1         |
| 46     | 9/17/2024 | 11:15 AM | 0         | 3         |
| 47     | 9/17/2024 | 11:30 AM | 3         | 4         |
| 48     | 9/17/2024 | 11:45 AM | 0         | 3         |
| 49     | 9/17/2024 | 12:00 PM | 1         | 2         |
| 50     | 9/17/2024 | 12:15 PM | 2         | 2         |
| 51     | 9/17/2024 | 12:30 PM | 0         | 1         |
| 52     | 9/17/2024 | 12:45 PM | 6         | 4         |
| 53     | 9/17/2024 | 01:00 PM | 7         | 0         |
| 54     | 9/17/2024 | 01:15 PM | 6         | 3         |
| 55     | 9/17/2024 | 01:30 PM | 1         | 2         |
| 56     | 9/17/2024 | 01:45 PM | 4         | 4         |
| 57     | 9/17/2024 | 02:00 PM | 5         | 5         |
| 58     | 9/17/2024 | 02:15 PM | 5         | 9         |
| 59     | 9/17/2024 | 02:30 PM | 4         | 5         |
| 60     | 9/17/2024 | 02:45 PM | 0         | 3         |
| 61     | 9/17/2024 | 03:00 PM | 4         | 7         |
| 62     | 9/17/2024 | 03:15 PM | 4         | 6         |
| 63     | 9/17/2024 | 03:30 PM | 4         | 7         |
| 64     | 9/17/2024 | 03:45 PM | 5         | 4         |
| 65     | 9/17/2024 | 04:00 PM | 1         | 1         |
| 66     | 9/17/2024 | 04:15 PM | 6         | 3         |
| 67     | 9/17/2024 | 04:30 PM | 2         | 1         |
| 68     | 9/17/2024 | 04:45 PM | 1         | 5         |
| 69     | 9/17/2024 | 05:00 PM | 3         | 1         |
| 70     | 9/17/2024 | 05:15 PM | 1         | 5         |
| 71     | 9/17/2024 | 05:30 PM | 1         | 2         |
| 72     | 9/17/2024 | 05:45 PM | 1         | 2         |
| 73     | 9/17/2024 | 06:00 PM | 3         | 4         |
| 74     | 9/17/2024 | 06:15 PM | 3         | 3         |
| 75     | 9/17/2024 | 06:30 PM | 2         | 4         |
| 76     | 9/17/2024 | 06:45 PM | 4         | 2         |
| 77     | 9/17/2024 | 07:00 PM | 0         | 2         |
| 78     | 9/17/2024 | 07:15 PM | 1         | 3         |
| 79     | 9/17/2024 | 07:30 PM | 2         | 6         |
| 80     | 9/17/2024 | 07:45 PM | 0         | 0         |
| 81     | 9/17/2024 | 08:00 PM | 2         | 1         |
| 82     | 9/17/2024 | 08:15 PM | 0         | 0         |
| 83     | 9/17/2024 | 08:30 PM | 0         | 2         |
| 84     | 9/17/2024 | 08:45 PM | 1         | 2         |
| 85     | 9/17/2024 | 09:00 PM | 0         | 1         |
| 86     | 9/17/2024 | 09:15 PM | 1         | 0         |
| 87     | 9/17/2024 | 09:30 PM | 1         | 0         |
| 88     | 9/17/2024 | 09:45 PM | 0         | 0         |
| 89     | 9/17/2024 | 10:00 PM | 0         | 0         |
| 90     | 9/17/2024 | 10:15 PM | 0         | 0         |
| 91     | 9/17/2024 | 10:30 PM | 0         | 1         |
| 92     | 9/17/2024 | 10:45 PM | 0         | 0         |
| 93     | 9/17/2024 | 11:00 PM | 0         | 0         |
| 94     | 9/17/2024 | 11:15 PM | 0         | 2         |
| 95     | 9/17/2024 | 11:30 PM | 0         | 0         |
| 96     | 9/17/2024 | 11:45 PM | 0         | 1         |

| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 97     | 9/18/2024 | 12:00 AM | 0         | 0         |
| 98     | 9/18/2024 | 12:15 AM | 0         | 1         |
| 99     | 9/18/2024 | 12:30 AM | 0         | 0         |
| 100    | 9/18/2024 | 12:45 AM | 0         | 0         |
| 101    | 9/18/2024 | 01:00 AM | 0         | 0         |
| 102    | 9/18/2024 | 01:15 AM | 0         | 0         |
| 103    | 9/18/2024 | 01:30 AM | 0         | 0         |
| 104    | 9/18/2024 | 01:45 AM | 0         | 0         |
| 105    | 9/18/2024 | 02:00 AM | 0         | 1         |
| 106    | 9/18/2024 | 02:15 AM | 0         | 0         |
| 107    | 9/18/2024 | 02:30 AM | 0         | 0         |
| 108    | 9/18/2024 | 02:45 AM | 2         | 1         |
| 109    | 9/18/2024 | 03:00 AM | 0         | 1         |
| 110    | 9/18/2024 | 03:15 AM | 0         | 0         |
| 111    | 9/18/2024 | 03:30 AM | 1         | 0         |
| 112    | 9/18/2024 | 03:45 AM | 0         | 1         |
| 113    | 9/18/2024 | 04:00 AM | 1         | 0         |
| 114    | 9/18/2024 | 04:15 AM | 1         | 0         |
| 115    | 9/18/2024 | 04:30 AM | 0         | 0         |
| 116    | 9/18/2024 | 04:45 AM | 0         | 0         |
| 117    | 9/18/2024 | 05:00 AM | 1         | 0         |
| 118    | 9/18/2024 | 05:15 AM | 1         | 0         |
| 119    | 9/18/2024 | 05:30 AM | 0         | 1         |
| 120    | 9/18/2024 | 05:45 AM | 11        | 0         |
| 121    | 9/18/2024 | 06:00 AM | 1         | 1         |
| 122    | 9/18/2024 | 06:15 AM | 7         | 1         |
| 123    | 9/18/2024 | 06:30 AM | 8         | 3         |
| 124    | 9/18/2024 | 06:45 AM | 3         | 0         |
| 125    | 9/18/2024 | 07:00 AM | 7         | 4         |
| 126    | 9/18/2024 | 07:15 AM | 8         | 3         |
| 127    | 9/18/2024 | 07:30 AM | 0         | 0         |
| 128    | 9/18/2024 | 07:45 AM | 3         | 2         |
| 129    | 9/18/2024 | 08:00 AM | 3         | 9         |
| 130    | 9/18/2024 | 08:15 AM | 5         | 1         |
| 131    | 9/18/2024 | 08:30 AM | 1         | 2         |
| 132    | 9/18/2024 | 08:45 AM | 5         | 4         |
| 133    | 9/18/2024 | 09:00 AM | 4         | 0         |
| 134    | 9/18/2024 | 09:15 AM | 3         | 3         |
| 135    | 9/18/2024 | 09:30 AM | 2         | 3         |
| 136    | 9/18/2024 | 09:45 AM | 2         | 1         |
| 137    | 9/18/2024 | 10:00 AM | 2         | 5         |
| 138    | 9/18/2024 | 10:15 AM | 5         | 2         |
| 139    | 9/18/2024 | 10:30 AM | 4         | 4         |
| 140    | 9/18/2024 | 10:45 AM | 8         | 8         |
| 141    | 9/18/2024 | 11:00 AM | 5         | 5         |
| 142    | 9/18/2024 | 11:15 AM | 1         | 1         |
| 143    | 9/18/2024 | 11:30 AM | 1         | 2         |
| 144    | 9/18/2024 | 11:45 AM | 2         | 7         |
| 145    | 9/18/2024 | 12:00 PM | 4         | 2         |
| 146    | 9/18/2024 | 12:15 PM | 3         | 1         |
| 147    | 9/18/2024 | 12:30 PM | 6         | 6         |
| 148    | 9/18/2024 | 12:45 PM | 4         | 4         |
| 149    | 9/18/2024 | 01:00 PM | 2         | 1         |
| 150    | 9/18/2024 | 01:15 PM | 1         | 11        |
| 151    | 9/18/2024 | 01:30 PM | 6         | 3         |
| 152    | 9/18/2024 | 01:45 PM | 3         | 3         |
| 153    | 9/18/2024 | 02:00 PM | 4         | 4         |
| 154    | 9/18/2024 | 02:15 PM | 3         | 7         |
| 155    | 9/18/2024 | 02:30 PM | 6         | 2         |
| 156    | 9/18/2024 | 02:45 PM | 3         | 6         |
| 157    | 9/18/2024 | 03:00 PM | 7         | 7         |
| 158    | 9/18/2024 | 03:15 PM | 9         | 5         |
| 159    | 9/18/2024 | 03:30 PM | 6         | 6         |
| 160    | 9/18/2024 | 03:45 PM | 2         | 5         |
| 161    | 9/18/2024 | 04:00 PM | 4         | 4         |
| 162    | 9/18/2024 | 04:15 PM | 5         | 7         |
| 163    | 9/18/2024 | 04:30 PM | 4         | 4         |
| 164    | 9/18/2024 | 04:45 PM | 7         | 6         |
| 165    | 9/18/2024 | 05:00 PM | 2         | 6         |
| 166    | 9/18/2024 | 05:15 PM | 2         | 7         |
| 167    | 9/18/2024 | 05:30 PM | 5         | 5         |
| 168    | 9/18/2024 | 05:45 PM | 3         | 7         |
| 169    | 9/18/2024 | 06:00 PM | 7         | 14        |
| 170    | 9/18/2024 | 06:15 PM | 10        | 10        |
| 171    | 9/18/2024 | 06:30 PM | 4         | 2         |
| 172    | 9/18/2024 | 06:45 PM | 3         | 6         |
| 173    | 9/18/2024 | 07:00 PM | 4         | 9         |
| 174    | 9/18/2024 | 07:15 PM | 7         | 4         |
| 175    | 9/18/2024 | 07:30 PM | 8         | 1         |
| 176    | 9/18/2024 | 07:45 PM | 1         | 2         |
| 177    | 9/18/2024 | 08:00 PM | 1         | 4         |
| 178    | 9/18/2024 | 08:15 PM | 1         | 0         |
| 179    | 9/18/2024 | 08:30 PM | 0         | 4         |
| 180    | 9/18/2024 | 08:45 PM | 0         | 2         |
| 181    | 9/18/2024 | 09:00 PM | 1         | 2         |
| 182    | 9/18/2024 | 09:15 PM | 1         | 1         |
| 183    | 9/18/2024 | 09:30 PM | 0         | 3         |
| 184    | 9/18/2024 | 09:45 PM | 0         | 5         |
| 185    | 9/18/2024 | 10:00 PM | 0         | 0         |
| 186    | 9/18/2024 | 10:15 PM | 0         | 0         |
| 187    | 9/18/2024 | 10:30 PM | 0         | 0         |
| 188    | 9/18/2024 | 10:45 PM | 0         | 0         |
| 189    | 9/18/2024 | 11:00 PM | 0         | 0         |
| 190    | 9/18/2024 | 11:15 PM | 0         | 2         |
| 191    | 9/18/2024 | 11:30 PM | 0         | 0         |
| 192    | 9/18/2024 | 11:45 PM | 0         | 0         |
| 193    | 9/19/2024 | 12:00 AM | 0         | 1         |

## Summary Tube Count

Start Date: 9/17/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: 300 S, W State  
Street: 300 S  
From: State St  
To: 100 E  
Latitude: 41° 54.9833 North  
Longitude: 111° 48.5850 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 606 |
| Day 2             | 712 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 1      | 9/17/2024 | 12:00 AM | 0         | 0         |
| 2      | 9/17/2024 | 12:15 AM | 0         | 0         |
| 3      | 9/17/2024 | 12:30 AM | 0         | 0         |
| 4      | 9/17/2024 | 12:45 AM | 0         | 0         |
| 5      | 9/17/2024 | 01:00 AM | 0         | 2         |
| 6      | 9/17/2024 | 01:15 AM | 0         | 0         |
| 7      | 9/17/2024 | 01:30 AM | 0         | 0         |
| 8      | 9/17/2024 | 01:45 AM | 0         | 0         |
| 9      | 9/17/2024 | 02:00 AM | 0         | 0         |
| 10     | 9/17/2024 | 02:15 AM | 1         | 1         |
| 11     | 9/17/2024 | 02:30 AM | 0         | 0         |
| 12     | 9/17/2024 | 02:45 AM | 0         | 1         |
| 13     | 9/17/2024 | 03:00 AM | 0         | 0         |
| 14     | 9/17/2024 | 03:15 AM | 0         | 0         |
| 15     | 9/17/2024 | 03:30 AM | 0         | 0         |
| 16     | 9/17/2024 | 03:45 AM | 0         | 0         |
| 17     | 9/17/2024 | 04:00 AM | 1         | 0         |
| 18     | 9/17/2024 | 04:15 AM | 0         | 1         |
| 19     | 9/17/2024 | 04:30 AM | 2         | 0         |
| 20     | 9/17/2024 | 04:45 AM | 1         | 2         |
| 21     | 9/17/2024 | 05:00 AM | 0         | 0         |
| 22     | 9/17/2024 | 05:15 AM | 2         | 1         |
| 23     | 9/17/2024 | 05:30 AM | 6         | 1         |
| 24     | 9/17/2024 | 05:45 AM | 2         | 3         |
| 25     | 9/17/2024 | 06:00 AM | 3         | 0         |
| 26     | 9/17/2024 | 06:15 AM | 5         | 1         |
| 27     | 9/17/2024 | 06:30 AM | 11        | 2         |
| 28     | 9/17/2024 | 06:45 AM | 4         | 1         |
| 29     | 9/17/2024 | 07:00 AM | 5         | 1         |
| 30     | 9/17/2024 | 07:15 AM | 9         | 4         |
| 31     | 9/17/2024 | 07:30 AM | 12        | 10        |
| 32     | 9/17/2024 | 07:45 AM | 8         | 5         |
| 33     | 9/17/2024 | 08:00 AM | 4         | 3         |
| 34     | 9/17/2024 | 08:15 AM | 7         | 3         |
| 35     | 9/17/2024 | 08:30 AM | 7         | 6         |
| 36     | 9/17/2024 | 08:45 AM | 4         | 6         |
| 37     | 9/17/2024 | 09:00 AM | 2         | 2         |
| 38     | 9/17/2024 | 09:15 AM | 9         | 1         |
| 39     | 9/17/2024 | 09:30 AM | 4         | 9         |
| 40     | 9/17/2024 | 09:45 AM | 1         | 4         |
| 41     | 9/17/2024 | 10:00 AM | 2         | 0         |
| 42     | 9/17/2024 | 10:15 AM | 1         | 3         |
| 43     | 9/17/2024 | 10:30 AM | 4         | 1         |
| 44     | 9/17/2024 | 10:45 AM | 3         | 1         |
| 45     | 9/17/2024 | 11:00 AM | 4         | 5         |
| 46     | 9/17/2024 | 11:15 AM | 8         | 1         |
| 47     | 9/17/2024 | 11:30 AM | 2         | 14        |
| 48     | 9/17/2024 | 11:45 AM | 11        | 9         |
| 49     | 9/17/2024 | 12:00 PM | 1         | 7         |
| 50     | 9/17/2024 | 12:15 PM | 3         | 3         |
| 51     | 9/17/2024 | 12:30 PM | 2         | 4         |
| 52     | 9/17/2024 | 12:45 PM | 6         | 4         |
| 53     | 9/17/2024 | 01:00 PM | 0         | 3         |
| 54     | 9/17/2024 | 01:15 PM | 3         | 4         |
| 55     | 9/17/2024 | 01:30 PM | 6         | 8         |
| 56     | 9/17/2024 | 01:45 PM | 9         | 3         |
| 57     | 9/17/2024 | 02:00 PM | 5         | 11        |
| 58     | 9/17/2024 | 02:15 PM | 1         | 7         |
| 59     | 9/17/2024 | 02:30 PM | 6         | 5         |
| 60     | 9/17/2024 | 02:45 PM | 7         | 12        |
| 61     | 9/17/2024 | 03:00 PM | 4         | 7         |
| 62     | 9/17/2024 | 03:15 PM | 0         | 9         |
| 63     | 9/17/2024 | 03:30 PM | 4         | 4         |
| 64     | 9/17/2024 | 03:45 PM | 3         | 8         |
| 65     | 9/17/2024 | 04:00 PM | 4         | 9         |
| 66     | 9/17/2024 | 04:15 PM | 6         | 10        |
| 67     | 9/17/2024 | 04:30 PM | 3         | 4         |
| 68     | 9/17/2024 | 04:45 PM | 4         | 3         |
| 69     | 9/17/2024 | 05:00 PM | 7         | 5         |
| 70     | 9/17/2024 | 05:15 PM | 3         | 4         |
| 71     | 9/17/2024 | 05:30 PM | 4         | 3         |
| 72     | 9/17/2024 | 05:45 PM | 5         | 13        |
| 73     | 9/17/2024 | 06:00 PM | 2         | 5         |
| 74     | 9/17/2024 | 06:15 PM | 0         | 3         |
| 75     | 9/17/2024 | 06:30 PM | 0         | 6         |
| 76     | 9/17/2024 | 06:45 PM | 1         | 6         |
| 77     | 9/17/2024 | 07:00 PM | 0         | 8         |
| 78     | 9/17/2024 | 07:15 PM | 5         | 3         |
| 79     | 9/17/2024 | 07:30 PM | 2         | 4         |
| 80     | 9/17/2024 | 07:45 PM | 2         | 4         |
| 81     | 9/17/2024 | 08:00 PM | 8         | 13        |
| 82     | 9/17/2024 | 08:15 PM | 2         | 3         |
| 83     | 9/17/2024 | 08:30 PM | 1         | 2         |
| 84     | 9/17/2024 | 08:45 PM | 0         | 1         |
| 85     | 9/17/2024 | 09:00 PM | 1         | 2         |
| 86     | 9/17/2024 | 09:15 PM | 1         | 4         |
| 87     | 9/17/2024 | 09:30 PM | 3         | 6         |
| 88     | 9/17/2024 | 09:45 PM | 0         | 2         |
| 89     | 9/17/2024 | 10:00 PM | 2         | 2         |
| 90     | 9/17/2024 | 10:15 PM | 1         | 2         |
| 91     | 9/17/2024 | 10:30 PM | 0         | 1         |
| 92     | 9/17/2024 | 10:45 PM | 0         | 1         |
| 93     | 9/17/2024 | 11:00 PM | 0         | 0         |
| 94     | 9/17/2024 | 11:15 PM | 0         | 1         |
| 95     | 9/17/2024 | 11:30 PM | 1         | 0         |
| 96     | 9/17/2024 | 11:45 PM | 0         | 0         |

| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 97     | 9/18/2024 | 12:00 AM | 0         | 1         |
| 98     | 9/18/2024 | 12:15 AM | 2         | 1         |
| 99     | 9/18/2024 | 12:30 AM | 0         | 0         |
| 100    | 9/18/2024 | 12:45 AM | 0         | 1         |
| 101    | 9/18/2024 | 01:00 AM | 0         | 0         |
| 102    | 9/18/2024 | 01:15 AM | 0         | 1         |
| 103    | 9/18/2024 | 01:30 AM | 0         | 0         |
| 104    | 9/18/2024 | 01:45 AM | 0         | 0         |
| 105    | 9/18/2024 | 02:00 AM | 0         | 0         |
| 106    | 9/18/2024 | 02:15 AM | 0         | 0         |
| 107    | 9/18/2024 | 02:30 AM | 0         | 0         |
| 108    | 9/18/2024 | 02:45 AM | 0         | 1         |
| 109    | 9/18/2024 | 03:00 AM | 0         | 0         |
| 110    | 9/18/2024 | 03:15 AM | 1         | 0         |
| 111    | 9/18/2024 | 03:30 AM | 0         | 1         |
| 112    | 9/18/2024 | 03:45 AM | 0         | 0         |
| 113    | 9/18/2024 | 04:00 AM | 0         | 0         |
| 114    | 9/18/2024 | 04:15 AM | 1         | 1         |
| 115    | 9/18/2024 | 04:30 AM | 0         | 0         |
| 116    | 9/18/2024 | 04:45 AM | 1         | 0         |
| 117    | 9/18/2024 | 05:00 AM | 1         | 0         |
| 118    | 9/18/2024 | 05:15 AM | 1         | 0         |
| 119    | 9/18/2024 | 05:30 AM | 2         | 4         |
| 120    | 9/18/2024 | 05:45 AM | 2         | 3         |
| 121    | 9/18/2024 | 06:00 AM | 2         | 0         |
| 122    | 9/18/2024 | 06:15 AM | 4         | 1         |
| 123    | 9/18/2024 | 06:30 AM | 9         | 2         |
| 124    | 9/18/2024 | 06:45 AM | 9         | 1         |
| 125    | 9/18/2024 | 07:00 AM | 7         | 1         |
| 126    | 9/18/2024 | 07:15 AM | 11        | 4         |
| 127    | 9/18/2024 | 07:30 AM | 8         | 7         |
| 128    | 9/18/2024 | 07:45 AM | 8         | 8         |
| 129    | 9/18/2024 | 08:00 AM | 3         | 3         |
| 130    | 9/18/2024 | 08:15 AM | 4         | 1         |
| 131    | 9/18/2024 | 08:30 AM | 8         | 3         |
| 132    | 9/18/2024 | 08:45 AM | 11        | 9         |
| 133    | 9/18/2024 | 09:00 AM | 4         | 1         |
| 134    | 9/18/2024 | 09:15 AM | 6         | 9         |
| 135    | 9/18/2024 | 09:30 AM | 4         | 6         |
| 136    | 9/18/2024 | 09:45 AM | 3         | 2         |
| 137    | 9/18/2024 | 10:00 AM | 2         | 3         |
| 138    | 9/18/2024 | 10:15 AM | 4         | 3         |
| 139    | 9/18/2024 | 10:30 AM | 3         | 3         |
| 140    | 9/18/2024 | 10:45 AM | 1         | 5         |
| 141    | 9/18/2024 | 11:00 AM | 5         | 2         |
| 142    | 9/18/2024 | 11:15 AM | 13        | 3         |
| 143    | 9/18/2024 | 11:30 AM | 6         | 11        |
| 144    | 9/18/2024 | 11:45 AM | 10        | 7         |
| 145    | 9/18/2024 | 12:00 PM | 3         | 2         |
| 146    | 9/18/2024 | 12:15 PM | 1         | 6         |
| 147    | 9/18/2024 | 12:30 PM | 4         | 1         |
| 148    | 9/18/2024 | 12:45 PM | 4         | 5         |
| 149    | 9/18/2024 | 01:00 PM | 5         | 5         |
| 150    | 9/18/2024 | 01:15 PM | 5         | 5         |
| 151    | 9/18/2024 | 01:30 PM | 7         | 1         |
| 152    | 9/18/2024 | 01:45 PM | 7         | 1         |
| 153    | 9/18/2024 | 02:00 PM | 2         | 15        |
| 154    | 9/18/2024 | 02:15 PM | 5         | 7         |
| 155    | 9/18/2024 | 02:30 PM | 0         | 4         |
| 156    | 9/18/2024 | 02:45 PM | 7         | 12        |
| 157    | 9/18/2024 | 03:00 PM | 5         | 6         |
| 158    | 9/18/2024 | 03:15 PM | 3         | 5         |
| 159    | 9/18/2024 | 03:30 PM | 8         | 6         |
| 160    | 9/18/2024 | 03:45 PM | 7         | 8         |
| 161    | 9/18/2024 | 04:00 PM | 6         | 7         |
| 162    | 9/18/2024 | 04:15 PM | 4         | 6         |
| 163    | 9/18/2024 | 04:30 PM | 6         | 4         |
| 164    | 9/18/2024 | 04:45 PM | 8         | 8         |
| 165    | 9/18/2024 | 05:00 PM | 4         | 9         |
| 166    | 9/18/2024 | 05:15 PM | 5         | 7         |
| 167    | 9/18/2024 | 05:30 PM | 5         | 9         |
| 168    | 9/18/2024 | 05:45 PM | 5         | 8         |
| 169    | 9/18/2024 | 06:00 PM | 5         | 4         |
| 170    | 9/18/2024 | 06:15 PM | 9         | 5         |
| 171    | 9/18/2024 | 06:30 PM | 9         | 8         |
| 172    | 9/18/2024 | 06:45 PM | 4         | 16        |
| 173    | 9/18/2024 | 07:00 PM | 5         | 11        |
| 174    | 9/18/2024 | 07:15 PM | 8         | 4         |
| 175    | 9/18/2024 | 07:30 PM | 4         | 8         |
| 176    | 9/18/2024 | 07:45 PM | 9         | 10        |
| 177    | 9/18/2024 | 08:00 PM | 13        | 11        |
| 178    | 9/18/2024 | 08:15 PM | 2         | 4         |
| 179    | 9/18/2024 | 08:30 PM | 2         | 4         |
| 180    | 9/18/2024 | 08:45 PM | 3         | 3         |
| 181    | 9/18/2024 | 09:00 PM | 1         | 1         |
| 182    | 9/18/2024 | 09:15 PM | 0         | 3         |
| 183    | 9/18/2024 | 09:30 PM | 1         | 3         |
| 184    | 9/18/2024 | 09:45 PM | 1         | 2         |
| 185    | 9/18/2024 | 10:00 PM | 1         | 1         |
| 186    | 9/18/2024 | 10:15 PM | 0         | 3         |
| 187    | 9/18/2024 | 10:30 PM | 0         | 3         |
| 188    | 9/18/2024 | 10:45 PM | 0         | 1         |
| 189    | 9/18/2024 | 11:00 PM | 0         | 0         |
| 190    | 9/18/2024 | 11:15 PM | 0         | 0         |
| 191    | 9/18/2024 | 11:30 PM | 0         | 1         |
| 192    | 9/18/2024 | 11:45 PM | 1         | 0         |
| 193    | 9/19/2024 | 12:00 AM | 0         | 0         |



## Summary Tube Count

Start Date: 9/24/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: 400 W 100 S  
Street: 400 W  
From: 200 S  
To: 80 S  
Latitude: 41° 55.2333 North  
Longitude: 111° 49.1567 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 309 |
| Day 2             | 295 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Southbound | Northbound |
|--------|-----------|----------|------------|------------|
| 1      | 9/24/2024 | 12:00 AM | 0          | 0          |
| 2      | 9/24/2024 | 12:15 AM | 0          | 0          |
| 3      | 9/24/2024 | 12:30 AM | 0          | 0          |
| 4      | 9/24/2024 | 12:45 AM | 0          | 0          |
| 5      | 9/24/2024 | 01:00 AM | 0          | 1          |
| 6      | 9/24/2024 | 01:15 AM | 0          | 0          |
| 7      | 9/24/2024 | 01:30 AM | 1          | 0          |
| 8      | 9/24/2024 | 01:45 AM | 0          | 0          |
| 9      | 9/24/2024 | 02:00 AM | 0          | 0          |
| 10     | 9/24/2024 | 02:15 AM | 0          | 0          |
| 11     | 9/24/2024 | 02:30 AM | 0          | 0          |
| 12     | 9/24/2024 | 02:45 AM | 0          | 0          |
| 13     | 9/24/2024 | 03:00 AM | 0          | 0          |
| 14     | 9/24/2024 | 03:15 AM | 0          | 0          |
| 15     | 9/24/2024 | 03:30 AM | 0          | 0          |
| 16     | 9/24/2024 | 03:45 AM | 0          | 0          |
| 17     | 9/24/2024 | 04:00 AM | 0          | 0          |
| 18     | 9/24/2024 | 04:15 AM | 0          | 0          |
| 19     | 9/24/2024 | 04:30 AM | 0          | 0          |
| 20     | 9/24/2024 | 04:45 AM | 0          | 0          |
| 21     | 9/24/2024 | 05:00 AM | 0          | 0          |
| 22     | 9/24/2024 | 05:15 AM | 0          | 0          |
| 23     | 9/24/2024 | 05:30 AM | 0          | 0          |
| 24     | 9/24/2024 | 05:45 AM | 0          | 0          |
| 25     | 9/24/2024 | 06:00 AM | 0          | 0          |
| 26     | 9/24/2024 | 06:15 AM | 0          | 0          |
| 27     | 9/24/2024 | 06:30 AM | 0          | 0          |
| 28     | 9/24/2024 | 06:45 AM | 0          | 2          |
| 29     | 9/24/2024 | 07:00 AM | 1          | 0          |
| 30     | 9/24/2024 | 07:15 AM | 1          | 2          |
| 31     | 9/24/2024 | 07:30 AM | 1          | 0          |
| 32     | 9/24/2024 | 07:45 AM | 0          | 1          |
| 33     | 9/24/2024 | 08:00 AM | 3          | 3          |
| 34     | 9/24/2024 | 08:15 AM | 2          | 1          |
| 35     | 9/24/2024 | 08:30 AM | 3          | 2          |
| 36     | 9/24/2024 | 08:45 AM | 2          | 5          |
| 37     | 9/24/2024 | 09:00 AM | 4          | 0          |
| 38     | 9/24/2024 | 09:15 AM | 1          | 2          |
| 39     | 9/24/2024 | 09:30 AM | 2          | 0          |
| 40     | 9/24/2024 | 09:45 AM | 5          | 5          |
| 41     | 9/24/2024 | 10:00 AM | 1          | 0          |
| 42     | 9/24/2024 | 10:15 AM | 2          | 3          |
| 43     | 9/24/2024 | 10:30 AM | 2          | 2          |
| 44     | 9/24/2024 | 10:45 AM | 2          | 0          |
| 45     | 9/24/2024 | 11:00 AM | 2          | 1          |
| 46     | 9/24/2024 | 11:15 AM | 2          | 3          |
| 47     | 9/24/2024 | 11:30 AM | 1          | 0          |
| 48     | 9/24/2024 | 11:45 AM | 0          | 3          |
| 49     | 9/24/2024 | 12:00 PM | 2          | 3          |
| 50     | 9/24/2024 | 12:15 PM | 2          | 6          |
| 51     | 9/24/2024 | 12:30 PM | 7          | 2          |
| 52     | 9/24/2024 | 12:45 PM | 2          | 2          |
| 53     | 9/24/2024 | 01:00 PM | 3          | 3          |
| 54     | 9/24/2024 | 01:15 PM | 2          | 6          |
| 55     | 9/24/2024 | 01:30 PM | 5          | 1          |
| 56     | 9/24/2024 | 01:45 PM | 2          | 3          |
| 57     | 9/24/2024 | 02:00 PM | 1          | 3          |
| 58     | 9/24/2024 | 02:15 PM | 1          | 1          |
| 59     | 9/24/2024 | 02:30 PM | 1          | 2          |
| 60     | 9/24/2024 | 02:45 PM | 1          | 4          |
| 61     | 9/24/2024 | 03:00 PM | 4          | 4          |
| 62     | 9/24/2024 | 03:15 PM | 2          | 6          |
| 63     | 9/24/2024 | 03:30 PM | 0          | 1          |
| 64     | 9/24/2024 | 03:45 PM | 2          | 1          |
| 65     | 9/24/2024 | 04:00 PM | 3          | 2          |
| 66     | 9/24/2024 | 04:15 PM | 4          | 7          |
| 67     | 9/24/2024 | 04:30 PM | 5          | 3          |
| 68     | 9/24/2024 | 04:45 PM | 2          | 2          |
| 69     | 9/24/2024 | 05:00 PM | 4          | 5          |
| 70     | 9/24/2024 | 05:15 PM | 3          | 3          |
| 71     | 9/24/2024 | 05:30 PM | 1          | 7          |
| 72     | 9/24/2024 | 05:45 PM | 4          | 3          |
| 73     | 9/24/2024 | 06:00 PM | 4          | 5          |
| 74     | 9/24/2024 | 06:15 PM | 0          | 2          |
| 75     | 9/24/2024 | 06:30 PM | 2          | 7          |
| 76     | 9/24/2024 | 06:45 PM | 1          | 6          |
| 77     | 9/24/2024 | 07:00 PM | 3          | 3          |
| 78     | 9/24/2024 | 07:15 PM | 6          | 6          |
| 79     | 9/24/2024 | 07:30 PM | 3          | 5          |
| 80     | 9/24/2024 | 07:45 PM | 3          | 6          |
| 81     | 9/24/2024 | 08:00 PM | 0          | 4          |
| 82     | 9/24/2024 | 08:15 PM | 0          | 2          |
| 83     | 9/24/2024 | 08:30 PM | 0          | 2          |
| 84     | 9/24/2024 | 08:45 PM | 0          | 2          |
| 85     | 9/24/2024 | 09:00 PM | 1          | 2          |
| 86     | 9/24/2024 | 09:15 PM | 0          | 4          |
| 87     | 9/24/2024 | 09:30 PM | 1          | 3          |
| 88     | 9/24/2024 | 09:45 PM | 1          | 0          |
| 89     | 9/24/2024 | 10:00 PM | 1          | 0          |
| 90     | 9/24/2024 | 10:15 PM | 0          | 1          |
| 91     | 9/24/2024 | 10:30 PM | 0          | 3          |
| 92     | 9/24/2024 | 10:45 PM | 0          | 0          |
| 93     | 9/24/2024 | 11:00 PM | 1          | 0          |
| 94     | 9/24/2024 | 11:15 PM | 0          | 1          |
| 95     | 9/24/2024 | 11:30 PM | 1          | 0          |
| 96     | 9/24/2024 | 11:45 PM | 0          | 0          |

| Number | Date      | Time     | Southbound | Northbound |
|--------|-----------|----------|------------|------------|
| 97     | 9/25/2024 | 12:00 AM | 0          | 0          |
| 98     | 9/25/2024 | 12:15 AM | 0          | 0          |
| 99     | 9/25/2024 | 12:30 AM | 0          | 0          |
| 100    | 9/25/2024 | 12:45 AM | 1          | 0          |
| 101    | 9/25/2024 | 01:00 AM | 0          | 0          |
| 102    | 9/25/2024 | 01:15 AM | 0          | 0          |
| 103    | 9/25/2024 | 01:30 AM | 0          | 0          |
| 104    | 9/25/2024 | 01:45 AM | 0          | 0          |
| 105    | 9/25/2024 | 02:00 AM | 0          | 0          |
| 106    | 9/25/2024 | 02:15 AM | 0          | 0          |
| 107    | 9/25/2024 | 02:30 AM | 0          | 0          |
| 108    | 9/25/2024 | 02:45 AM | 0          | 0          |
| 109    | 9/25/2024 | 03:00 AM | 0          | 0          |
| 110    | 9/25/2024 | 03:15 AM | 0          | 0          |
| 111    | 9/25/2024 | 03:30 AM | 0          | 0          |
| 112    | 9/25/2024 | 03:45 AM | 0          | 1          |
| 113    | 9/25/2024 | 04:00 AM | 0          | 0          |
| 114    | 9/25/2024 | 04:15 AM | 0          | 0          |
| 115    | 9/25/2024 | 04:30 AM | 0          | 0          |
| 116    | 9/25/2024 | 04:45 AM | 0          | 0          |
| 117    | 9/25/2024 | 05:00 AM | 0          | 0          |
| 118    | 9/25/2024 | 05:15 AM | 0          | 1          |
| 119    | 9/25/2024 | 05:30 AM | 0          | 0          |
| 120    | 9/25/2024 | 05:45 AM | 0          | 1          |
| 121    | 9/25/2024 | 06:00 AM | 0          | 0          |
| 122    | 9/25/2024 | 06:15 AM | 0          | 0          |
| 123    | 9/25/2024 | 06:30 AM | 0          | 0          |
| 124    | 9/25/2024 | 06:45 AM | 1          | 0          |
| 125    | 9/25/2024 | 07:00 AM | 0          | 1          |
| 126    | 9/25/2024 | 07:15 AM | 0          | 2          |
| 127    | 9/25/2024 | 07:30 AM | 0          | 0          |
| 128    | 9/25/2024 | 07:45 AM | 0          | 2          |
| 129    | 9/25/2024 | 08:00 AM | 2          | 0          |
| 130    | 9/25/2024 | 08:15 AM | 1          | 2          |
| 131    | 9/25/2024 | 08:30 AM | 4          | 3          |
| 132    | 9/25/2024 | 08:45 AM | 3          | 4          |
| 133    | 9/25/2024 | 09:00 AM | 5          | 0          |
| 134    | 9/25/2024 | 09:15 AM | 5          | 2          |
| 135    | 9/25/2024 | 09:30 AM | 3          | 2          |
| 136    | 9/25/2024 | 09:45 AM | 5          | 1          |
| 137    | 9/25/2024 | 10:00 AM | 1          | 3          |
| 138    | 9/25/2024 | 10:15 AM | 1          | 2          |
| 139    | 9/25/2024 | 10:30 AM | 2          | 3          |
| 140    | 9/25/2024 | 10:45 AM | 2          | 1          |
| 141    | 9/25/2024 | 11:00 AM | 1          | 3          |
| 142    | 9/25/2024 | 11:15 AM | 1          | 5          |
| 143    | 9/25/2024 | 11:30 AM | 3          | 3          |
| 144    | 9/25/2024 | 11:45 AM | 3          | 2          |
| 145    | 9/25/2024 | 12:00 PM | 4          | 4          |
| 146    | 9/25/2024 | 12:15 PM | 1          | 1          |
| 147    | 9/25/2024 | 12:30 PM | 5          | 2          |
| 148    | 9/25/2024 | 12:45 PM | 1          | 1          |
| 149    | 9/25/2024 | 01:00 PM | 4          | 2          |
| 150    | 9/25/2024 | 01:15 PM | 3          | 4          |
| 151    | 9/25/2024 | 01:30 PM | 1          | 6          |
| 152    | 9/25/2024 | 01:45 PM | 0          | 2          |
| 153    | 9/25/2024 | 02:00 PM | 0          | 2          |
| 154    | 9/25/2024 | 02:15 PM | 5          | 4          |
| 155    | 9/25/2024 | 02:30 PM | 1          | 2          |
| 156    | 9/25/2024 | 02:45 PM | 4          | 1          |
| 157    | 9/25/2024 | 03:00 PM | 2          | 5          |
| 158    | 9/25/2024 | 03:15 PM | 1          | 4          |
| 159    | 9/25/2024 | 03:30 PM | 1          | 1          |
| 160    | 9/25/2024 | 03:45 PM | 2          | 3          |
| 161    | 9/25/2024 | 04:00 PM | 3          | 5          |
| 162    | 9/25/2024 | 04:15 PM | 0          | 4          |
| 163    | 9/25/2024 | 04:30 PM | 2          | 3          |
| 164    | 9/25/2024 | 04:45 PM | 7          | 2          |
| 165    | 9/25/2024 | 05:00 PM | 0          | 4          |
| 166    | 9/25/2024 | 05:15 PM | 4          | 4          |
| 167    | 9/25/2024 | 05:30 PM | 2          | 1          |
| 168    | 9/25/2024 | 05:45 PM | 1          | 2          |
| 169    | 9/25/2024 | 06:00 PM | 4          | 4          |
| 170    | 9/25/2024 | 06:15 PM | 4          | 3          |
| 171    | 9/25/2024 | 06:30 PM | 1          | 3          |
| 172    | 9/25/2024 | 06:45 PM | 2          | 3          |
| 173    | 9/25/2024 | 07:00 PM | 1          | 4          |
| 174    | 9/25/2024 | 07:15 PM | 2          | 6          |
| 175    | 9/25/2024 | 07:30 PM | 1          | 1          |
| 176    | 9/25/2024 | 07:45 PM | 1          | 5          |
| 177    | 9/25/2024 | 08:00 PM | 1          | 7          |
| 178    | 9/25/2024 | 08:15 PM | 1          | 3          |
| 179    | 9/25/2024 | 08:30 PM | 4          | 4          |
| 180    | 9/25/2024 | 08:45 PM | 1          | 3          |
| 181    | 9/25/2024 | 09:00 PM | 4          | 3          |
| 182    | 9/25/2024 | 09:15 PM | 0          | 1          |
| 183    | 9/25/2024 | 09:30 PM | 0          | 1          |
| 184    | 9/25/2024 | 09:45 PM | 0          | 2          |
| 185    | 9/25/2024 | 10:00 PM | 0          | 0          |
| 186    | 9/25/2024 | 10:15 PM | 1          | 0          |
| 187    | 9/25/2024 | 10:30 PM | 0          | 0          |
| 188    | 9/25/2024 | 10:45 PM | 0          | 2          |
| 189    | 9/25/2024 | 11:00 PM | 0          | 0          |
| 190    | 9/25/2024 | 11:15 PM | 1          | 0          |
| 191    | 9/25/2024 | 11:30 PM | 0          | 0          |
| 192    | 9/25/2024 | 11:45 PM | 0          | 0          |
| 193    | 9/26/2024 | 12:00 AM | 0          | 0          |

## Summary Tube Count

Start Date: 9/17/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: 470 S  
Street: 470 S  
From: SR-91  
To: State St  
Latitude: 41° 54.7767 North  
Longitude: 111° 48.7700 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 340 |
| Day 2             | 374 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 1      | 9/17/2024 | 12:00 AM | 0         | 0         |
| 2      | 9/17/2024 | 12:15 AM | 0         | 0         |
| 3      | 9/17/2024 | 12:30 AM | 1         | 0         |
| 4      | 9/17/2024 | 12:45 AM | 0         | 1         |
| 5      | 9/17/2024 | 01:00 AM | 0         | 0         |
| 6      | 9/17/2024 | 01:15 AM | 0         | 0         |
| 7      | 9/17/2024 | 01:30 AM | 0         | 0         |
| 8      | 9/17/2024 | 01:45 AM | 0         | 1         |
| 9      | 9/17/2024 | 02:00 AM | 0         | 0         |
| 10     | 9/17/2024 | 02:15 AM | 0         | 0         |
| 11     | 9/17/2024 | 02:30 AM | 0         | 0         |
| 12     | 9/17/2024 | 02:45 AM | 0         | 0         |
| 13     | 9/17/2024 | 03:00 AM | 0         | 0         |
| 14     | 9/17/2024 | 03:15 AM | 0         | 1         |
| 15     | 9/17/2024 | 03:30 AM | 0         | 0         |
| 16     | 9/17/2024 | 03:45 AM | 0         | 0         |
| 17     | 9/17/2024 | 04:00 AM | 0         | 0         |
| 18     | 9/17/2024 | 04:15 AM | 0         | 0         |
| 19     | 9/17/2024 | 04:30 AM | 0         | 0         |
| 20     | 9/17/2024 | 04:45 AM | 0         | 0         |
| 21     | 9/17/2024 | 05:00 AM | 0         | 0         |
| 22     | 9/17/2024 | 05:15 AM | 1         | 0         |
| 23     | 9/17/2024 | 05:30 AM | 2         | 1         |
| 24     | 9/17/2024 | 05:45 AM | 2         | 0         |
| 25     | 9/17/2024 | 06:00 AM | 0         | 0         |
| 26     | 9/17/2024 | 06:15 AM | 4         | 0         |
| 27     | 9/17/2024 | 06:30 AM | 0         | 0         |
| 28     | 9/17/2024 | 06:45 AM | 2         | 0         |
| 29     | 9/17/2024 | 07:00 AM | 0         | 0         |
| 30     | 9/17/2024 | 07:15 AM | 2         | 0         |
| 31     | 9/17/2024 | 07:30 AM | 2         | 0         |
| 32     | 9/17/2024 | 07:45 AM | 2         | 0         |
| 33     | 9/17/2024 | 08:00 AM | 13        | 3         |
| 34     | 9/17/2024 | 08:15 AM | 30        | 13        |
| 35     | 9/17/2024 | 08:30 AM | 20        | 15        |
| 36     | 9/17/2024 | 08:45 AM | 1         | 0         |
| 37     | 9/17/2024 | 09:00 AM | 3         | 2         |
| 38     | 9/17/2024 | 09:15 AM | 3         | 3         |
| 39     | 9/17/2024 | 09:30 AM | 4         | 2         |
| 40     | 9/17/2024 | 09:45 AM | 0         | 0         |
| 41     | 9/17/2024 | 10:00 AM | 2         | 2         |
| 42     | 9/17/2024 | 10:15 AM | 0         | 1         |
| 43     | 9/17/2024 | 10:30 AM | 1         | 2         |
| 44     | 9/17/2024 | 10:45 AM | 4         | 2         |
| 45     | 9/17/2024 | 11:00 AM | 0         | 2         |
| 46     | 9/17/2024 | 11:15 AM | 7         | 0         |
| 47     | 9/17/2024 | 11:30 AM | 1         | 0         |
| 48     | 9/17/2024 | 11:45 AM | 3         | 0         |
| 49     | 9/17/2024 | 12:00 PM | 0         | 0         |
| 50     | 9/17/2024 | 12:15 PM | 0         | 1         |
| 51     | 9/17/2024 | 12:30 PM | 1         | 2         |
| 52     | 9/17/2024 | 12:45 PM | 1         | 1         |
| 53     | 9/17/2024 | 01:00 PM | 1         | 1         |
| 54     | 9/17/2024 | 01:15 PM | 4         | 1         |
| 55     | 9/17/2024 | 01:30 PM | 3         | 1         |
| 56     | 9/17/2024 | 01:45 PM | 4         | 0         |
| 57     | 9/17/2024 | 02:00 PM | 3         | 0         |
| 58     | 9/17/2024 | 02:15 PM | 0         | 2         |
| 59     | 9/17/2024 | 02:30 PM | 2         | 2         |
| 60     | 9/17/2024 | 02:45 PM | 3         | 3         |
| 61     | 9/17/2024 | 03:00 PM | 3         | 7         |
| 62     | 9/17/2024 | 03:15 PM | 10        | 2         |
| 63     | 9/17/2024 | 03:30 PM | 6         | 13        |
| 64     | 9/17/2024 | 03:45 PM | 3         | 5         |
| 65     | 9/17/2024 | 04:00 PM | 2         | 2         |
| 66     | 9/17/2024 | 04:15 PM | 4         | 2         |
| 67     | 9/17/2024 | 04:30 PM | 4         | 3         |
| 68     | 9/17/2024 | 04:45 PM | 2         | 2         |
| 69     | 9/17/2024 | 05:00 PM | 4         | 3         |
| 70     | 9/17/2024 | 05:15 PM | 1         | 1         |
| 71     | 9/17/2024 | 05:30 PM | 2         | 7         |
| 72     | 9/17/2024 | 05:45 PM | 0         | 0         |
| 73     | 9/17/2024 | 06:00 PM | 3         | 3         |
| 74     | 9/17/2024 | 06:15 PM | 1         | 2         |
| 75     | 9/17/2024 | 06:30 PM | 3         | 1         |
| 76     | 9/17/2024 | 06:45 PM | 2         | 3         |
| 77     | 9/17/2024 | 07:00 PM | 2         | 2         |
| 78     | 9/17/2024 | 07:15 PM | 3         | 1         |
| 79     | 9/17/2024 | 07:30 PM | 0         | 1         |
| 80     | 9/17/2024 | 07:45 PM | 0         | 4         |
| 81     | 9/17/2024 | 08:00 PM | 2         | 4         |
| 82     | 9/17/2024 | 08:15 PM | 2         | 2         |
| 83     | 9/17/2024 | 08:30 PM | 0         | 1         |
| 84     | 9/17/2024 | 08:45 PM | 1         | 3         |
| 85     | 9/17/2024 | 09:00 PM | 1         | 0         |
| 86     | 9/17/2024 | 09:15 PM | 0         | 0         |
| 87     | 9/17/2024 | 09:30 PM | 0         | 2         |
| 88     | 9/17/2024 | 09:45 PM | 0         | 0         |
| 89     | 9/17/2024 | 10:00 PM | 0         | 3         |
| 90     | 9/17/2024 | 10:15 PM | 0         | 1         |
| 91     | 9/17/2024 | 10:30 PM | 0         | 0         |
| 92     | 9/17/2024 | 10:45 PM | 0         | 2         |
| 93     | 9/17/2024 | 11:00 PM | 0         | 0         |
| 94     | 9/17/2024 | 11:15 PM | 0         | 0         |
| 95     | 9/17/2024 | 11:30 PM | 0         | 0         |
| 96     | 9/17/2024 | 11:45 PM | 0         | 0         |

| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 97     | 9/18/2024 | 12:00 AM | 0         | 0         |
| 98     | 9/18/2024 | 12:15 AM | 0         | 0         |
| 99     | 9/18/2024 | 12:30 AM | 0         | 0         |
| 100    | 9/18/2024 | 12:45 AM | 0         | 0         |
| 101    | 9/18/2024 | 01:00 AM | 0         | 0         |
| 102    | 9/18/2024 | 01:15 AM | 0         | 0         |
| 103    | 9/18/2024 | 01:30 AM | 0         | 0         |
| 104    | 9/18/2024 | 01:45 AM | 0         | 0         |
| 105    | 9/18/2024 | 02:00 AM | 0         | 0         |
| 106    | 9/18/2024 | 02:15 AM | 0         | 0         |
| 107    | 9/18/2024 | 02:30 AM | 0         | 0         |
| 108    | 9/18/2024 | 02:45 AM | 0         | 0         |
| 109    | 9/18/2024 | 03:00 AM | 0         | 0         |
| 110    | 9/18/2024 | 03:15 AM | 0         | 0         |
| 111    | 9/18/2024 | 03:30 AM | 0         | 0         |
| 112    | 9/18/2024 | 03:45 AM | 0         | 0         |
| 113    | 9/18/2024 | 04:00 AM | 0         | 0         |
| 114    | 9/18/2024 | 04:15 AM | 0         | 0         |
| 115    | 9/18/2024 | 04:30 AM | 0         | 1         |
| 116    | 9/18/2024 | 04:45 AM | 0         | 0         |
| 117    | 9/18/2024 | 05:00 AM | 1         | 0         |
| 118    | 9/18/2024 | 05:15 AM | 0         | 0         |
| 119    | 9/18/2024 | 05:30 AM | 0         | 0         |
| 120    | 9/18/2024 | 05:45 AM | 0         | 0         |
| 121    | 9/18/2024 | 06:00 AM | 2         | 0         |
| 122    | 9/18/2024 | 06:15 AM | 0         | 1         |
| 123    | 9/18/2024 | 06:30 AM | 2         | 0         |
| 124    | 9/18/2024 | 06:45 AM | 4         | 0         |
| 125    | 9/18/2024 | 07:00 AM | 2         | 0         |
| 126    | 9/18/2024 | 07:15 AM | 1         | 0         |
| 127    | 9/18/2024 | 07:30 AM | 0         | 0         |
| 128    | 9/18/2024 | 07:45 AM | 7         | 0         |
| 129    | 9/18/2024 | 08:00 AM | 15        | 3         |
| 130    | 9/18/2024 | 08:15 AM | 27        | 15        |
| 131    | 9/18/2024 | 08:30 AM | 14        | 15        |
| 132    | 9/18/2024 | 08:45 AM | 1         | 0         |
| 133    | 9/18/2024 | 09:00 AM | 0         | 1         |
| 134    | 9/18/2024 | 09:15 AM | 2         | 1         |
| 135    | 9/18/2024 | 09:30 AM | 4         | 3         |
| 136    | 9/18/2024 | 09:45 AM | 0         | 1         |
| 137    | 9/18/2024 | 10:00 AM | 2         | 1         |
| 138    | 9/18/2024 | 10:15 AM | 0         | 0         |
| 139    | 9/18/2024 | 10:30 AM | 3         | 1         |
| 140    | 9/18/2024 | 10:45 AM | 2         | 3         |
| 141    | 9/18/2024 | 11:00 AM | 4         | 2         |
| 142    | 9/18/2024 | 11:15 AM | 2         | 3         |
| 143    | 9/18/2024 | 11:30 AM | 3         | 2         |
| 144    | 9/18/2024 | 11:45 AM | 0         | 1         |
| 145    | 9/18/2024 | 12:00 PM | 2         | 0         |
| 146    | 9/18/2024 | 12:15 PM | 4         | 0         |
| 147    | 9/18/2024 | 12:30 PM | 0         | 0         |
| 148    | 9/18/2024 | 12:45 PM | 1         | 5         |
| 149    | 9/18/2024 | 01:00 PM | 1         | 1         |
| 150    | 9/18/2024 | 01:15 PM | 3         | 3         |
| 151    | 9/18/2024 | 01:30 PM | 1         | 1         |
| 152    | 9/18/2024 | 01:45 PM | 3         | 4         |
| 153    | 9/18/2024 | 02:00 PM | 0         | 0         |
| 154    | 9/18/2024 | 02:15 PM | 3         | 0         |
| 155    | 9/18/2024 | 02:30 PM | 1         | 0         |
| 156    | 9/18/2024 | 02:45 PM | 1         | 1         |
| 157    | 9/18/2024 | 03:00 PM | 0         | 4         |
| 158    | 9/18/2024 | 03:15 PM | 12        | 3         |
| 159    | 9/18/2024 | 03:30 PM | 7         | 12        |
| 160    | 9/18/2024 | 03:45 PM | 1         | 2         |
| 161    | 9/18/2024 | 04:00 PM | 6         | 0         |
| 162    | 9/18/2024 | 04:15 PM | 3         | 2         |
| 163    | 9/18/2024 | 04:30 PM | 7         | 8         |
| 164    | 9/18/2024 | 04:45 PM | 6         | 3         |
| 165    | 9/18/2024 | 05:00 PM | 5         | 3         |
| 166    | 9/18/2024 | 05:15 PM | 3         | 5         |
| 167    | 9/18/2024 | 05:30 PM | 2         | 5         |
| 168    | 9/18/2024 | 05:45 PM | 2         | 4         |
| 169    | 9/18/2024 | 06:00 PM | 5         | 3         |
| 170    | 9/18/2024 | 06:15 PM | 4         | 2         |
| 171    | 9/18/2024 | 06:30 PM | 1         | 5         |
| 172    | 9/18/2024 | 06:45 PM | 5         | 1         |
| 173    | 9/18/2024 | 07:00 PM | 1         | 1         |
| 174    | 9/18/2024 | 07:15 PM | 3         | 1         |
| 175    | 9/18/2024 | 07:30 PM | 4         | 6         |
| 176    | 9/18/2024 | 07:45 PM | 0         | 0         |
| 177    | 9/18/2024 | 08:00 PM | 1         | 0         |
| 178    | 9/18/2024 | 08:15 PM | 0         | 1         |
| 179    | 9/18/2024 | 08:30 PM | 2         | 3         |
| 180    | 9/18/2024 | 08:45 PM | 5         | 3         |
| 181    | 9/18/2024 | 09:00 PM | 3         | 3         |
| 182    | 9/18/2024 | 09:15 PM | 2         | 0         |
| 183    | 9/18/2024 | 09:30 PM | 3         | 3         |
| 184    | 9/18/2024 | 09:45 PM | 0         | 1         |
| 185    | 9/18/2024 | 10:00 PM | 0         | 1         |
| 186    | 9/18/2024 | 10:15 PM | 1         | 1         |
| 187    | 9/18/2024 | 10:30 PM | 0         | 0         |
| 188    | 9/18/2024 | 10:45 PM | 2         | 1         |
| 189    | 9/18/2024 | 11:00 PM | 0         | 0         |
| 190    | 9/18/2024 | 11:15 PM | 1         | 1         |
| 191    | 9/18/2024 | 11:30 PM | 1         | 1         |
| 192    | 9/18/2024 | 11:45 PM | 0         | 0         |
| 193    | 9/19/2024 | 12:00 AM | 0         | 0         |

# Summary Tube Count

Start Date: 10/1/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: 500 N  
Street: 500 N  
From: 390 N  
To: Upper Richmond Rd  
Latitude: 41° 55.9633 North  
Longitude: 111° 47.9350 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 537 |
| Day 2             | 509 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Eastbound | Westbound |
|--------|-----------|----------|-----------|-----------|
| 1      | 10/1/2024 | 12:00 AM | 0         | 0         |
| 2      | 10/1/2024 | 12:15 AM | 0         | 0         |
| 3      | 10/1/2024 | 12:30 AM | 0         | 0         |
| 4      | 10/1/2024 | 12:45 AM | 0         | 0         |
| 5      | 10/1/2024 | 01:00 AM | 0         | 0         |
| 6      | 10/1/2024 | 01:15 AM | 0         | 0         |
| 7      | 10/1/2024 | 01:30 AM | 0         | 0         |
| 8      | 10/1/2024 | 01:45 AM | 0         | 0         |
| 9      | 10/1/2024 | 02:00 AM | 0         | 0         |
| 10     | 10/1/2024 | 02:15 AM | 0         | 0         |
| 11     | 10/1/2024 | 02:30 AM | 0         | 0         |
| 12     | 10/1/2024 | 02:45 AM | 0         | 0         |
| 13     | 10/1/2024 | 03:00 AM | 0         | 1         |
| 14     | 10/1/2024 | 03:15 AM | 0         | 0         |
| 15     | 10/1/2024 | 03:30 AM | 0         | 0         |
| 16     | 10/1/2024 | 03:45 AM | 0         | 0         |
| 17     | 10/1/2024 | 04:00 AM | 0         | 0         |
| 18     | 10/1/2024 | 04:15 AM | 0         | 1         |
| 19     | 10/1/2024 | 04:30 AM | 0         | 1         |
| 20     | 10/1/2024 | 04:45 AM | 0         | 1         |
| 21     | 10/1/2024 | 05:00 AM | 0         | 1         |
| 22     | 10/1/2024 | 05:15 AM | 0         | 2         |
| 23     | 10/1/2024 | 05:30 AM | 0         | 2         |
| 24     | 10/1/2024 | 05:45 AM | 0         | 0         |
| 25     | 10/1/2024 | 06:00 AM | 0         | 2         |
| 26     | 10/1/2024 | 06:15 AM | 6         | 0         |
| 27     | 10/1/2024 | 06:30 AM | 3         | 5         |
| 28     | 10/1/2024 | 06:45 AM | 1         | 12        |
| 29     | 10/1/2024 | 07:00 AM | 1         | 10        |
| 30     | 10/1/2024 | 07:15 AM | 7         | 0         |
| 31     | 10/1/2024 | 07:30 AM | 2         | 5         |
| 32     | 10/1/2024 | 07:45 AM | 4         | 1         |
| 33     | 10/1/2024 | 08:00 AM | 5         | 8         |
| 34     | 10/1/2024 | 08:15 AM | 10        | 4         |
| 35     | 10/1/2024 | 08:30 AM | 5         | 4         |
| 36     | 10/1/2024 | 08:45 AM | 1         | 6         |
| 37     | 10/1/2024 | 09:00 AM | 4         | 0         |
| 38     | 10/1/2024 | 09:15 AM | 4         | 4         |
| 39     | 10/1/2024 | 09:30 AM | 3         | 4         |
| 40     | 10/1/2024 | 09:45 AM | 4         | 6         |
| 41     | 10/1/2024 | 10:00 AM | 1         | 0         |
| 42     | 10/1/2024 | 10:15 AM | 4         | 2         |
| 43     | 10/1/2024 | 10:30 AM | 2         | 3         |
| 44     | 10/1/2024 | 10:45 AM | 6         | 4         |
| 45     | 10/1/2024 | 11:00 AM | 3         | 2         |
| 46     | 10/1/2024 | 11:15 AM | 5         | 3         |
| 47     | 10/1/2024 | 11:30 AM | 4         | 2         |
| 48     | 10/1/2024 | 11:45 AM | 6         | 3         |
| 49     | 10/1/2024 | 12:00 PM | 2         | 3         |
| 50     | 10/1/2024 | 12:15 PM | 4         | 1         |
| 51     | 10/1/2024 | 12:30 PM | 1         | 3         |
| 52     | 10/1/2024 | 12:45 PM | 5         | 1         |
| 53     | 10/1/2024 | 01:00 PM | 3         | 2         |
| 54     | 10/1/2024 | 01:15 PM | 0         | 5         |
| 55     | 10/1/2024 | 01:30 PM | 1         | 4         |
| 56     | 10/1/2024 | 01:45 PM | 4         | 0         |
| 57     | 10/1/2024 | 02:00 PM | 8         | 5         |
| 58     | 10/1/2024 | 02:15 PM | 10        | 10        |
| 59     | 10/1/2024 | 02:30 PM | 3         | 8         |
| 60     | 10/1/2024 | 02:45 PM | 3         | 8         |
| 61     | 10/1/2024 | 03:00 PM | 6         | 2         |
| 62     | 10/1/2024 | 03:15 PM | 13        | 3         |
| 63     | 10/1/2024 | 03:30 PM | 3         | 3         |
| 64     | 10/1/2024 | 03:45 PM | 15        | 6         |
| 65     | 10/1/2024 | 04:00 PM | 6         | 4         |
| 66     | 10/1/2024 | 04:15 PM | 7         | 3         |
| 67     | 10/1/2024 | 04:30 PM | 7         | 3         |
| 68     | 10/1/2024 | 04:45 PM | 9         | 5         |
| 69     | 10/1/2024 | 05:00 PM | 4         | 4         |
| 70     | 10/1/2024 | 05:15 PM | 8         | 4         |
| 71     | 10/1/2024 | 05:30 PM | 6         | 6         |
| 72     | 10/1/2024 | 05:45 PM | 5         | 5         |
| 73     | 10/1/2024 | 06:00 PM | 5         | 5         |
| 74     | 10/1/2024 | 06:15 PM | 8         | 6         |
| 75     | 10/1/2024 | 06:30 PM | 3         | 5         |
| 76     | 10/1/2024 | 06:45 PM | 4         | 7         |
| 77     | 10/1/2024 | 07:00 PM | 5         | 3         |
| 78     | 10/1/2024 | 07:15 PM | 7         | 1         |
| 79     | 10/1/2024 | 07:30 PM | 5         | 1         |
| 80     | 10/1/2024 | 07:45 PM | 5         | 2         |
| 81     | 10/1/2024 | 08:00 PM | 8         | 2         |
| 82     | 10/1/2024 | 08:15 PM | 5         | 4         |
| 83     | 10/1/2024 | 08:30 PM | 5         | 2         |
| 84     | 10/1/2024 | 08:45 PM | 1         | 4         |
| 85     | 10/1/2024 | 09:00 PM | 3         | 0         |
| 86     | 10/1/2024 | 09:15 PM | 2         | 0         |
| 87     | 10/1/2024 | 09:30 PM | 1         | 0         |
| 88     | 10/1/2024 | 09:45 PM | 0         | 0         |
| 89     | 10/1/2024 | 10:00 PM | 1         | 0         |
| 90     | 10/1/2024 | 10:15 PM | 2         | 0         |
| 91     | 10/1/2024 | 10:30 PM | 2         | 0         |
| 92     | 10/1/2024 | 10:45 PM | 0         | 1         |
| 93     | 10/1/2024 | 11:00 PM | 0         | 0         |
| 94     | 10/1/2024 | 11:15 PM | 0         | 0         |
| 95     | 10/1/2024 | 11:30 PM | 1         | 0         |
| 96     | 10/1/2024 | 11:45 PM | 0         | 0         |

| Number | Date      | Time     | Eastbound | Westbound |
|--------|-----------|----------|-----------|-----------|
| 97     | 10/2/2024 | 12:00 AM | 0         | 0         |
| 98     | 10/2/2024 | 12:15 AM | 0         | 0         |
| 99     | 10/2/2024 | 12:30 AM | 0         | 0         |
| 100    | 10/2/2024 | 12:45 AM | 0         | 0         |
| 101    | 10/2/2024 | 01:00 AM | 0         | 1         |
| 102    | 10/2/2024 | 01:15 AM | 0         | 0         |
| 103    | 10/2/2024 | 01:30 AM | 0         | 0         |
| 104    | 10/2/2024 | 01:45 AM | 0         | 0         |
| 105    | 10/2/2024 | 02:00 AM | 0         | 0         |
| 106    | 10/2/2024 | 02:15 AM | 0         | 0         |
| 107    | 10/2/2024 | 02:30 AM | 0         | 0         |
| 108    | 10/2/2024 | 02:45 AM | 0         | 0         |
| 109    | 10/2/2024 | 03:00 AM | 0         | 0         |
| 110    | 10/2/2024 | 03:15 AM | 0         | 1         |
| 111    | 10/2/2024 | 03:30 AM | 0         | 0         |
| 112    | 10/2/2024 | 03:45 AM | 0         | 1         |
| 113    | 10/2/2024 | 04:00 AM | 0         | 0         |
| 114    | 10/2/2024 | 04:15 AM | 0         | 1         |
| 115    | 10/2/2024 | 04:30 AM | 0         | 1         |
| 116    | 10/2/2024 | 04:45 AM | 0         | 0         |
| 117    | 10/2/2024 | 05:00 AM | 0         | 1         |
| 118    | 10/2/2024 | 05:15 AM | 0         | 2         |
| 119    | 10/2/2024 | 05:30 AM | 0         | 4         |
| 120    | 10/2/2024 | 05:45 AM | 1         | 2         |
| 121    | 10/2/2024 | 06:00 AM | 1         | 2         |
| 122    | 10/2/2024 | 06:15 AM | 1         | 1         |
| 123    | 10/2/2024 | 06:30 AM | 2         | 3         |
| 124    | 10/2/2024 | 06:45 AM | 3         | 10        |
| 125    | 10/2/2024 | 07:00 AM | 2         | 7         |
| 126    | 10/2/2024 | 07:15 AM | 4         | 4         |
| 127    | 10/2/2024 | 07:30 AM | 4         | 3         |
| 128    | 10/2/2024 | 07:45 AM | 0         | 3         |
| 129    | 10/2/2024 | 08:00 AM | 3         | 10        |
| 130    | 10/2/2024 | 08:15 AM | 3         | 9         |
| 131    | 10/2/2024 | 08:30 AM | 2         | 6         |
| 132    | 10/2/2024 | 08:45 AM | 5         | 2         |
| 133    | 10/2/2024 | 09:00 AM | 6         | 2         |
| 134    | 10/2/2024 | 09:15 AM | 7         | 4         |
| 135    | 10/2/2024 | 09:30 AM | 2         | 3         |
| 136    | 10/2/2024 | 09:45 AM | 2         | 3         |
| 137    | 10/2/2024 | 10:00 AM | 3         | 2         |
| 138    | 10/2/2024 | 10:15 AM | 2         | 3         |
| 139    | 10/2/2024 | 10:30 AM | 1         | 4         |
| 140    | 10/2/2024 | 10:45 AM | 4         | 3         |
| 141    | 10/2/2024 | 11:00 AM | 6         | 4         |
| 142    | 10/2/2024 | 11:15 AM | 5         | 4         |
| 143    | 10/2/2024 | 11:30 AM | 3         | 1         |
| 144    | 10/2/2024 | 11:45 AM | 5         | 5         |
| 145    | 10/2/2024 | 12:00 PM | 3         | 2         |
| 146    | 10/2/2024 | 12:15 PM | 2         | 1         |
| 147    | 10/2/2024 | 12:30 PM | 2         | 3         |
| 148    | 10/2/2024 | 12:45 PM | 2         | 2         |
| 149    | 10/2/2024 | 01:00 PM | 2         | 0         |
| 150    | 10/2/2024 | 01:15 PM | 3         | 0         |
| 151    | 10/2/2024 | 01:30 PM | 0         | 0         |
| 152    | 10/2/2024 | 01:45 PM | 1         | 1         |
| 153    | 10/2/2024 | 02:00 PM | 5         | 5         |
| 154    | 10/2/2024 | 02:15 PM | 6         | 5         |
| 155    | 10/2/2024 | 02:30 PM | 10        | 7         |
| 156    | 10/2/2024 | 02:45 PM | 5         | 3         |
| 157    | 10/2/2024 | 03:00 PM | 9         | 4         |
| 158    | 10/2/2024 | 03:15 PM | 8         | 3         |
| 159    | 10/2/2024 | 03:30 PM | 5         | 3         |
| 160    | 10/2/2024 | 03:45 PM | 4         | 4         |
| 161    | 10/2/2024 | 04:00 PM | 10        | 5         |
| 162    | 10/2/2024 | 04:15 PM | 14        | 2         |
| 163    | 10/2/2024 | 04:30 PM | 5         | 6         |
| 164    | 10/2/2024 | 04:45 PM | 6         | 7         |
| 165    | 10/2/2024 | 05:00 PM | 8         | 2         |
| 166    | 10/2/2024 | 05:15 PM | 5         | 5         |
| 167    | 10/2/2024 | 05:30 PM | 4         | 4         |
| 168    | 10/2/2024 | 05:45 PM | 3         | 1         |
| 169    | 10/2/2024 | 06:00 PM | 3         | 6         |
| 170    | 10/2/2024 | 06:15 PM | 10        | 10        |
| 171    | 10/2/2024 | 06:30 PM | 9         | 4         |
| 172    | 10/2/2024 | 06:45 PM | 5         | 5         |
| 173    | 10/2/2024 | 07:00 PM | 5         | 3         |
| 174    | 10/2/2024 | 07:15 PM | 6         | 5         |
| 175    | 10/2/2024 | 07:30 PM | 11        | 4         |
| 176    | 10/2/2024 | 07:45 PM | 6         | 3         |
| 177    | 10/2/2024 | 08:00 PM | 5         | 0         |
| 178    | 10/2/2024 | 08:15 PM | 0         | 0         |
| 179    | 10/2/2024 | 08:30 PM | 1         | 0         |
| 180    | 10/2/2024 | 08:45 PM | 3         | 3         |
| 181    | 10/2/2024 | 09:00 PM | 2         | 2         |
| 182    | 10/2/2024 | 09:15 PM | 1         | 2         |
| 183    | 10/2/2024 | 09:30 PM | 1         | 0         |
| 184    | 10/2/2024 | 09:45 PM | 0         | 0         |
| 185    | 10/2/2024 | 10:00 PM | 1         | 0         |
| 186    | 10/2/2024 | 10:15 PM | 1         | 0         |
| 187    | 10/2/2024 | 10:30 PM | 1         | 1         |
| 188    | 10/2/2024 | 10:45 PM | 0         | 0         |
| 189    | 10/2/2024 | 11:00 PM | 0         | 1         |
| 190    | 10/2/2024 | 11:15 PM | 0         | 1         |
| 191    | 10/2/2024 | 11:30 PM | 1         | 0         |
| 192    | 10/2/2024 | 11:45 PM | 0         | 1         |
| 193    | 10/3/2024 | 12:00 AM | 0         | 0         |

## Summary Tube Count

Start Date: 9/17/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: 600 S, E SR91  
Street: 600 S  
From: SR-91  
To: State St  
Latitude: 41° 54.6350 North  
Longitude: 111° 48.7100 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 545 |
| Day 2             | 595 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 1      | 9/17/2024 | 12:00 AM | 0         | 0         |
| 2      | 9/17/2024 | 12:15 AM | 0         | 0         |
| 3      | 9/17/2024 | 12:30 AM | 1         | 1         |
| 4      | 9/17/2024 | 12:45 AM | 0         | 0         |
| 5      | 9/17/2024 | 01:00 AM | 0         | 0         |
| 6      | 9/17/2024 | 01:15 AM | 0         | 0         |
| 7      | 9/17/2024 | 01:30 AM | 0         | 0         |
| 8      | 9/17/2024 | 01:45 AM | 0         | 0         |
| 9      | 9/17/2024 | 02:00 AM | 0         | 0         |
| 10     | 9/17/2024 | 02:15 AM | 0         | 0         |
| 11     | 9/17/2024 | 02:30 AM | 0         | 0         |
| 12     | 9/17/2024 | 02:45 AM | 0         | 0         |
| 13     | 9/17/2024 | 03:00 AM | 0         | 0         |
| 14     | 9/17/2024 | 03:15 AM | 0         | 0         |
| 15     | 9/17/2024 | 03:30 AM | 0         | 2         |
| 16     | 9/17/2024 | 03:45 AM | 0         | 0         |
| 17     | 9/17/2024 | 04:00 AM | 0         | 0         |
| 18     | 9/17/2024 | 04:15 AM | 0         | 0         |
| 19     | 9/17/2024 | 04:30 AM | 0         | 0         |
| 20     | 9/17/2024 | 04:45 AM | 0         | 0         |
| 21     | 9/17/2024 | 05:00 AM | 0         | 0         |
| 22     | 9/17/2024 | 05:15 AM | 0         | 0         |
| 23     | 9/17/2024 | 05:30 AM | 0         | 0         |
| 24     | 9/17/2024 | 05:45 AM | 0         | 0         |
| 25     | 9/17/2024 | 06:00 AM | 1         | 0         |
| 26     | 9/17/2024 | 06:15 AM | 2         | 0         |
| 27     | 9/17/2024 | 06:30 AM | 1         | 2         |
| 28     | 9/17/2024 | 06:45 AM | 4         | 1         |
| 29     | 9/17/2024 | 07:00 AM | 2         | 0         |
| 30     | 9/17/2024 | 07:15 AM | 4         | 2         |
| 31     | 9/17/2024 | 07:30 AM | 2         | 2         |
| 32     | 9/17/2024 | 07:45 AM | 5         | 1         |
| 33     | 9/17/2024 | 08:00 AM | 3         | 3         |
| 34     | 9/17/2024 | 08:15 AM | 12        | 5         |
| 35     | 9/17/2024 | 08:30 AM | 22        | 9         |
| 36     | 9/17/2024 | 08:45 AM | 15        | 7         |
| 37     | 9/17/2024 | 09:00 AM | 3         | 3         |
| 38     | 9/17/2024 | 09:15 AM | 6         | 1         |
| 39     | 9/17/2024 | 09:30 AM | 2         | 3         |
| 40     | 9/17/2024 | 09:45 AM | 4         | 2         |
| 41     | 9/17/2024 | 10:00 AM | 2         | 3         |
| 42     | 9/17/2024 | 10:15 AM | 6         | 3         |
| 43     | 9/17/2024 | 10:30 AM | 5         | 2         |
| 44     | 9/17/2024 | 10:45 AM | 1         | 1         |
| 45     | 9/17/2024 | 11:00 AM | 3         | 2         |
| 46     | 9/17/2024 | 11:15 AM | 3         | 6         |
| 47     | 9/17/2024 | 11:30 AM | 2         | 4         |
| 48     | 9/17/2024 | 11:45 AM | 4         | 1         |
| 49     | 9/17/2024 | 12:00 PM | 2         | 5         |
| 50     | 9/17/2024 | 12:15 PM | 4         | 4         |
| 51     | 9/17/2024 | 12:30 PM | 2         | 4         |
| 52     | 9/17/2024 | 12:45 PM | 1         | 6         |
| 53     | 9/17/2024 | 01:00 PM | 4         | 4         |
| 54     | 9/17/2024 | 01:15 PM | 2         | 4         |
| 55     | 9/17/2024 | 01:30 PM | 7         | 3         |
| 56     | 9/17/2024 | 01:45 PM | 8         | 2         |
| 57     | 9/17/2024 | 02:00 PM | 1         | 5         |
| 58     | 9/17/2024 | 02:15 PM | 2         | 1         |
| 59     | 9/17/2024 | 02:30 PM | 1         | 3         |
| 60     | 9/17/2024 | 02:45 PM | 1         | 6         |
| 61     | 9/17/2024 | 03:00 PM | 7         | 6         |
| 62     | 9/17/2024 | 03:15 PM | 17        | 5         |
| 63     | 9/17/2024 | 03:30 PM | 14        | 5         |
| 64     | 9/17/2024 | 03:45 PM | 8         | 20        |
| 65     | 9/17/2024 | 04:00 PM | 2         | 3         |
| 66     | 9/17/2024 | 04:15 PM | 5         | 5         |
| 67     | 9/17/2024 | 04:30 PM | 1         | 5         |
| 68     | 9/17/2024 | 04:45 PM | 3         | 7         |
| 69     | 9/17/2024 | 05:00 PM | 4         | 8         |
| 70     | 9/17/2024 | 05:15 PM | 4         | 11        |
| 71     | 9/17/2024 | 05:30 PM | 7         | 9         |
| 72     | 9/17/2024 | 05:45 PM | 3         | 11        |
| 73     | 9/17/2024 | 06:00 PM | 0         | 8         |
| 74     | 9/17/2024 | 06:15 PM | 4         | 11        |
| 75     | 9/17/2024 | 06:30 PM | 3         | 8         |
| 76     | 9/17/2024 | 06:45 PM | 1         | 7         |
| 77     | 9/17/2024 | 07:00 PM | 4         | 5         |
| 78     | 9/17/2024 | 07:15 PM | 5         | 2         |
| 79     | 9/17/2024 | 07:30 PM | 1         | 2         |
| 80     | 9/17/2024 | 07:45 PM | 0         | 5         |
| 81     | 9/17/2024 | 08:00 PM | 2         | 8         |
| 82     | 9/17/2024 | 08:15 PM | 2         | 4         |
| 83     | 9/17/2024 | 08:30 PM | 2         | 2         |
| 84     | 9/17/2024 | 08:45 PM | 3         | 2         |
| 85     | 9/17/2024 | 09:00 PM | 0         | 3         |
| 86     | 9/17/2024 | 09:15 PM | 1         | 5         |
| 87     | 9/17/2024 | 09:30 PM | 0         | 0         |
| 88     | 9/17/2024 | 09:45 PM | 0         | 2         |
| 89     | 9/17/2024 | 10:00 PM | 0         | 3         |
| 90     | 9/17/2024 | 10:15 PM | 0         | 2         |
| 91     | 9/17/2024 | 10:30 PM | 1         | 1         |
| 92     | 9/17/2024 | 10:45 PM | 0         | 1         |
| 93     | 9/17/2024 | 11:00 PM | 0         | 0         |
| 94     | 9/17/2024 | 11:15 PM | 0         | 1         |
| 95     | 9/17/2024 | 11:30 PM | 0         | 0         |
| 96     | 9/17/2024 | 11:45 PM | 0         | 1         |

| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 97     | 9/18/2024 | 12:00 AM | 0         | 0         |
| 98     | 9/18/2024 | 12:15 AM | 0         | 0         |
| 99     | 9/18/2024 | 12:30 AM | 0         | 1         |
| 100    | 9/18/2024 | 12:45 AM | 0         | 1         |
| 101    | 9/18/2024 | 01:00 AM | 0         | 0         |
| 102    | 9/18/2024 | 01:15 AM | 0         | 0         |
| 103    | 9/18/2024 | 01:30 AM | 0         | 0         |
| 104    | 9/18/2024 | 01:45 AM | 0         | 0         |
| 105    | 9/18/2024 | 02:00 AM | 0         | 0         |
| 106    | 9/18/2024 | 02:15 AM | 0         | 0         |
| 107    | 9/18/2024 | 02:30 AM | 0         | 0         |
| 108    | 9/18/2024 | 02:45 AM | 0         | 0         |
| 109    | 9/18/2024 | 03:00 AM | 0         | 1         |
| 110    | 9/18/2024 | 03:15 AM | 0         | 0         |
| 111    | 9/18/2024 | 03:30 AM | 2         | 0         |
| 112    | 9/18/2024 | 03:45 AM | 0         | 0         |
| 113    | 9/18/2024 | 04:00 AM | 0         | 0         |
| 114    | 9/18/2024 | 04:15 AM | 0         | 0         |
| 115    | 9/18/2024 | 04:30 AM | 0         | 0         |
| 116    | 9/18/2024 | 04:45 AM | 0         | 1         |
| 117    | 9/18/2024 | 05:00 AM | 0         | 0         |
| 118    | 9/18/2024 | 05:15 AM | 1         | 0         |
| 119    | 9/18/2024 | 05:30 AM | 0         | 0         |
| 120    | 9/18/2024 | 05:45 AM | 0         | 1         |
| 121    | 9/18/2024 | 06:00 AM | 1         | 0         |
| 122    | 9/18/2024 | 06:15 AM | 1         | 0         |
| 123    | 9/18/2024 | 06:30 AM | 3         | 1         |
| 124    | 9/18/2024 | 06:45 AM | 4         | 0         |
| 125    | 9/18/2024 | 07:00 AM | 3         | 0         |
| 126    | 9/18/2024 | 07:15 AM | 2         | 1         |
| 127    | 9/18/2024 | 07:30 AM | 0         | 1         |
| 128    | 9/18/2024 | 07:45 AM | 6         | 1         |
| 129    | 9/18/2024 | 08:00 AM | 5         | 2         |
| 130    | 9/18/2024 | 08:15 AM | 14        | 1         |
| 131    | 9/18/2024 | 08:30 AM | 23        | 7         |
| 132    | 9/18/2024 | 08:45 AM | 11        | 15        |
| 133    | 9/18/2024 | 09:00 AM | 2         | 2         |
| 134    | 9/18/2024 | 09:15 AM | 3         | 0         |
| 135    | 9/18/2024 | 09:30 AM | 6         | 3         |
| 136    | 9/18/2024 | 09:45 AM | 3         | 2         |
| 137    | 9/18/2024 | 10:00 AM | 2         | 3         |
| 138    | 9/18/2024 | 10:15 AM | 9         | 4         |
| 139    | 9/18/2024 | 10:30 AM | 1         | 1         |
| 140    | 9/18/2024 | 10:45 AM | 5         | 2         |
| 141    | 9/18/2024 | 11:00 AM | 2         | 5         |
| 142    | 9/18/2024 | 11:15 AM | 3         | 1         |
| 143    | 9/18/2024 | 11:30 AM | 6         | 2         |
| 144    | 9/18/2024 | 11:45 AM | 4         | 6         |
| 145    | 9/18/2024 | 12:00 PM | 3         | 2         |
| 146    | 9/18/2024 | 12:15 PM | 1         | 2         |
| 147    | 9/18/2024 | 12:30 PM | 3         | 5         |
| 148    | 9/18/2024 | 12:45 PM | 6         | 3         |
| 149    | 9/18/2024 | 01:00 PM | 2         | 14        |
| 150    | 9/18/2024 | 01:15 PM | 5         | 4         |
| 151    | 9/18/2024 | 01:30 PM | 5         | 7         |
| 152    | 9/18/2024 | 01:45 PM | 3         | 3         |
| 153    | 9/18/2024 | 02:00 PM | 3         | 4         |
| 154    | 9/18/2024 | 02:15 PM | 3         | 3         |
| 155    | 9/18/2024 | 02:30 PM | 5         | 6         |
| 156    | 9/18/2024 | 02:45 PM | 5         | 4         |
| 157    | 9/18/2024 | 03:00 PM | 5         | 3         |
| 158    | 9/18/2024 | 03:15 PM | 13        | 8         |
| 159    | 9/18/2024 | 03:30 PM | 14        | 4         |
| 160    | 9/18/2024 | 03:45 PM | 5         | 14        |
| 161    | 9/18/2024 | 04:00 PM | 1         | 3         |
| 162    | 9/18/2024 | 04:15 PM | 2         | 7         |
| 163    | 9/18/2024 | 04:30 PM | 5         | 6         |
| 164    | 9/18/2024 | 04:45 PM | 3         | 7         |
| 165    | 9/18/2024 | 05:00 PM | 4         | 11        |
| 166    | 9/18/2024 | 05:15 PM | 3         | 6         |
| 167    | 9/18/2024 | 05:30 PM | 4         | 7         |
| 168    | 9/18/2024 | 05:45 PM | 4         | 7         |
| 169    | 9/18/2024 | 06:00 PM | 3         | 8         |
| 170    | 9/18/2024 | 06:15 PM | 5         | 11        |
| 171    | 9/18/2024 | 06:30 PM | 2         | 8         |
| 172    | 9/18/2024 | 06:45 PM | 1         | 8         |
| 173    | 9/18/2024 | 07:00 PM | 5         | 9         |
| 174    | 9/18/2024 | 07:15 PM | 4         | 8         |
| 175    | 9/18/2024 | 07:30 PM | 5         | 9         |
| 176    | 9/18/2024 | 07:45 PM | 5         | 3         |
| 177    | 9/18/2024 | 08:00 PM | 0         | 5         |
| 178    | 9/18/2024 | 08:15 PM | 2         | 4         |
| 179    | 9/18/2024 | 08:30 PM | 1         | 4         |
| 180    | 9/18/2024 | 08:45 PM | 2         | 2         |
| 181    | 9/18/2024 | 09:00 PM | 3         | 9         |
| 182    | 9/18/2024 | 09:15 PM | 1         | 6         |
| 183    | 9/18/2024 | 09:30 PM | 2         | 2         |
| 184    | 9/18/2024 | 09:45 PM | 0         | 5         |
| 185    | 9/18/2024 | 10:00 PM | 2         | 2         |
| 186    | 9/18/2024 | 10:15 PM | 0         | 2         |
| 187    | 9/18/2024 | 10:30 PM | 2         | 3         |
| 188    | 9/18/2024 | 10:45 PM | 0         | 2         |
| 189    | 9/18/2024 | 11:00 PM | 1         | 2         |
| 190    | 9/18/2024 | 11:15 PM | 0         | 2         |
| 191    | 9/18/2024 | 11:30 PM | 0         | 0         |
| 192    | 9/18/2024 | 11:45 PM | 0         | 1         |
| 193    | 9/19/2024 | 12:00 AM | 0         | 1         |

## Summary Tube Count

Start Date: 9/17/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: 600 S W  
Street: 600 S  
From: 700 E  
To: SR-91  
Latitude: 41° 54.6400 North  
Longitude: 111° 49.0450 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 139 |
| Day 2             | 182 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 1      | 9/17/2024 | 12:00 AM | 0         | 1         |
| 2      | 9/17/2024 | 12:15 AM | 0         | 0         |
| 3      | 9/17/2024 | 12:30 AM | 0         | 0         |
| 4      | 9/17/2024 | 12:45 AM | 0         | 0         |
| 5      | 9/17/2024 | 01:00 AM | 1         | 0         |
| 6      | 9/17/2024 | 01:15 AM | 0         | 0         |
| 7      | 9/17/2024 | 01:30 AM | 0         | 0         |
| 8      | 9/17/2024 | 01:45 AM | 0         | 0         |
| 9      | 9/17/2024 | 02:00 AM | 0         | 0         |
| 10     | 9/17/2024 | 02:15 AM | 0         | 0         |
| 11     | 9/17/2024 | 02:30 AM | 0         | 0         |
| 12     | 9/17/2024 | 02:45 AM | 0         | 0         |
| 13     | 9/17/2024 | 03:00 AM | 0         | 0         |
| 14     | 9/17/2024 | 03:15 AM | 0         | 0         |
| 15     | 9/17/2024 | 03:30 AM | 0         | 0         |
| 16     | 9/17/2024 | 03:45 AM | 0         | 0         |
| 17     | 9/17/2024 | 04:00 AM | 0         | 0         |
| 18     | 9/17/2024 | 04:15 AM | 0         | 0         |
| 19     | 9/17/2024 | 04:30 AM | 0         | 0         |
| 20     | 9/17/2024 | 04:45 AM | 0         | 0         |
| 21     | 9/17/2024 | 05:00 AM | 0         | 0         |
| 22     | 9/17/2024 | 05:15 AM | 0         | 0         |
| 23     | 9/17/2024 | 05:30 AM | 0         | 0         |
| 24     | 9/17/2024 | 05:45 AM | 0         | 0         |
| 25     | 9/17/2024 | 06:00 AM | 0         | 0         |
| 26     | 9/17/2024 | 06:15 AM | 0         | 0         |
| 27     | 9/17/2024 | 06:30 AM | 0         | 0         |
| 28     | 9/17/2024 | 06:45 AM | 1         | 0         |
| 29     | 9/17/2024 | 07:00 AM | 0         | 0         |
| 30     | 9/17/2024 | 07:15 AM | 0         | 1         |
| 31     | 9/17/2024 | 07:30 AM | 0         | 0         |
| 32     | 9/17/2024 | 07:45 AM | 0         | 2         |
| 33     | 9/17/2024 | 08:00 AM | 0         | 1         |
| 34     | 9/17/2024 | 08:15 AM | 3         | 0         |
| 35     | 9/17/2024 | 08:30 AM | 2         | 2         |
| 36     | 9/17/2024 | 08:45 AM | 2         | 2         |
| 37     | 9/17/2024 | 09:00 AM | 0         | 0         |
| 38     | 9/17/2024 | 09:15 AM | 4         | 0         |
| 39     | 9/17/2024 | 09:30 AM | 2         | 0         |
| 40     | 9/17/2024 | 09:45 AM | 6         | 0         |
| 41     | 9/17/2024 | 10:00 AM | 1         | 2         |
| 42     | 9/17/2024 | 10:15 AM | 0         | 1         |
| 43     | 9/17/2024 | 10:30 AM | 2         | 0         |
| 44     | 9/17/2024 | 10:45 AM | 1         | 0         |
| 45     | 9/17/2024 | 11:00 AM | 6         | 2         |
| 46     | 9/17/2024 | 11:15 AM | 2         | 2         |
| 47     | 9/17/2024 | 11:30 AM | 1         | 2         |
| 48     | 9/17/2024 | 11:45 AM | 1         | 2         |
| 49     | 9/17/2024 | 12:00 PM | 1         | 2         |
| 50     | 9/17/2024 | 12:15 PM | 4         | 2         |
| 51     | 9/17/2024 | 12:30 PM | 0         | 2         |
| 52     | 9/17/2024 | 12:45 PM | 2         | 2         |
| 53     | 9/17/2024 | 01:00 PM | 1         | 0         |
| 54     | 9/17/2024 | 01:15 PM | 2         | 0         |
| 55     | 9/17/2024 | 01:30 PM | 2         | 2         |
| 56     | 9/17/2024 | 01:45 PM | 0         | 0         |
| 57     | 9/17/2024 | 02:00 PM | 0         | 0         |
| 58     | 9/17/2024 | 02:15 PM | 3         | 0         |
| 59     | 9/17/2024 | 02:30 PM | 0         | 1         |
| 60     | 9/17/2024 | 02:45 PM | 4         | 4         |
| 61     | 9/17/2024 | 03:00 PM | 0         | 2         |
| 62     | 9/17/2024 | 03:15 PM | 0         | 1         |
| 63     | 9/17/2024 | 03:30 PM | 1         | 0         |
| 64     | 9/17/2024 | 03:45 PM | 0         | 0         |
| 65     | 9/17/2024 | 04:00 PM | 1         | 1         |
| 66     | 9/17/2024 | 04:15 PM | 0         | 1         |
| 67     | 9/17/2024 | 04:30 PM | 0         | 1         |
| 68     | 9/17/2024 | 04:45 PM | 2         | 1         |
| 69     | 9/17/2024 | 05:00 PM | 1         | 0         |
| 70     | 9/17/2024 | 05:15 PM | 0         | 2         |
| 71     | 9/17/2024 | 05:30 PM | 2         | 1         |
| 72     | 9/17/2024 | 05:45 PM | 1         | 2         |
| 73     | 9/17/2024 | 06:00 PM | 3         | 0         |
| 74     | 9/17/2024 | 06:15 PM | 3         | 1         |
| 75     | 9/17/2024 | 06:30 PM | 3         | 2         |
| 76     | 9/17/2024 | 06:45 PM | 1         | 0         |
| 77     | 9/17/2024 | 07:00 PM | 1         | 2         |
| 78     | 9/17/2024 | 07:15 PM | 1         | 1         |
| 79     | 9/17/2024 | 07:30 PM | 0         | 2         |
| 80     | 9/17/2024 | 07:45 PM | 1         | 0         |
| 81     | 9/17/2024 | 08:00 PM | 1         | 1         |
| 82     | 9/17/2024 | 08:15 PM | 0         | 1         |
| 83     | 9/17/2024 | 08:30 PM | 2         | 0         |
| 84     | 9/17/2024 | 08:45 PM | 1         | 1         |
| 85     | 9/17/2024 | 09:00 PM | 0         | 1         |
| 86     | 9/17/2024 | 09:15 PM | 0         | 1         |
| 87     | 9/17/2024 | 09:30 PM | 0         | 0         |
| 88     | 9/17/2024 | 09:45 PM | 0         | 0         |
| 89     | 9/17/2024 | 10:00 PM | 0         | 0         |
| 90     | 9/17/2024 | 10:15 PM | 0         | 0         |
| 91     | 9/17/2024 | 10:30 PM | 0         | 0         |
| 92     | 9/17/2024 | 10:45 PM | 0         | 0         |
| 93     | 9/17/2024 | 11:00 PM | 0         | 0         |
| 94     | 9/17/2024 | 11:15 PM | 0         | 0         |
| 95     | 9/17/2024 | 11:30 PM | 0         | 0         |
| 96     | 9/17/2024 | 11:45 PM | 0         | 0         |

| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 97     | 9/18/2024 | 12:00 AM | 0         | 0         |
| 98     | 9/18/2024 | 12:15 AM | 0         | 1         |
| 99     | 9/18/2024 | 12:30 AM | 0         | 0         |
| 100    | 9/18/2024 | 12:45 AM | 0         | 0         |
| 101    | 9/18/2024 | 01:00 AM | 0         | 0         |
| 102    | 9/18/2024 | 01:15 AM | 0         | 0         |
| 103    | 9/18/2024 | 01:30 AM | 0         | 0         |
| 104    | 9/18/2024 | 01:45 AM | 0         | 0         |
| 105    | 9/18/2024 | 02:00 AM | 0         | 0         |
| 106    | 9/18/2024 | 02:15 AM | 0         | 0         |
| 107    | 9/18/2024 | 02:30 AM | 0         | 0         |
| 108    | 9/18/2024 | 02:45 AM | 0         | 0         |
| 109    | 9/18/2024 | 03:00 AM | 0         | 0         |
| 110    | 9/18/2024 | 03:15 AM | 0         | 0         |
| 111    | 9/18/2024 | 03:30 AM | 0         | 0         |
| 112    | 9/18/2024 | 03:45 AM | 0         | 0         |
| 113    | 9/18/2024 | 04:00 AM | 0         | 0         |
| 114    | 9/18/2024 | 04:15 AM | 0         | 0         |
| 115    | 9/18/2024 | 04:30 AM | 0         | 0         |
| 116    | 9/18/2024 | 04:45 AM | 0         | 0         |
| 117    | 9/18/2024 | 05:00 AM | 0         | 0         |
| 118    | 9/18/2024 | 05:15 AM | 0         | 0         |
| 119    | 9/18/2024 | 05:30 AM | 0         | 0         |
| 120    | 9/18/2024 | 05:45 AM | 0         | 0         |
| 121    | 9/18/2024 | 06:00 AM | 0         | 0         |
| 122    | 9/18/2024 | 06:15 AM | 0         | 0         |
| 123    | 9/18/2024 | 06:30 AM | 1         | 0         |
| 124    | 9/18/2024 | 06:45 AM | 0         | 0         |
| 125    | 9/18/2024 | 07:00 AM | 0         | 0         |
| 126    | 9/18/2024 | 07:15 AM | 0         | 0         |
| 127    | 9/18/2024 | 07:30 AM | 1         | 0         |
| 128    | 9/18/2024 | 07:45 AM | 1         | 5         |
| 129    | 9/18/2024 | 08:00 AM | 0         | 0         |
| 130    | 9/18/2024 | 08:15 AM | 1         | 0         |
| 131    | 9/18/2024 | 08:30 AM | 2         | 2         |
| 132    | 9/18/2024 | 08:45 AM | 2         | 0         |
| 133    | 9/18/2024 | 09:00 AM | 3         | 3         |
| 134    | 9/18/2024 | 09:15 AM | 2         | 0         |
| 135    | 9/18/2024 | 09:30 AM | 1         | 2         |
| 136    | 9/18/2024 | 09:45 AM | 2         | 0         |
| 137    | 9/18/2024 | 10:00 AM | 2         | 0         |
| 138    | 9/18/2024 | 10:15 AM | 0         | 2         |
| 139    | 9/18/2024 | 10:30 AM | 0         | 2         |
| 140    | 9/18/2024 | 10:45 AM | 1         | 0         |
| 141    | 9/18/2024 | 11:00 AM | 2         | 1         |
| 142    | 9/18/2024 | 11:15 AM | 2         | 0         |
| 143    | 9/18/2024 | 11:30 AM | 1         | 1         |
| 144    | 9/18/2024 | 11:45 AM | 1         | 0         |
| 145    | 9/18/2024 | 12:00 PM | 4         | 0         |
| 146    | 9/18/2024 | 12:15 PM | 2         | 0         |
| 147    | 9/18/2024 | 12:30 PM | 3         | 1         |
| 148    | 9/18/2024 | 12:45 PM | 1         | 2         |
| 149    | 9/18/2024 | 01:00 PM | 0         | 5         |
| 150    | 9/18/2024 | 01:15 PM | 0         | 2         |
| 151    | 9/18/2024 | 01:30 PM | 5         | 1         |
| 152    | 9/18/2024 | 01:45 PM | 4         | 1         |
| 153    | 9/18/2024 | 02:00 PM | 2         | 1         |
| 154    | 9/18/2024 | 02:15 PM | 2         | 2         |
| 155    | 9/18/2024 | 02:30 PM | 0         | 0         |
| 156    | 9/18/2024 | 02:45 PM | 5         | 0         |
| 157    | 9/18/2024 | 03:00 PM | 1         | 4         |
| 158    | 9/18/2024 | 03:15 PM | 3         | 5         |
| 159    | 9/18/2024 | 03:30 PM | 2         | 1         |
| 160    | 9/18/2024 | 03:45 PM | 1         | 1         |
| 161    | 9/18/2024 | 04:00 PM | 2         | 2         |
| 162    | 9/18/2024 | 04:15 PM | 4         | 1         |
| 163    | 9/18/2024 | 04:30 PM | 3         | 2         |
| 164    | 9/18/2024 | 04:45 PM | 3         | 3         |
| 165    | 9/18/2024 | 05:00 PM | 4         | 2         |
| 166    | 9/18/2024 | 05:15 PM | 1         | 1         |
| 167    | 9/18/2024 | 05:30 PM | 0         | 2         |
| 168    | 9/18/2024 | 05:45 PM | 3         | 1         |
| 169    | 9/18/2024 | 06:00 PM | 1         | 1         |
| 170    | 9/18/2024 | 06:15 PM | 2         | 2         |
| 171    | 9/18/2024 | 06:30 PM | 0         | 2         |
| 172    | 9/18/2024 | 06:45 PM | 2         | 0         |
| 173    | 9/18/2024 | 07:00 PM | 4         | 1         |
| 174    | 9/18/2024 | 07:15 PM | 2         | 0         |
| 175    | 9/18/2024 | 07:30 PM | 1         | 0         |
| 176    | 9/18/2024 | 07:45 PM | 1         | 2         |
| 177    | 9/18/2024 | 08:00 PM | 0         | 1         |
| 178    | 9/18/2024 | 08:15 PM | 3         | 0         |
| 179    | 9/18/2024 | 08:30 PM | 2         | 5         |
| 180    | 9/18/2024 | 08:45 PM | 1         | 1         |
| 181    | 9/18/2024 | 09:00 PM | 1         | 1         |
| 182    | 9/18/2024 | 09:15 PM | 1         | 0         |
| 183    | 9/18/2024 | 09:30 PM | 0         | 0         |
| 184    | 9/18/2024 | 09:45 PM | 0         | 0         |
| 185    | 9/18/2024 | 10:00 PM | 0         | 1         |
| 186    | 9/18/2024 | 10:15 PM | 0         | 1         |
| 187    | 9/18/2024 | 10:30 PM | 1         | 2         |
| 188    | 9/18/2024 | 10:45 PM | 0         | 0         |
| 189    | 9/18/2024 | 11:00 PM | 0         | 0         |
| 190    | 9/18/2024 | 11:15 PM | 0         | 0         |
| 191    | 9/18/2024 | 11:30 PM | 0         | 0         |
| 192    | 9/18/2024 | 11:45 PM | 0         | 1         |
| 193    | 9/19/2024 | 12:00 AM | 0         | 0         |

## Summary Tube Count

Start Date: 9/17/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: 800 S  
Street: 800 S  
From: State St  
To: 100 E  
Latitude: 41° 54.4417 North  
Longitude: 111° 48.4950 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 369 |
| Day 2             | 391 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 1      | 9/17/2024 | 12:00 AM | 0         | 0         |
| 2      | 9/17/2024 | 12:15 AM | 0         | 1         |
| 3      | 9/17/2024 | 12:30 AM | 0         | 0         |
| 4      | 9/17/2024 | 12:45 AM | 0         | 0         |
| 5      | 9/17/2024 | 01:00 AM | 0         | 0         |
| 6      | 9/17/2024 | 01:15 AM | 0         | 0         |
| 7      | 9/17/2024 | 01:30 AM | 0         | 0         |
| 8      | 9/17/2024 | 01:45 AM | 0         | 0         |
| 9      | 9/17/2024 | 02:00 AM | 0         | 0         |
| 10     | 9/17/2024 | 02:15 AM | 0         | 0         |
| 11     | 9/17/2024 | 02:30 AM | 0         | 0         |
| 12     | 9/17/2024 | 02:45 AM | 0         | 0         |
| 13     | 9/17/2024 | 03:00 AM | 0         | 0         |
| 14     | 9/17/2024 | 03:15 AM | 0         | 0         |
| 15     | 9/17/2024 | 03:30 AM | 0         | 0         |
| 16     | 9/17/2024 | 03:45 AM | 2         | 0         |
| 17     | 9/17/2024 | 04:00 AM | 1         | 0         |
| 18     | 9/17/2024 | 04:15 AM | 1         | 0         |
| 19     | 9/17/2024 | 04:30 AM | 0         | 0         |
| 20     | 9/17/2024 | 04:45 AM | 0         | 0         |
| 21     | 9/17/2024 | 05:00 AM | 2         | 0         |
| 22     | 9/17/2024 | 05:15 AM | 0         | 0         |
| 23     | 9/17/2024 | 05:30 AM | 1         | 1         |
| 24     | 9/17/2024 | 05:45 AM | 1         | 0         |
| 25     | 9/17/2024 | 06:00 AM | 2         | 0         |
| 26     | 9/17/2024 | 06:15 AM | 5         | 1         |
| 27     | 9/17/2024 | 06:30 AM | 6         | 2         |
| 28     | 9/17/2024 | 06:45 AM | 6         | 0         |
| 29     | 9/17/2024 | 07:00 AM | 6         | 5         |
| 30     | 9/17/2024 | 07:15 AM | 2         | 1         |
| 31     | 9/17/2024 | 07:30 AM | 4         | 1         |
| 32     | 9/17/2024 | 07:45 AM | 8         | 3         |
| 33     | 9/17/2024 | 08:00 AM | 2         | 2         |
| 34     | 9/17/2024 | 08:15 AM | 1         | 5         |
| 35     | 9/17/2024 | 08:30 AM | 1         | 4         |
| 36     | 9/17/2024 | 08:45 AM | 2         | 1         |
| 37     | 9/17/2024 | 09:00 AM | 9         | 0         |
| 38     | 9/17/2024 | 09:15 AM | 1         | 3         |
| 39     | 9/17/2024 | 09:30 AM | 0         | 3         |
| 40     | 9/17/2024 | 09:45 AM | 0         | 3         |
| 41     | 9/17/2024 | 10:00 AM | 0         | 2         |
| 42     | 9/17/2024 | 10:15 AM | 2         | 3         |
| 43     | 9/17/2024 | 10:30 AM | 3         | 2         |
| 44     | 9/17/2024 | 10:45 AM | 2         | 3         |
| 45     | 9/17/2024 | 11:00 AM | 3         | 0         |
| 46     | 9/17/2024 | 11:15 AM | 2         | 3         |
| 47     | 9/17/2024 | 11:30 AM | 2         | 2         |
| 48     | 9/17/2024 | 11:45 AM | 2         | 2         |
| 49     | 9/17/2024 | 12:00 PM | 2         | 5         |
| 50     | 9/17/2024 | 12:15 PM | 5         | 2         |
| 51     | 9/17/2024 | 12:30 PM | 2         | 2         |
| 52     | 9/17/2024 | 12:45 PM | 1         | 0         |
| 53     | 9/17/2024 | 01:00 PM | 3         | 2         |
| 54     | 9/17/2024 | 01:15 PM | 2         | 6         |
| 55     | 9/17/2024 | 01:30 PM | 2         | 2         |
| 56     | 9/17/2024 | 01:45 PM | 1         | 1         |
| 57     | 9/17/2024 | 02:00 PM | 4         | 2         |
| 58     | 9/17/2024 | 02:15 PM | 2         | 8         |
| 59     | 9/17/2024 | 02:30 PM | 9         | 4         |
| 60     | 9/17/2024 | 02:45 PM | 2         | 5         |
| 61     | 9/17/2024 | 03:00 PM | 1         | 6         |
| 62     | 9/17/2024 | 03:15 PM | 5         | 6         |
| 63     | 9/17/2024 | 03:30 PM | 5         | 3         |
| 64     | 9/17/2024 | 03:45 PM | 6         | 2         |
| 65     | 9/17/2024 | 04:00 PM | 5         | 2         |
| 66     | 9/17/2024 | 04:15 PM | 3         | 3         |
| 67     | 9/17/2024 | 04:30 PM | 2         | 1         |
| 68     | 9/17/2024 | 04:45 PM | 2         | 7         |
| 69     | 9/17/2024 | 05:00 PM | 3         | 7         |
| 70     | 9/17/2024 | 05:15 PM | 9         | 8         |
| 71     | 9/17/2024 | 05:30 PM | 3         | 8         |
| 72     | 9/17/2024 | 05:45 PM | 5         | 1         |
| 73     | 9/17/2024 | 06:00 PM | 4         | 6         |
| 74     | 9/17/2024 | 06:15 PM | 1         | 1         |
| 75     | 9/17/2024 | 06:30 PM | 2         | 5         |
| 76     | 9/17/2024 | 06:45 PM | 3         | 7         |
| 77     | 9/17/2024 | 07:00 PM | 1         | 0         |
| 78     | 9/17/2024 | 07:15 PM | 1         | 1         |
| 79     | 9/17/2024 | 07:30 PM | 2         | 3         |
| 80     | 9/17/2024 | 07:45 PM | 0         | 5         |
| 81     | 9/17/2024 | 08:00 PM | 3         | 4         |
| 82     | 9/17/2024 | 08:15 PM | 0         | 3         |
| 83     | 9/17/2024 | 08:30 PM | 1         | 1         |
| 84     | 9/17/2024 | 08:45 PM | 0         | 1         |
| 85     | 9/17/2024 | 09:00 PM | 0         | 0         |
| 86     | 9/17/2024 | 09:15 PM | 0         | 1         |
| 87     | 9/17/2024 | 09:30 PM | 0         | 1         |
| 88     | 9/17/2024 | 09:45 PM | 0         | 0         |
| 89     | 9/17/2024 | 10:00 PM | 0         | 0         |
| 90     | 9/17/2024 | 10:15 PM | 0         | 0         |
| 91     | 9/17/2024 | 10:30 PM | 0         | 1         |
| 92     | 9/17/2024 | 10:45 PM | 0         | 1         |
| 93     | 9/17/2024 | 11:00 PM | 0         | 0         |
| 94     | 9/17/2024 | 11:15 PM | 0         | 0         |
| 95     | 9/17/2024 | 11:30 PM | 0         | 0         |
| 96     | 9/17/2024 | 11:45 PM | 1         | 0         |

| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 97     | 9/18/2024 | 12:00 AM | 0         | 0         |
| 98     | 9/18/2024 | 12:15 AM | 0         | 0         |
| 99     | 9/18/2024 | 12:30 AM | 0         | 0         |
| 100    | 9/18/2024 | 12:45 AM | 0         | 0         |
| 101    | 9/18/2024 | 01:00 AM | 0         | 0         |
| 102    | 9/18/2024 | 01:15 AM | 0         | 0         |
| 103    | 9/18/2024 | 01:30 AM | 0         | 0         |
| 104    | 9/18/2024 | 01:45 AM | 0         | 0         |
| 105    | 9/18/2024 | 02:00 AM | 0         | 0         |
| 106    | 9/18/2024 | 02:15 AM | 0         | 0         |
| 107    | 9/18/2024 | 02:30 AM | 0         | 0         |
| 108    | 9/18/2024 | 02:45 AM | 0         | 0         |
| 109    | 9/18/2024 | 03:00 AM | 0         | 0         |
| 110    | 9/18/2024 | 03:15 AM | 0         | 0         |
| 111    | 9/18/2024 | 03:30 AM | 0         | 0         |
| 112    | 9/18/2024 | 03:45 AM | 1         | 0         |
| 113    | 9/18/2024 | 04:00 AM | 0         | 0         |
| 114    | 9/18/2024 | 04:15 AM | 4         | 0         |
| 115    | 9/18/2024 | 04:30 AM | 1         | 0         |
| 116    | 9/18/2024 | 04:45 AM | 0         | 0         |
| 117    | 9/18/2024 | 05:00 AM | 0         | 0         |
| 118    | 9/18/2024 | 05:15 AM | 2         | 0         |
| 119    | 9/18/2024 | 05:30 AM | 1         | 2         |
| 120    | 9/18/2024 | 05:45 AM | 3         | 0         |
| 121    | 9/18/2024 | 06:00 AM | 1         | 0         |
| 122    | 9/18/2024 | 06:15 AM | 4         | 1         |
| 123    | 9/18/2024 | 06:30 AM | 2         | 3         |
| 124    | 9/18/2024 | 06:45 AM | 10        | 1         |
| 125    | 9/18/2024 | 07:00 AM | 5         | 3         |
| 126    | 9/18/2024 | 07:15 AM | 6         | 4         |
| 127    | 9/18/2024 | 07:30 AM | 2         | 2         |
| 128    | 9/18/2024 | 07:45 AM | 6         | 4         |
| 129    | 9/18/2024 | 08:00 AM | 8         | 2         |
| 130    | 9/18/2024 | 08:15 AM | 3         | 5         |
| 131    | 9/18/2024 | 08:30 AM | 5         | 3         |
| 132    | 9/18/2024 | 08:45 AM | 4         | 3         |
| 133    | 9/18/2024 | 09:00 AM | 3         | 2         |
| 134    | 9/18/2024 | 09:15 AM | 4         | 3         |
| 135    | 9/18/2024 | 09:30 AM | 1         | 3         |
| 136    | 9/18/2024 | 09:45 AM | 1         | 1         |
| 137    | 9/18/2024 | 10:00 AM | 4         | 4         |
| 138    | 9/18/2024 | 10:15 AM | 2         | 2         |
| 139    | 9/18/2024 | 10:30 AM | 3         | 3         |
| 140    | 9/18/2024 | 10:45 AM | 7         | 1         |
| 141    | 9/18/2024 | 11:00 AM | 0         | 0         |
| 142    | 9/18/2024 | 11:15 AM | 0         | 3         |
| 143    | 9/18/2024 | 11:30 AM | 3         | 1         |
| 144    | 9/18/2024 | 11:45 AM | 2         | 6         |
| 145    | 9/18/2024 | 12:00 PM | 2         | 3         |
| 146    | 9/18/2024 | 12:15 PM | 3         | 2         |
| 147    | 9/18/2024 | 12:30 PM | 0         | 1         |
| 148    | 9/18/2024 | 12:45 PM | 3         | 1         |
| 149    | 9/18/2024 | 01:00 PM | 4         | 3         |
| 150    | 9/18/2024 | 01:15 PM | 1         | 0         |
| 151    | 9/18/2024 | 01:30 PM | 3         | 6         |
| 152    | 9/18/2024 | 01:45 PM | 1         | 7         |
| 153    | 9/18/2024 | 02:00 PM | 2         | 6         |
| 154    | 9/18/2024 | 02:15 PM | 7         | 7         |
| 155    | 9/18/2024 | 02:30 PM | 7         | 6         |
| 156    | 9/18/2024 | 02:45 PM | 3         | 2         |
| 157    | 9/18/2024 | 03:00 PM | 1         | 4         |
| 158    | 9/18/2024 | 03:15 PM | 5         | 2         |
| 159    | 9/18/2024 | 03:30 PM | 2         | 4         |
| 160    | 9/18/2024 | 03:45 PM | 1         | 3         |
| 161    | 9/18/2024 | 04:00 PM | 5         | 6         |
| 162    | 9/18/2024 | 04:15 PM | 5         | 3         |
| 163    | 9/18/2024 | 04:30 PM | 1         | 8         |
| 164    | 9/18/2024 | 04:45 PM | 5         | 5         |
| 165    | 9/18/2024 | 05:00 PM | 3         | 4         |
| 166    | 9/18/2024 | 05:15 PM | 2         | 3         |
| 167    | 9/18/2024 | 05:30 PM | 3         | 2         |
| 168    | 9/18/2024 | 05:45 PM | 4         | 5         |
| 169    | 9/18/2024 | 06:00 PM | 1         | 9         |
| 170    | 9/18/2024 | 06:15 PM | 3         | 1         |
| 171    | 9/18/2024 | 06:30 PM | 3         | 2         |
| 172    | 9/18/2024 | 06:45 PM | 1         | 4         |
| 173    | 9/18/2024 | 07:00 PM | 2         | 9         |
| 174    | 9/18/2024 | 07:15 PM | 1         | 0         |
| 175    | 9/18/2024 | 07:30 PM | 3         | 2         |
| 176    | 9/18/2024 | 07:45 PM | 2         | 1         |
| 177    | 9/18/2024 | 08:00 PM | 3         | 2         |
| 178    | 9/18/2024 | 08:15 PM | 1         | 3         |
| 179    | 9/18/2024 | 08:30 PM | 3         | 1         |
| 180    | 9/18/2024 | 08:45 PM | 0         | 2         |
| 181    | 9/18/2024 | 09:00 PM | 0         | 0         |
| 182    | 9/18/2024 | 09:15 PM | 0         | 0         |
| 183    | 9/18/2024 | 09:30 PM | 0         | 1         |
| 184    | 9/18/2024 | 09:45 PM | 1         | 3         |
| 185    | 9/18/2024 | 10:00 PM | 0         | 0         |
| 186    | 9/18/2024 | 10:15 PM | 0         | 1         |
| 187    | 9/18/2024 | 10:30 PM | 0         | 0         |
| 188    | 9/18/2024 | 10:45 PM | 0         | 0         |
| 189    | 9/18/2024 | 11:00 PM | 0         | 0         |
| 190    | 9/18/2024 | 11:15 PM | 0         | 0         |
| 191    | 9/18/2024 | 11:30 PM | 0         | 0         |
| 192    | 9/18/2024 | 11:45 PM | 0         | 0         |
| 193    | 9/19/2024 | 12:00 AM | 0         | 0         |



## Summary Tube Count

Start Date: 9/17/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: 825 S  
Street: 825 S  
From: 100 E  
To: 250 E  
Latitude: 41° 54.4033 North  
Longitude: 111° 48.2250 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 210 |
| Day 2             | 201 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 1      | 9/17/2024 | 12:00 AM | 0         | 0         |
| 2      | 9/17/2024 | 12:15 AM | 0         | 0         |
| 3      | 9/17/2024 | 12:30 AM | 0         | 0         |
| 4      | 9/17/2024 | 12:45 AM | 0         | 0         |
| 5      | 9/17/2024 | 01:00 AM | 0         | 0         |
| 6      | 9/17/2024 | 01:15 AM | 0         | 0         |
| 7      | 9/17/2024 | 01:30 AM | 0         | 0         |
| 8      | 9/17/2024 | 01:45 AM | 0         | 0         |
| 9      | 9/17/2024 | 02:00 AM | 0         | 0         |
| 10     | 9/17/2024 | 02:15 AM | 0         | 0         |
| 11     | 9/17/2024 | 02:30 AM | 0         | 0         |
| 12     | 9/17/2024 | 02:45 AM | 0         | 0         |
| 13     | 9/17/2024 | 03:00 AM | 0         | 0         |
| 14     | 9/17/2024 | 03:15 AM | 0         | 0         |
| 15     | 9/17/2024 | 03:30 AM | 0         | 0         |
| 16     | 9/17/2024 | 03:45 AM | 1         | 0         |
| 17     | 9/17/2024 | 04:00 AM | 1         | 0         |
| 18     | 9/17/2024 | 04:15 AM | 0         | 0         |
| 19     | 9/17/2024 | 04:30 AM | 0         | 0         |
| 20     | 9/17/2024 | 04:45 AM | 0         | 0         |
| 21     | 9/17/2024 | 05:00 AM | 1         | 0         |
| 22     | 9/17/2024 | 05:15 AM | 0         | 0         |
| 23     | 9/17/2024 | 05:30 AM | 1         | 0         |
| 24     | 9/17/2024 | 05:45 AM | 0         | 0         |
| 25     | 9/17/2024 | 06:00 AM | 1         | 0         |
| 26     | 9/17/2024 | 06:15 AM | 2         | 0         |
| 27     | 9/17/2024 | 06:30 AM | 3         | 2         |
| 28     | 9/17/2024 | 06:45 AM | 3         | 0         |
| 29     | 9/17/2024 | 07:00 AM | 3         | 2         |
| 30     | 9/17/2024 | 07:15 AM | 0         | 1         |
| 31     | 9/17/2024 | 07:30 AM | 0         | 1         |
| 32     | 9/17/2024 | 07:45 AM | 5         | 1         |
| 33     | 9/17/2024 | 08:00 AM | 0         | 1         |
| 34     | 9/17/2024 | 08:15 AM | 0         | 2         |
| 35     | 9/17/2024 | 08:30 AM | 2         | 4         |
| 36     | 9/17/2024 | 08:45 AM | 2         | 0         |
| 37     | 9/17/2024 | 09:00 AM | 3         | 0         |
| 38     | 9/17/2024 | 09:15 AM | 2         | 0         |
| 39     | 9/17/2024 | 09:30 AM | 1         | 3         |
| 40     | 9/17/2024 | 09:45 AM | 2         | 2         |
| 41     | 9/17/2024 | 10:00 AM | 0         | 1         |
| 42     | 9/17/2024 | 10:15 AM | 0         | 1         |
| 43     | 9/17/2024 | 10:30 AM | 1         | 0         |
| 44     | 9/17/2024 | 10:45 AM | 2         | 1         |
| 45     | 9/17/2024 | 11:00 AM | 1         | 0         |
| 46     | 9/17/2024 | 11:15 AM | 1         | 2         |
| 47     | 9/17/2024 | 11:30 AM | 1         | 2         |
| 48     | 9/17/2024 | 11:45 AM | 0         | 0         |
| 49     | 9/17/2024 | 12:00 PM | 0         | 3         |
| 50     | 9/17/2024 | 12:15 PM | 2         | 3         |
| 51     | 9/17/2024 | 12:30 PM | 0         | 1         |
| 52     | 9/17/2024 | 12:45 PM | 1         | 0         |
| 53     | 9/17/2024 | 01:00 PM | 0         | 0         |
| 54     | 9/17/2024 | 01:15 PM | 0         | 3         |
| 55     | 9/17/2024 | 01:30 PM | 1         | 1         |
| 56     | 9/17/2024 | 01:45 PM | 0         | 1         |
| 57     | 9/17/2024 | 02:00 PM | 2         | 2         |
| 58     | 9/17/2024 | 02:15 PM | 3         | 7         |
| 59     | 9/17/2024 | 02:30 PM | 5         | 5         |
| 60     | 9/17/2024 | 02:45 PM | 2         | 3         |
| 61     | 9/17/2024 | 03:00 PM | 2         | 4         |
| 62     | 9/17/2024 | 03:15 PM | 1         | 4         |
| 63     | 9/17/2024 | 03:30 PM | 1         | 1         |
| 64     | 9/17/2024 | 03:45 PM | 4         | 2         |
| 65     | 9/17/2024 | 04:00 PM | 3         | 1         |
| 66     | 9/17/2024 | 04:15 PM | 1         | 1         |
| 67     | 9/17/2024 | 04:30 PM | 3         | 3         |
| 68     | 9/17/2024 | 04:45 PM | 1         | 5         |
| 69     | 9/17/2024 | 05:00 PM | 2         | 2         |
| 70     | 9/17/2024 | 05:15 PM | 5         | 6         |
| 71     | 9/17/2024 | 05:30 PM | 3         | 4         |
| 72     | 9/17/2024 | 05:45 PM | 2         | 2         |
| 73     | 9/17/2024 | 06:00 PM | 2         | 5         |
| 74     | 9/17/2024 | 06:15 PM | 2         | 2         |
| 75     | 9/17/2024 | 06:30 PM | 0         | 0         |
| 76     | 9/17/2024 | 06:45 PM | 1         | 3         |
| 77     | 9/17/2024 | 07:00 PM | 4         | 0         |
| 78     | 9/17/2024 | 07:15 PM | 1         | 0         |
| 79     | 9/17/2024 | 07:30 PM | 2         | 3         |
| 80     | 9/17/2024 | 07:45 PM | 0         | 1         |
| 81     | 9/17/2024 | 08:00 PM | 1         | 3         |
| 82     | 9/17/2024 | 08:15 PM | 1         | 3         |
| 83     | 9/17/2024 | 08:30 PM | 0         | 0         |
| 84     | 9/17/2024 | 08:45 PM | 0         | 0         |
| 85     | 9/17/2024 | 09:00 PM | 0         | 0         |
| 86     | 9/17/2024 | 09:15 PM | 0         | 1         |
| 87     | 9/17/2024 | 09:30 PM | 0         | 1         |
| 88     | 9/17/2024 | 09:45 PM | 0         | 0         |
| 89     | 9/17/2024 | 10:00 PM | 0         | 0         |
| 90     | 9/17/2024 | 10:15 PM | 0         | 0         |
| 91     | 9/17/2024 | 10:30 PM | 0         | 1         |
| 92     | 9/17/2024 | 10:45 PM | 0         | 0         |
| 93     | 9/17/2024 | 11:00 PM | 0         | 0         |
| 94     | 9/17/2024 | 11:15 PM | 0         | 0         |
| 95     | 9/17/2024 | 11:30 PM | 0         | 0         |
| 96     | 9/17/2024 | 11:45 PM | 0         | 0         |

| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 97     | 9/18/2024 | 12:00 AM | 0         | 0         |
| 98     | 9/18/2024 | 12:15 AM | 0         | 0         |
| 99     | 9/18/2024 | 12:30 AM | 0         | 0         |
| 100    | 9/18/2024 | 12:45 AM | 0         | 0         |
| 101    | 9/18/2024 | 01:00 AM | 0         | 0         |
| 102    | 9/18/2024 | 01:15 AM | 0         | 0         |
| 103    | 9/18/2024 | 01:30 AM | 0         | 0         |
| 104    | 9/18/2024 | 01:45 AM | 0         | 0         |
| 105    | 9/18/2024 | 02:00 AM | 0         | 0         |
| 106    | 9/18/2024 | 02:15 AM | 0         | 0         |
| 107    | 9/18/2024 | 02:30 AM | 0         | 0         |
| 108    | 9/18/2024 | 02:45 AM | 0         | 0         |
| 109    | 9/18/2024 | 03:00 AM | 0         | 0         |
| 110    | 9/18/2024 | 03:15 AM | 0         | 0         |
| 111    | 9/18/2024 | 03:30 AM | 0         | 0         |
| 112    | 9/18/2024 | 03:45 AM | 1         | 0         |
| 113    | 9/18/2024 | 04:00 AM | 0         | 0         |
| 114    | 9/18/2024 | 04:15 AM | 1         | 0         |
| 115    | 9/18/2024 | 04:30 AM | 0         | 0         |
| 116    | 9/18/2024 | 04:45 AM | 0         | 0         |
| 117    | 9/18/2024 | 05:00 AM | 0         | 0         |
| 118    | 9/18/2024 | 05:15 AM | 1         | 0         |
| 119    | 9/18/2024 | 05:30 AM | 1         | 0         |
| 120    | 9/18/2024 | 05:45 AM | 0         | 0         |
| 121    | 9/18/2024 | 06:00 AM | 0         | 0         |
| 122    | 9/18/2024 | 06:15 AM | 2         | 0         |
| 123    | 9/18/2024 | 06:30 AM | 0         | 1         |
| 124    | 9/18/2024 | 06:45 AM | 4         | 1         |
| 125    | 9/18/2024 | 07:00 AM | 4         | 3         |
| 126    | 9/18/2024 | 07:15 AM | 2         | 1         |
| 127    | 9/18/2024 | 07:30 AM | 0         | 1         |
| 128    | 9/18/2024 | 07:45 AM | 3         | 3         |
| 129    | 9/18/2024 | 08:00 AM | 7         | 0         |
| 130    | 9/18/2024 | 08:15 AM | 0         | 0         |
| 131    | 9/18/2024 | 08:30 AM | 2         | 3         |
| 132    | 9/18/2024 | 08:45 AM | 2         | 3         |
| 133    | 9/18/2024 | 09:00 AM | 2         | 2         |
| 134    | 9/18/2024 | 09:15 AM | 0         | 1         |
| 135    | 9/18/2024 | 09:30 AM | 1         | 1         |
| 136    | 9/18/2024 | 09:45 AM | 2         | 1         |
| 137    | 9/18/2024 | 10:00 AM | 0         | 0         |
| 138    | 9/18/2024 | 10:15 AM | 1         | 2         |
| 139    | 9/18/2024 | 10:30 AM | 0         | 2         |
| 140    | 9/18/2024 | 10:45 AM | 2         | 1         |
| 141    | 9/18/2024 | 11:00 AM | 0         | 0         |
| 142    | 9/18/2024 | 11:15 AM | 0         | 1         |
| 143    | 9/18/2024 | 11:30 AM | 3         | 2         |
| 144    | 9/18/2024 | 11:45 AM | 1         | 0         |
| 145    | 9/18/2024 | 12:00 PM | 1         | 3         |
| 146    | 9/18/2024 | 12:15 PM | 1         | 1         |
| 147    | 9/18/2024 | 12:30 PM | 0         | 0         |
| 148    | 9/18/2024 | 12:45 PM | 2         | 2         |
| 149    | 9/18/2024 | 01:00 PM | 3         | 2         |
| 150    | 9/18/2024 | 01:15 PM | 0         | 3         |
| 151    | 9/18/2024 | 01:30 PM | 1         | 3         |
| 152    | 9/18/2024 | 01:45 PM | 3         | 4         |
| 153    | 9/18/2024 | 02:00 PM | 2         | 5         |
| 154    | 9/18/2024 | 02:15 PM | 2         | 4         |
| 155    | 9/18/2024 | 02:30 PM | 3         | 3         |
| 156    | 9/18/2024 | 02:45 PM | 2         | 3         |
| 157    | 9/18/2024 | 03:00 PM | 0         | 0         |
| 158    | 9/18/2024 | 03:15 PM | 2         | 2         |
| 159    | 9/18/2024 | 03:30 PM | 1         | 4         |
| 160    | 9/18/2024 | 03:45 PM | 0         | 3         |
| 161    | 9/18/2024 | 04:00 PM | 2         | 3         |
| 162    | 9/18/2024 | 04:15 PM | 1         | 3         |
| 163    | 9/18/2024 | 04:30 PM | 1         | 5         |
| 164    | 9/18/2024 | 04:45 PM | 3         | 3         |
| 165    | 9/18/2024 | 05:00 PM | 1         | 4         |
| 166    | 9/18/2024 | 05:15 PM | 1         | 2         |
| 167    | 9/18/2024 | 05:30 PM | 3         | 1         |
| 168    | 9/18/2024 | 05:45 PM | 1         | 0         |
| 169    | 9/18/2024 | 06:00 PM | 2         | 4         |
| 170    | 9/18/2024 | 06:15 PM | 4         | 0         |
| 171    | 9/18/2024 | 06:30 PM | 0         | 0         |
| 172    | 9/18/2024 | 06:45 PM | 1         | 1         |
| 173    | 9/18/2024 | 07:00 PM | 2         | 1         |
| 174    | 9/18/2024 | 07:15 PM | 1         | 1         |
| 175    | 9/18/2024 | 07:30 PM | 1         | 0         |
| 176    | 9/18/2024 | 07:45 PM | 0         | 0         |
| 177    | 9/18/2024 | 08:00 PM | 2         | 2         |
| 178    | 9/18/2024 | 08:15 PM | 1         | 0         |
| 179    | 9/18/2024 | 08:30 PM | 1         | 1         |
| 180    | 9/18/2024 | 08:45 PM | 0         | 1         |
| 181    | 9/18/2024 | 09:00 PM | 0         | 0         |
| 182    | 9/18/2024 | 09:15 PM | 0         | 0         |
| 183    | 9/18/2024 | 09:30 PM | 0         | 1         |
| 184    | 9/18/2024 | 09:45 PM | 0         | 2         |
| 185    | 9/18/2024 | 10:00 PM | 0         | 0         |
| 186    | 9/18/2024 | 10:15 PM | 0         | 2         |
| 187    | 9/18/2024 | 10:30 PM | 0         | 0         |
| 188    | 9/18/2024 | 10:45 PM | 0         | 0         |
| 189    | 9/18/2024 | 11:00 PM | 0         | 0         |
| 190    | 9/18/2024 | 11:15 PM | 0         | 0         |
| 191    | 9/18/2024 | 11:30 PM | 0         | 0         |
| 192    | 9/18/2024 | 11:45 PM | 0         | 0         |
| 193    | 9/19/2024 | 12:00 AM | 0         | 0         |

## Summary Tube Count

Start Date: 10/8/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: Main St, W 100 E  
Street: Main St  
From: State St  
To: 100 E  
Latitude: 41° 55.3567 North  
Longitude: 111° 48.3850 West

| Total ADT per Day |      |
|-------------------|------|
| Day 1             | 2768 |
| Day 2             | 2702 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 1      | 10/8/2024 | 12:00 AM | 0         | 0         |
| 2      | 10/8/2024 | 12:15 AM | 2         | 0         |
| 3      | 10/8/2024 | 12:30 AM | 0         | 1         |
| 4      | 10/8/2024 | 12:45 AM | 0         | 2         |
| 5      | 10/8/2024 | 01:00 AM | 0         | 1         |
| 6      | 10/8/2024 | 01:15 AM | 1         | 2         |
| 7      | 10/8/2024 | 01:30 AM | 1         | 2         |
| 8      | 10/8/2024 | 01:45 AM | 1         | 0         |
| 9      | 10/8/2024 | 02:00 AM | 0         | 0         |
| 10     | 10/8/2024 | 02:15 AM | 0         | 1         |
| 11     | 10/8/2024 | 02:30 AM | 0         | 0         |
| 12     | 10/8/2024 | 02:45 AM | 1         | 0         |
| 13     | 10/8/2024 | 03:00 AM | 1         | 1         |
| 14     | 10/8/2024 | 03:15 AM | 1         | 0         |
| 15     | 10/8/2024 | 03:30 AM | 2         | 0         |
| 16     | 10/8/2024 | 03:45 AM | 1         | 0         |
| 17     | 10/8/2024 | 04:00 AM | 2         | 1         |
| 18     | 10/8/2024 | 04:15 AM | 2         | 0         |
| 19     | 10/8/2024 | 04:30 AM | 3         | 1         |
| 20     | 10/8/2024 | 04:45 AM | 5         | 0         |
| 21     | 10/8/2024 | 05:00 AM | 9         | 1         |
| 22     | 10/8/2024 | 05:15 AM | 8         | 0         |
| 23     | 10/8/2024 | 05:30 AM | 4         | 1         |
| 24     | 10/8/2024 | 05:45 AM | 10        | 0         |
| 25     | 10/8/2024 | 06:00 AM | 11        | 1         |
| 26     | 10/8/2024 | 06:15 AM | 14        | 4         |
| 27     | 10/8/2024 | 06:30 AM | 21        | 9         |
| 28     | 10/8/2024 | 06:45 AM | 26        | 8         |
| 29     | 10/8/2024 | 07:00 AM | 24        | 6         |
| 30     | 10/8/2024 | 07:15 AM | 30        | 13        |
| 31     | 10/8/2024 | 07:30 AM | 53        | 10        |
| 32     | 10/8/2024 | 07:45 AM | 76        | 14        |
| 33     | 10/8/2024 | 08:00 AM | 35        | 24        |
| 34     | 10/8/2024 | 08:15 AM | 19        | 16        |
| 35     | 10/8/2024 | 08:30 AM | 40        | 9         |
| 36     | 10/8/2024 | 08:45 AM | 30        | 15        |
| 37     | 10/8/2024 | 09:00 AM | 26        | 16        |
| 38     | 10/8/2024 | 09:15 AM | 17        | 20        |
| 39     | 10/8/2024 | 09:30 AM | 18        | 16        |
| 40     | 10/8/2024 | 09:45 AM | 15        | 9         |
| 41     | 10/8/2024 | 10:00 AM | 14        | 10        |
| 42     | 10/8/2024 | 10:15 AM | 15        | 10        |
| 43     | 10/8/2024 | 10:30 AM | 17        | 15        |
| 44     | 10/8/2024 | 10:45 AM | 21        | 10        |
| 45     | 10/8/2024 | 11:00 AM | 25        | 13        |
| 46     | 10/8/2024 | 11:15 AM | 21        | 19        |
| 47     | 10/8/2024 | 11:30 AM | 21        | 14        |
| 48     | 10/8/2024 | 11:45 AM | 12        | 18        |
| 49     | 10/8/2024 | 12:00 PM | 14        | 24        |
| 50     | 10/8/2024 | 12:15 PM | 23        | 22        |
| 51     | 10/8/2024 | 12:30 PM | 16        | 14        |
| 52     | 10/8/2024 | 12:45 PM | 9         | 19        |
| 53     | 10/8/2024 | 01:00 PM | 17        | 22        |
| 54     | 10/8/2024 | 01:15 PM | 17        | 20        |
| 55     | 10/8/2024 | 01:30 PM | 19        | 18        |
| 56     | 10/8/2024 | 01:45 PM | 21        | 19        |
| 57     | 10/8/2024 | 02:00 PM | 14        | 21        |
| 58     | 10/8/2024 | 02:15 PM | 19        | 15        |
| 59     | 10/8/2024 | 02:30 PM | 18        | 19        |
| 60     | 10/8/2024 | 02:45 PM | 20        | 26        |
| 61     | 10/8/2024 | 03:00 PM | 31        | 29        |
| 62     | 10/8/2024 | 03:15 PM | 28        | 33        |
| 63     | 10/8/2024 | 03:30 PM | 28        | 20        |
| 64     | 10/8/2024 | 03:45 PM | 17        | 28        |
| 65     | 10/8/2024 | 04:00 PM | 20        | 36        |
| 66     | 10/8/2024 | 04:15 PM | 19        | 32        |
| 67     | 10/8/2024 | 04:30 PM | 28        | 27        |
| 68     | 10/8/2024 | 04:45 PM | 17        | 27        |
| 69     | 10/8/2024 | 05:00 PM | 30        | 34        |
| 70     | 10/8/2024 | 05:15 PM | 15        | 32        |
| 71     | 10/8/2024 | 05:30 PM | 17        | 48        |
| 72     | 10/8/2024 | 05:45 PM | 26        | 36        |
| 73     | 10/8/2024 | 06:00 PM | 35        | 28        |
| 74     | 10/8/2024 | 06:15 PM | 23        | 40        |
| 75     | 10/8/2024 | 06:30 PM | 21        | 33        |
| 76     | 10/8/2024 | 06:45 PM | 22        | 33        |
| 77     | 10/8/2024 | 07:00 PM | 29        | 27        |
| 78     | 10/8/2024 | 07:15 PM | 25        | 27        |
| 79     | 10/8/2024 | 07:30 PM | 21        | 26        |
| 80     | 10/8/2024 | 07:45 PM | 8         | 32        |
| 81     | 10/8/2024 | 08:00 PM | 5         | 33        |
| 82     | 10/8/2024 | 08:15 PM | 10        | 28        |
| 83     | 10/8/2024 | 08:30 PM | 7         | 32        |
| 84     | 10/8/2024 | 08:45 PM | 8         | 11        |
| 85     | 10/8/2024 | 09:00 PM | 9         | 16        |
| 86     | 10/8/2024 | 09:15 PM | 6         | 9         |
| 87     | 10/8/2024 | 09:30 PM | 3         | 10        |
| 88     | 10/8/2024 | 09:45 PM | 4         | 11        |
| 89     | 10/8/2024 | 10:00 PM | 1         | 10        |
| 90     | 10/8/2024 | 10:15 PM | 2         | 8         |
| 91     | 10/8/2024 | 10:30 PM | 3         | 9         |
| 92     | 10/8/2024 | 10:45 PM | 4         | 7         |
| 93     | 10/8/2024 | 11:00 PM | 1         | 7         |
| 94     | 10/8/2024 | 11:15 PM | 3         | 5         |
| 95     | 10/8/2024 | 11:30 PM | 0         | 3         |
| 96     | 10/8/2024 | 11:45 PM | 1         | 0         |

| Number | Date       | Time     | Westbound | Eastbound |
|--------|------------|----------|-----------|-----------|
| 97     | 10/9/2024  | 12:00 AM | 0         | 1         |
| 98     | 10/9/2024  | 12:15 AM | 1         | 1         |
| 99     | 10/9/2024  | 12:30 AM | 1         | 2         |
| 100    | 10/9/2024  | 12:45 AM | 1         | 4         |
| 101    | 10/9/2024  | 01:00 AM | 0         | 0         |
| 102    | 10/9/2024  | 01:15 AM | 0         | 0         |
| 103    | 10/9/2024  | 01:30 AM | 0         | 0         |
| 104    | 10/9/2024  | 01:45 AM | 1         | 0         |
| 105    | 10/9/2024  | 02:00 AM | 0         | 0         |
| 106    | 10/9/2024  | 02:15 AM | 1         | 0         |
| 107    | 10/9/2024  | 02:30 AM | 1         | 1         |
| 108    | 10/9/2024  | 02:45 AM | 0         | 0         |
| 109    | 10/9/2024  | 03:00 AM | 0         | 0         |
| 110    | 10/9/2024  | 03:15 AM | 1         | 0         |
| 111    | 10/9/2024  | 03:30 AM | 1         | 0         |
| 112    | 10/9/2024  | 03:45 AM | 0         | 0         |
| 113    | 10/9/2024  | 04:00 AM | 3         | 0         |
| 114    | 10/9/2024  | 04:15 AM | 2         | 0         |
| 115    | 10/9/2024  | 04:30 AM | 0         | 2         |
| 116    | 10/9/2024  | 04:45 AM | 2         | 1         |
| 117    | 10/9/2024  | 05:00 AM | 7         | 1         |
| 118    | 10/9/2024  | 05:15 AM | 6         | 0         |
| 119    | 10/9/2024  | 05:30 AM | 5         | 1         |
| 120    | 10/9/2024  | 05:45 AM | 12        | 0         |
| 121    | 10/9/2024  | 06:00 AM | 13        | 2         |
| 122    | 10/9/2024  | 06:15 AM | 12        | 3         |
| 123    | 10/9/2024  | 06:30 AM | 17        | 3         |
| 124    | 10/9/2024  | 06:45 AM | 25        | 16        |
| 125    | 10/9/2024  | 07:00 AM | 20        | 8         |
| 126    | 10/9/2024  | 07:15 AM | 31        | 12        |
| 127    | 10/9/2024  | 07:30 AM | 52        | 11        |
| 128    | 10/9/2024  | 07:45 AM | 70        | 17        |
| 129    | 10/9/2024  | 08:00 AM | 32        | 13        |
| 130    | 10/9/2024  | 08:15 AM | 24        | 13        |
| 131    | 10/9/2024  | 08:30 AM | 36        | 12        |
| 132    | 10/9/2024  | 08:45 AM | 26        | 4         |
| 133    | 10/9/2024  | 09:00 AM | 31        | 14        |
| 134    | 10/9/2024  | 09:15 AM | 17        | 13        |
| 135    | 10/9/2024  | 09:30 AM | 24        | 16        |
| 136    | 10/9/2024  | 09:45 AM | 22        | 10        |
| 137    | 10/9/2024  | 10:00 AM | 19        | 12        |
| 138    | 10/9/2024  | 10:15 AM | 17        | 8         |
| 139    | 10/9/2024  | 10:30 AM | 14        | 10        |
| 140    | 10/9/2024  | 10:45 AM | 21        | 13        |
| 141    | 10/9/2024  | 11:00 AM | 20        | 14        |
| 142    | 10/9/2024  | 11:15 AM | 5         | 9         |
| 143    | 10/9/2024  | 11:30 AM | 24        | 10        |
| 144    | 10/9/2024  | 11:45 AM | 16        | 18        |
| 145    | 10/9/2024  | 12:00 PM | 21        | 22        |
| 146    | 10/9/2024  | 12:15 PM | 14        | 13        |
| 147    | 10/9/2024  | 12:30 PM | 21        | 15        |
| 148    | 10/9/2024  | 12:45 PM | 15        | 12        |
| 149    | 10/9/2024  | 01:00 PM | 11        | 19        |
| 150    | 10/9/2024  | 01:15 PM | 14        | 15        |
| 151    | 10/9/2024  | 01:30 PM | 16        | 20        |
| 152    | 10/9/2024  | 01:45 PM | 20        | 16        |
| 153    | 10/9/2024  | 02:00 PM | 18        | 20        |
| 154    | 10/9/2024  | 02:15 PM | 13        | 20        |
| 155    | 10/9/2024  | 02:30 PM | 20        | 21        |
| 156    | 10/9/2024  | 02:45 PM | 22        | 28        |
| 157    | 10/9/2024  | 03:00 PM | 18        | 22        |
| 158    | 10/9/2024  | 03:15 PM | 25        | 41        |
| 159    | 10/9/2024  | 03:30 PM | 33        | 19        |
| 160    | 10/9/2024  | 03:45 PM | 27        | 26        |
| 161    | 10/9/2024  | 04:00 PM | 15        | 37        |
| 162    | 10/9/2024  | 04:15 PM | 28        | 28        |
| 163    | 10/9/2024  | 04:30 PM | 25        | 34        |
| 164    | 10/9/2024  | 04:45 PM | 26        | 39        |
| 165    | 10/9/2024  | 05:00 PM | 25        | 29        |
| 166    | 10/9/2024  | 05:15 PM | 35        | 31        |
| 167    | 10/9/2024  | 05:30 PM | 25        | 27        |
| 168    | 10/9/2024  | 05:45 PM | 14        | 44        |
| 169    | 10/9/2024  | 06:00 PM | 31        | 43        |
| 170    | 10/9/2024  | 06:15 PM | 24        | 37        |
| 171    | 10/9/2024  | 06:30 PM | 14        | 22        |
| 172    | 10/9/2024  | 06:45 PM | 15        | 33        |
| 173    | 10/9/2024  | 07:00 PM | 32        | 33        |
| 174    | 10/9/2024  | 07:15 PM | 25        | 25        |
| 175    | 10/9/2024  | 07:30 PM | 19        | 26        |
| 176    | 10/9/2024  | 07:45 PM | 13        | 28        |
| 177    | 10/9/2024  | 08:00 PM | 11        | 27        |
| 178    | 10/9/2024  | 08:15 PM | 4         | 17        |
| 179    | 10/9/2024  | 08:30 PM | 7         | 16        |
| 180    | 10/9/2024  | 08:45 PM | 5         | 20        |
| 181    | 10/9/2024  | 09:00 PM | 10        | 16        |
| 182    | 10/9/2024  | 09:15 PM | 7         | 11        |
| 183    | 10/9/2024  | 09:30 PM | 9         | 20        |
| 184    | 10/9/2024  | 09:45 PM | 7         | 15        |
| 185    | 10/9/2024  | 10:00 PM | 5         | 9         |
| 186    | 10/9/2024  | 10:15 PM | 3         | 11        |
| 187    | 10/9/2024  | 10:30 PM | 1         | 7         |
| 188    | 10/9/2024  | 10:45 PM | 0         | 9         |
| 189    | 10/9/2024  | 11:00 PM | 5         | 9         |
| 190    | 10/9/2024  | 11:15 PM | 2         | 4         |
| 191    | 10/9/2024  | 11:30 PM | 1         | 2         |
| 192    | 10/9/2024  | 11:45 PM | 1         | 4         |
| 193    | 10/10/2024 | 12:00 AM | 3         | 2         |

## Summary Tube Count

Start Date: 10/1/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: MAIN ST, W 100 W  
Street: Main St  
From: SR-91  
To: 100 W  
Latitude: 41° 55.3633 North  
Longitude: 111° 48.7583 West

| Total ADT per Day |      |
|-------------------|------|
| Day 1             | 3751 |
| Day 2             | 3681 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 1      | 10/1/2024 | 12:00 AM | 2         | 1         |
| 2      | 10/1/2024 | 12:15 AM | 2         | 6         |
| 3      | 10/1/2024 | 12:30 AM | 3         | 3         |
| 4      | 10/1/2024 | 12:45 AM | 1         | 3         |
| 5      | 10/1/2024 | 01:00 AM | 1         | 1         |
| 6      | 10/1/2024 | 01:15 AM | 1         | 2         |
| 7      | 10/1/2024 | 01:30 AM | 0         | 4         |
| 8      | 10/1/2024 | 01:45 AM | 1         | 1         |
| 9      | 10/1/2024 | 02:00 AM | 0         | 2         |
| 10     | 10/1/2024 | 02:15 AM | 2         | 0         |
| 11     | 10/1/2024 | 02:30 AM | 0         | 0         |
| 12     | 10/1/2024 | 02:45 AM | 0         | 1         |
| 13     | 10/1/2024 | 03:00 AM | 1         | 1         |
| 14     | 10/1/2024 | 03:15 AM | 2         | 1         |
| 15     | 10/1/2024 | 03:30 AM | 0         | 0         |
| 16     | 10/1/2024 | 03:45 AM | 1         | 1         |
| 17     | 10/1/2024 | 04:00 AM | 0         | 0         |
| 18     | 10/1/2024 | 04:15 AM | 4         | 1         |
| 19     | 10/1/2024 | 04:30 AM | 3         | 2         |
| 20     | 10/1/2024 | 04:45 AM | 1         | 0         |
| 21     | 10/1/2024 | 05:00 AM | 3         | 1         |
| 22     | 10/1/2024 | 05:15 AM | 4         | 0         |
| 23     | 10/1/2024 | 05:30 AM | 4         | 1         |
| 24     | 10/1/2024 | 05:45 AM | 3         | 0         |
| 25     | 10/1/2024 | 06:00 AM | 10        | 1         |
| 26     | 10/1/2024 | 06:15 AM | 5         | 2         |
| 27     | 10/1/2024 | 06:30 AM | 13        | 1         |
| 28     | 10/1/2024 | 06:45 AM | 20        | 2         |
| 29     | 10/1/2024 | 07:00 AM | 17        | 2         |
| 30     | 10/1/2024 | 07:15 AM | 17        | 7         |
| 31     | 10/1/2024 | 07:30 AM | 25        | 10        |
| 32     | 10/1/2024 | 07:45 AM | 27        | 17        |
| 33     | 10/1/2024 | 08:00 AM | 44        | 11        |
| 34     | 10/1/2024 | 08:15 AM | 44        | 14        |
| 35     | 10/1/2024 | 08:30 AM | 77        | 16        |
| 36     | 10/1/2024 | 08:45 AM | 62        | 13        |
| 37     | 10/1/2024 | 09:00 AM | 31        | 25        |
| 38     | 10/1/2024 | 09:15 AM | 29        | 17        |
| 39     | 10/1/2024 | 09:30 AM | 35        | 23        |
| 40     | 10/1/2024 | 09:45 AM | 38        | 17        |
| 41     | 10/1/2024 | 10:00 AM | 30        | 26        |
| 42     | 10/1/2024 | 10:15 AM | 26        | 17        |
| 43     | 10/1/2024 | 10:30 AM | 28        | 18        |
| 44     | 10/1/2024 | 10:45 AM | 21        | 20        |
| 45     | 10/1/2024 | 11:00 AM | 27        | 24        |
| 46     | 10/1/2024 | 11:15 AM | 34        | 20        |
| 47     | 10/1/2024 | 11:30 AM | 30        | 20        |
| 48     | 10/1/2024 | 11:45 AM | 38        | 22        |
| 49     | 10/1/2024 | 12:00 PM | 23        | 14        |
| 50     | 10/1/2024 | 12:15 PM | 22        | 25        |
| 51     | 10/1/2024 | 12:30 PM | 17        | 16        |
| 52     | 10/1/2024 | 12:45 PM | 32        | 20        |
| 53     | 10/1/2024 | 01:00 PM | 23        | 33        |
| 54     | 10/1/2024 | 01:15 PM | 32        | 24        |
| 55     | 10/1/2024 | 01:30 PM | 28        | 20        |
| 56     | 10/1/2024 | 01:45 PM | 23        | 24        |
| 57     | 10/1/2024 | 02:00 PM | 22        | 28        |
| 58     | 10/1/2024 | 02:15 PM | 29        | 28        |
| 59     | 10/1/2024 | 02:30 PM | 21        | 25        |
| 60     | 10/1/2024 | 02:45 PM | 26        | 22        |
| 61     | 10/1/2024 | 03:00 PM | 20        | 30        |
| 62     | 10/1/2024 | 03:15 PM | 24        | 27        |
| 63     | 10/1/2024 | 03:30 PM | 23        | 37        |
| 64     | 10/1/2024 | 03:45 PM | 24        | 33        |
| 65     | 10/1/2024 | 04:00 PM | 37        | 38        |
| 66     | 10/1/2024 | 04:15 PM | 44        | 41        |
| 67     | 10/1/2024 | 04:30 PM | 30        | 46        |
| 68     | 10/1/2024 | 04:45 PM | 37        | 38        |
| 69     | 10/1/2024 | 05:00 PM | 36        | 40        |
| 70     | 10/1/2024 | 05:15 PM | 28        | 44        |
| 71     | 10/1/2024 | 05:30 PM | 47        | 55        |
| 72     | 10/1/2024 | 05:45 PM | 55        | 43        |
| 73     | 10/1/2024 | 06:00 PM | 53        | 48        |
| 74     | 10/1/2024 | 06:15 PM | 49        | 65        |
| 75     | 10/1/2024 | 06:30 PM | 34        | 52        |
| 76     | 10/1/2024 | 06:45 PM | 37        | 49        |
| 77     | 10/1/2024 | 07:00 PM | 26        | 33        |
| 78     | 10/1/2024 | 07:15 PM | 22        | 47        |
| 79     | 10/1/2024 | 07:30 PM | 16        | 40        |
| 80     | 10/1/2024 | 07:45 PM | 28        | 37        |
| 81     | 10/1/2024 | 08:00 PM | 25        | 44        |
| 82     | 10/1/2024 | 08:15 PM | 22        | 28        |
| 83     | 10/1/2024 | 08:30 PM | 18        | 29        |
| 84     | 10/1/2024 | 08:45 PM | 20        | 23        |
| 85     | 10/1/2024 | 09:00 PM | 17        | 35        |
| 86     | 10/1/2024 | 09:15 PM | 10        | 29        |
| 87     | 10/1/2024 | 09:30 PM | 15        | 28        |
| 88     | 10/1/2024 | 09:45 PM | 10        | 17        |
| 89     | 10/1/2024 | 10:00 PM | 12        | 19        |
| 90     | 10/1/2024 | 10:15 PM | 10        | 17        |
| 91     | 10/1/2024 | 10:30 PM | 11        | 13        |
| 92     | 10/1/2024 | 10:45 PM | 2         | 10        |
| 93     | 10/1/2024 | 11:00 PM | 6         | 13        |
| 94     | 10/1/2024 | 11:15 PM | 4         | 12        |
| 95     | 10/1/2024 | 11:30 PM | 1         | 7         |
| 96     | 10/1/2024 | 11:45 PM | 4         | 6         |

| Number | Date      | Time     | Westbound | Eastbound |
|--------|-----------|----------|-----------|-----------|
| 97     | 10/2/2024 | 12:00 AM | 3         | 9         |
| 98     | 10/2/2024 | 12:15 AM | 2         | 6         |
| 99     | 10/2/2024 | 12:30 AM | 4         | 4         |
| 100    | 10/2/2024 | 12:45 AM | 4         | 2         |
| 101    | 10/2/2024 | 01:00 AM | 0         | 2         |
| 102    | 10/2/2024 | 01:15 AM | 1         | 4         |
| 103    | 10/2/2024 | 01:30 AM | 0         | 0         |
| 104    | 10/2/2024 | 01:45 AM | 1         | 4         |
| 105    | 10/2/2024 | 02:00 AM | 0         | 1         |
| 106    | 10/2/2024 | 02:15 AM | 1         | 1         |
| 107    | 10/2/2024 | 02:30 AM | 2         | 0         |
| 108    | 10/2/2024 | 02:45 AM | 2         | 1         |
| 109    | 10/2/2024 | 03:00 AM | 0         | 0         |
| 110    | 10/2/2024 | 03:15 AM | 0         | 1         |
| 111    | 10/2/2024 | 03:30 AM | 1         | 0         |
| 112    | 10/2/2024 | 03:45 AM | 2         | 1         |
| 113    | 10/2/2024 | 04:00 AM | 1         | 0         |
| 114    | 10/2/2024 | 04:15 AM | 0         | 1         |
| 115    | 10/2/2024 | 04:30 AM | 4         | 1         |
| 116    | 10/2/2024 | 04:45 AM | 3         | 0         |
| 117    | 10/2/2024 | 05:00 AM | 5         | 0         |
| 118    | 10/2/2024 | 05:15 AM | 3         | 1         |
| 119    | 10/2/2024 | 05:30 AM | 5         | 1         |
| 120    | 10/2/2024 | 05:45 AM | 5         | 1         |
| 121    | 10/2/2024 | 06:00 AM | 9         | 1         |
| 122    | 10/2/2024 | 06:15 AM | 8         | 1         |
| 123    | 10/2/2024 | 06:30 AM | 15        | 0         |
| 124    | 10/2/2024 | 06:45 AM | 14        | 0         |
| 125    | 10/2/2024 | 07:00 AM | 18        | 7         |
| 126    | 10/2/2024 | 07:15 AM | 19        | 4         |
| 127    | 10/2/2024 | 07:30 AM | 28        | 8         |
| 128    | 10/2/2024 | 07:45 AM | 31        | 14        |
| 129    | 10/2/2024 | 08:00 AM | 35        | 13        |
| 130    | 10/2/2024 | 08:15 AM | 34        | 14        |
| 131    | 10/2/2024 | 08:30 AM | 77        | 17        |
| 132    | 10/2/2024 | 08:45 AM | 49        | 19        |
| 133    | 10/2/2024 | 09:00 AM | 40        | 29        |
| 134    | 10/2/2024 | 09:15 AM | 28        | 19        |
| 135    | 10/2/2024 | 09:30 AM | 31        | 14        |
| 136    | 10/2/2024 | 09:45 AM | 32        | 13        |
| 137    | 10/2/2024 | 10:00 AM | 41        | 14        |
| 138    | 10/2/2024 | 10:15 AM | 34        | 27        |
| 139    | 10/2/2024 | 10:30 AM | 34        | 18        |
| 140    | 10/2/2024 | 10:45 AM | 29        | 18        |
| 141    | 10/2/2024 | 11:00 AM | 28        | 19        |
| 142    | 10/2/2024 | 11:15 AM | 24        | 19        |
| 143    | 10/2/2024 | 11:30 AM | 23        | 18        |
| 144    | 10/2/2024 | 11:45 AM | 15        | 12        |
| 145    | 10/2/2024 | 12:00 PM | 20        | 21        |
| 146    | 10/2/2024 | 12:15 PM | 27        | 20        |
| 147    | 10/2/2024 | 12:30 PM | 25        | 16        |
| 148    | 10/2/2024 | 12:45 PM | 31        | 22        |
| 149    | 10/2/2024 | 01:00 PM | 33        | 31        |
| 150    | 10/2/2024 | 01:15 PM | 28        | 18        |
| 151    | 10/2/2024 | 01:30 PM | 35        | 33        |
| 152    | 10/2/2024 | 01:45 PM | 18        | 22        |
| 153    | 10/2/2024 | 02:00 PM | 27        | 16        |
| 154    | 10/2/2024 | 02:15 PM | 26        | 21        |
| 155    | 10/2/2024 | 02:30 PM | 20        | 31        |
| 156    | 10/2/2024 | 02:45 PM | 24        | 28        |
| 157    | 10/2/2024 | 03:00 PM | 30        | 23        |
| 158    | 10/2/2024 | 03:15 PM | 29        | 16        |
| 159    | 10/2/2024 | 03:30 PM | 25        | 36        |
| 160    | 10/2/2024 | 03:45 PM | 28        | 37        |
| 161    | 10/2/2024 | 04:00 PM | 31        | 38        |
| 162    | 10/2/2024 | 04:15 PM | 37        | 45        |
| 163    | 10/2/2024 | 04:30 PM | 33        | 40        |
| 164    | 10/2/2024 | 04:45 PM | 50        | 38        |
| 165    | 10/2/2024 | 05:00 PM | 31        | 35        |
| 166    | 10/2/2024 | 05:15 PM | 29        | 42        |
| 167    | 10/2/2024 | 05:30 PM | 38        | 53        |
| 168    | 10/2/2024 | 05:45 PM | 31        | 35        |
| 169    | 10/2/2024 | 06:00 PM | 53        | 43        |
| 170    | 10/2/2024 | 06:15 PM | 27        | 50        |
| 171    | 10/2/2024 | 06:30 PM | 29        | 60        |
| 172    | 10/2/2024 | 06:45 PM | 27        | 48        |
| 173    | 10/2/2024 | 07:00 PM | 31        | 47        |
| 174    | 10/2/2024 | 07:15 PM | 19        | 41        |
| 175    | 10/2/2024 | 07:30 PM | 29        | 40        |
| 176    | 10/2/2024 | 07:45 PM | 23        | 44        |
| 177    | 10/2/2024 | 08:00 PM | 27        | 38        |
| 178    | 10/2/2024 | 08:15 PM | 16        | 31        |
| 179    | 10/2/2024 | 08:30 PM | 17        | 33        |
| 180    | 10/2/2024 | 08:45 PM | 26        | 34        |
| 181    | 10/2/2024 | 09:00 PM | 25        | 30        |
| 182    | 10/2/2024 | 09:15 PM | 14        | 28        |
| 183    | 10/2/2024 | 09:30 PM | 17        | 26        |
| 184    | 10/2/2024 | 09:45 PM | 8         | 18        |
| 185    | 10/2/2024 | 10:00 PM | 9         | 14        |
| 186    | 10/2/2024 | 10:15 PM | 13        | 20        |
| 187    | 10/2/2024 | 10:30 PM | 11        | 18        |
| 188    | 10/2/2024 | 10:45 PM | 4         | 11        |
| 189    | 10/2/2024 | 11:00 PM | 2         | 16        |
| 190    | 10/2/2024 | 11:15 PM | 3         | 14        |
| 191    | 10/2/2024 | 11:30 PM | 1         | 11        |
| 192    | 10/2/2024 | 11:45 PM | 4         | 4         |
| 193    | 10/3/2024 | 12:00 AM | 3         | 3         |

## Summary Tube Count

Start Date: 10/1/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: ROCKY PT  
Street: Rocky Point Drive  
From: 300 N  
To: State St  
Latitude: 41° 55.7783 North  
Longitude: 111° 48.3400 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 193 |
| Day 2             | 212 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Northbound | Southbound |
|--------|-----------|----------|------------|------------|
| 1      | 10/1/2024 | 12:00 AM | 0          | 0          |
| 2      | 10/1/2024 | 12:15 AM | 0          | 0          |
| 3      | 10/1/2024 | 12:30 AM | 0          | 0          |
| 4      | 10/1/2024 | 12:45 AM | 0          | 0          |
| 5      | 10/1/2024 | 01:00 AM | 0          | 0          |
| 6      | 10/1/2024 | 01:15 AM | 0          | 0          |
| 7      | 10/1/2024 | 01:30 AM | 0          | 0          |
| 8      | 10/1/2024 | 01:45 AM | 0          | 0          |
| 9      | 10/1/2024 | 02:00 AM | 0          | 0          |
| 10     | 10/1/2024 | 02:15 AM | 0          | 0          |
| 11     | 10/1/2024 | 02:30 AM | 0          | 0          |
| 12     | 10/1/2024 | 02:45 AM | 0          | 0          |
| 13     | 10/1/2024 | 03:00 AM | 1          | 0          |
| 14     | 10/1/2024 | 03:15 AM | 0          | 0          |
| 15     | 10/1/2024 | 03:30 AM | 0          | 0          |
| 16     | 10/1/2024 | 03:45 AM | 0          | 0          |
| 17     | 10/1/2024 | 04:00 AM | 1          | 0          |
| 18     | 10/1/2024 | 04:15 AM | 0          | 0          |
| 19     | 10/1/2024 | 04:30 AM | 0          | 0          |
| 20     | 10/1/2024 | 04:45 AM | 0          | 0          |
| 21     | 10/1/2024 | 05:00 AM | 0          | 0          |
| 22     | 10/1/2024 | 05:15 AM | 0          | 0          |
| 23     | 10/1/2024 | 05:30 AM | 0          | 0          |
| 24     | 10/1/2024 | 05:45 AM | 0          | 1          |
| 25     | 10/1/2024 | 06:00 AM | 0          | 1          |
| 26     | 10/1/2024 | 06:15 AM | 0          | 0          |
| 27     | 10/1/2024 | 06:30 AM | 0          | 0          |
| 28     | 10/1/2024 | 06:45 AM | 0          | 2          |
| 29     | 10/1/2024 | 07:00 AM | 0          | 0          |
| 30     | 10/1/2024 | 07:15 AM | 1          | 3          |
| 31     | 10/1/2024 | 07:30 AM | 3          | 1          |
| 32     | 10/1/2024 | 07:45 AM | 2          | 0          |
| 33     | 10/1/2024 | 08:00 AM | 0          | 4          |
| 34     | 10/1/2024 | 08:15 AM | 3          | 1          |
| 35     | 10/1/2024 | 08:30 AM | 0          | 3          |
| 36     | 10/1/2024 | 08:45 AM | 2          | 0          |
| 37     | 10/1/2024 | 09:00 AM | 0          | 1          |
| 38     | 10/1/2024 | 09:15 AM | 0          | 1          |
| 39     | 10/1/2024 | 09:30 AM | 1          | 0          |
| 40     | 10/1/2024 | 09:45 AM | 0          | 1          |
| 41     | 10/1/2024 | 10:00 AM | 2          | 0          |
| 42     | 10/1/2024 | 10:15 AM | 1          | 0          |
| 43     | 10/1/2024 | 10:30 AM | 0          | 0          |
| 44     | 10/1/2024 | 10:45 AM | 0          | 1          |
| 45     | 10/1/2024 | 11:00 AM | 1          | 1          |
| 46     | 10/1/2024 | 11:15 AM | 2          | 1          |
| 47     | 10/1/2024 | 11:30 AM | 0          | 3          |
| 48     | 10/1/2024 | 11:45 AM | 0          | 0          |
| 49     | 10/1/2024 | 12:00 PM | 0          | 0          |
| 50     | 10/1/2024 | 12:15 PM | 0          | 3          |
| 51     | 10/1/2024 | 12:30 PM | 1          | 3          |
| 52     | 10/1/2024 | 12:45 PM | 1          | 0          |
| 53     | 10/1/2024 | 01:00 PM | 0          | 0          |
| 54     | 10/1/2024 | 01:15 PM | 2          | 2          |
| 55     | 10/1/2024 | 01:30 PM | 2          | 1          |
| 56     | 10/1/2024 | 01:45 PM | 1          | 2          |
| 57     | 10/1/2024 | 02:00 PM | 0          | 1          |
| 58     | 10/1/2024 | 02:15 PM | 2          | 0          |
| 59     | 10/1/2024 | 02:30 PM | 2          | 2          |
| 60     | 10/1/2024 | 02:45 PM | 1          | 0          |
| 61     | 10/1/2024 | 03:00 PM | 0          | 0          |
| 62     | 10/1/2024 | 03:15 PM | 1          | 1          |
| 63     | 10/1/2024 | 03:30 PM | 1          | 1          |
| 64     | 10/1/2024 | 03:45 PM | 0          | 4          |
| 65     | 10/1/2024 | 04:00 PM | 1          | 0          |
| 66     | 10/1/2024 | 04:15 PM | 0          | 4          |
| 67     | 10/1/2024 | 04:30 PM | 7          | 0          |
| 68     | 10/1/2024 | 04:45 PM | 3          | 5          |
| 69     | 10/1/2024 | 05:00 PM | 3          | 3          |
| 70     | 10/1/2024 | 05:15 PM | 2          | 1          |
| 71     | 10/1/2024 | 05:30 PM | 2          | 1          |
| 72     | 10/1/2024 | 05:45 PM | 1          | 1          |
| 73     | 10/1/2024 | 06:00 PM | 4          | 1          |
| 74     | 10/1/2024 | 06:15 PM | 2          | 2          |
| 75     | 10/1/2024 | 06:30 PM | 0          | 7          |
| 76     | 10/1/2024 | 06:45 PM | 3          | 0          |
| 77     | 10/1/2024 | 07:00 PM | 1          | 3          |
| 78     | 10/1/2024 | 07:15 PM | 1          | 2          |
| 79     | 10/1/2024 | 07:30 PM | 4          | 4          |
| 80     | 10/1/2024 | 07:45 PM | 2          | 3          |
| 81     | 10/1/2024 | 08:00 PM | 4          | 3          |
| 82     | 10/1/2024 | 08:15 PM | 6          | 3          |
| 83     | 10/1/2024 | 08:30 PM | 1          | 2          |
| 84     | 10/1/2024 | 08:45 PM | 1          | 2          |
| 85     | 10/1/2024 | 09:00 PM | 2          | 1          |
| 86     | 10/1/2024 | 09:15 PM | 2          | 4          |
| 87     | 10/1/2024 | 09:30 PM | 1          | 2          |
| 88     | 10/1/2024 | 09:45 PM | 2          | 0          |
| 89     | 10/1/2024 | 10:00 PM | 0          | 3          |
| 90     | 10/1/2024 | 10:15 PM | 0          | 0          |
| 91     | 10/1/2024 | 10:30 PM | 0          | 0          |
| 92     | 10/1/2024 | 10:45 PM | 0          | 0          |
| 93     | 10/1/2024 | 11:00 PM | 0          | 0          |
| 94     | 10/1/2024 | 11:15 PM | 0          | 0          |
| 95     | 10/1/2024 | 11:30 PM | 1          | 1          |
| 96     | 10/1/2024 | 11:45 PM | 0          | 0          |

| Number | Date      | Time     | Northbound | Southbound |
|--------|-----------|----------|------------|------------|
| 97     | 10/2/2024 | 12:00 AM | 1          | 0          |
| 98     | 10/2/2024 | 12:15 AM | 0          | 0          |
| 99     | 10/2/2024 | 12:30 AM | 0          | 0          |
| 100    | 10/2/2024 | 12:45 AM | 1          | 0          |
| 101    | 10/2/2024 | 01:00 AM | 0          | 0          |
| 102    | 10/2/2024 | 01:15 AM | 0          | 0          |
| 103    | 10/2/2024 | 01:30 AM | 0          | 0          |
| 104    | 10/2/2024 | 01:45 AM | 0          | 0          |
| 105    | 10/2/2024 | 02:00 AM | 0          | 0          |
| 106    | 10/2/2024 | 02:15 AM | 0          | 0          |
| 107    | 10/2/2024 | 02:30 AM | 0          | 0          |
| 108    | 10/2/2024 | 02:45 AM | 0          | 0          |
| 109    | 10/2/2024 | 03:00 AM | 0          | 0          |
| 110    | 10/2/2024 | 03:15 AM | 0          | 0          |
| 111    | 10/2/2024 | 03:30 AM | 0          | 0          |
| 112    | 10/2/2024 | 03:45 AM | 0          | 0          |
| 113    | 10/2/2024 | 04:00 AM | 0          | 0          |
| 114    | 10/2/2024 | 04:15 AM | 0          | 0          |
| 115    | 10/2/2024 | 04:30 AM | 1          | 0          |
| 116    | 10/2/2024 | 04:45 AM | 0          | 0          |
| 117    | 10/2/2024 | 05:00 AM | 0          | 0          |
| 118    | 10/2/2024 | 05:15 AM | 0          | 0          |
| 119    | 10/2/2024 | 05:30 AM | 0          | 0          |
| 120    | 10/2/2024 | 05:45 AM | 0          | 1          |
| 121    | 10/2/2024 | 06:00 AM | 0          | 1          |
| 122    | 10/2/2024 | 06:15 AM | 0          | 0          |
| 123    | 10/2/2024 | 06:30 AM | 0          | 0          |
| 124    | 10/2/2024 | 06:45 AM | 0          | 2          |
| 125    | 10/2/2024 | 07:00 AM | 2          | 1          |
| 126    | 10/2/2024 | 07:15 AM | 0          | 0          |
| 127    | 10/2/2024 | 07:30 AM | 0          | 2          |
| 128    | 10/2/2024 | 07:45 AM | 2          | 1          |
| 129    | 10/2/2024 | 08:00 AM | 0          | 1          |
| 130    | 10/2/2024 | 08:15 AM | 2          | 5          |
| 131    | 10/2/2024 | 08:30 AM | 0          | 2          |
| 132    | 10/2/2024 | 08:45 AM | 0          | 4          |
| 133    | 10/2/2024 | 09:00 AM | 2          | 0          |
| 134    | 10/2/2024 | 09:15 AM | 1          | 2          |
| 135    | 10/2/2024 | 09:30 AM | 1          | 2          |
| 136    | 10/2/2024 | 09:45 AM | 0          | 0          |
| 137    | 10/2/2024 | 10:00 AM | 2          | 2          |
| 138    | 10/2/2024 | 10:15 AM | 2          | 0          |
| 139    | 10/2/2024 | 10:30 AM | 0          | 0          |
| 140    | 10/2/2024 | 10:45 AM | 1          | 1          |
| 141    | 10/2/2024 | 11:00 AM | 1          | 3          |
| 142    | 10/2/2024 | 11:15 AM | 0          | 0          |
| 143    | 10/2/2024 | 11:30 AM | 0          | 1          |
| 144    | 10/2/2024 | 11:45 AM | 2          | 0          |
| 145    | 10/2/2024 | 12:00 PM | 1          | 2          |
| 146    | 10/2/2024 | 12:15 PM | 0          | 5          |
| 147    | 10/2/2024 | 12:30 PM | 1          | 2          |
| 148    | 10/2/2024 | 12:45 PM | 4          | 1          |
| 149    | 10/2/2024 | 01:00 PM | 0          | 3          |
| 150    | 10/2/2024 | 01:15 PM | 3          | 1          |
| 151    | 10/2/2024 | 01:30 PM | 1          | 2          |
| 152    | 10/2/2024 | 01:45 PM | 0          | 0          |
| 153    | 10/2/2024 | 02:00 PM | 0          | 0          |
| 154    | 10/2/2024 | 02:15 PM | 0          | 3          |
| 155    | 10/2/2024 | 02:30 PM | 3          | 0          |
| 156    | 10/2/2024 | 02:45 PM | 1          | 2          |
| 157    | 10/2/2024 | 03:00 PM | 1          | 0          |
| 158    | 10/2/2024 | 03:15 PM | 0          | 1          |
| 159    | 10/2/2024 | 03:30 PM | 2          | 2          |
| 160    | 10/2/2024 | 03:45 PM | 1          | 7          |
| 161    | 10/2/2024 | 04:00 PM | 0          | 2          |
| 162    | 10/2/2024 | 04:15 PM | 3          | 4          |
| 163    | 10/2/2024 | 04:30 PM | 2          | 2          |
| 164    | 10/2/2024 | 04:45 PM | 3          | 3          |
| 165    | 10/2/2024 | 05:00 PM | 1          | 1          |
| 166    | 10/2/2024 | 05:15 PM | 4          | 0          |
| 167    | 10/2/2024 | 05:30 PM | 4          | 4          |
| 168    | 10/2/2024 | 05:45 PM | 2          | 1          |
| 169    | 10/2/2024 | 06:00 PM | 2          | 2          |
| 170    | 10/2/2024 | 06:15 PM | 2          | 0          |
| 171    | 10/2/2024 | 06:30 PM | 0          | 9          |
| 172    | 10/2/2024 | 06:45 PM | 4          | 2          |
| 173    | 10/2/2024 | 07:00 PM | 1          | 2          |
| 174    | 10/2/2024 | 07:15 PM | 1          | 1          |
| 175    | 10/2/2024 | 07:30 PM | 9          | 3          |
| 176    | 10/2/2024 | 07:45 PM | 2          | 4          |
| 177    | 10/2/2024 | 08:00 PM | 5          | 2          |
| 178    | 10/2/2024 | 08:15 PM | 1          | 3          |
| 179    | 10/2/2024 | 08:30 PM | 1          | 0          |
| 180    | 10/2/2024 | 08:45 PM | 0          | 2          |
| 181    | 10/2/2024 | 09:00 PM | 1          | 2          |
| 182    | 10/2/2024 | 09:15 PM | 3          | 1          |
| 183    | 10/2/2024 | 09:30 PM | 1          | 0          |
| 184    | 10/2/2024 | 09:45 PM | 3          | 0          |
| 185    | 10/2/2024 | 10:00 PM | 0          | 1          |
| 186    | 10/2/2024 | 10:15 PM | 0          | 0          |
| 187    | 10/2/2024 | 10:30 PM | 1          | 1          |
| 188    | 10/2/2024 | 10:45 PM | 0          | 0          |
| 189    | 10/2/2024 | 11:00 PM | 1          | 0          |
| 190    | 10/2/2024 | 11:15 PM | 0          | 0          |
| 191    | 10/2/2024 | 11:30 PM | 0          | 0          |
| 192    | 10/2/2024 | 11:45 PM | 1          | 1          |
| 193    | 10/3/2024 | 12:00 AM | 0          | 0          |

## Summary Tube Count

Start Date: 10/8/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: STATE ST, N ROCKY  
Street: Lower Richmond Road  
From: Rocky Point  
To: 11600 N  
Latitude: 41° 56.0033 North  
Longitude: 111° 48.5000 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 318 |
| Day 2             | 393 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Northbound | Southbound | Number | Date       | Time     | Northbound | Southbound |
|--------|-----------|----------|------------|------------|--------|------------|----------|------------|------------|
| 1      | 10/8/2024 | 12:00 AM | 0          | 0          | 97     | 10/9/2024  | 12:00 AM | 0          | 1          |
| 2      | 10/8/2024 | 12:15 AM | 0          | 0          | 98     | 10/9/2024  | 12:15 AM | 0          | 0          |
| 3      | 10/8/2024 | 12:30 AM | 0          | 0          | 99     | 10/9/2024  | 12:30 AM | 0          | 0          |
| 4      | 10/8/2024 | 12:45 AM | 0          | 0          | 100    | 10/9/2024  | 12:45 AM | 0          | 0          |
| 5      | 10/8/2024 | 01:00 AM | 0          | 0          | 101    | 10/9/2024  | 01:00 AM | 0          | 0          |
| 6      | 10/8/2024 | 01:15 AM | 0          | 0          | 102    | 10/9/2024  | 01:15 AM | 0          | 0          |
| 7      | 10/8/2024 | 01:30 AM | 0          | 0          | 103    | 10/9/2024  | 01:30 AM | 0          | 0          |
| 8      | 10/8/2024 | 01:45 AM | 0          | 0          | 104    | 10/9/2024  | 01:45 AM | 0          | 0          |
| 9      | 10/8/2024 | 02:00 AM | 0          | 0          | 105    | 10/9/2024  | 02:00 AM | 0          | 0          |
| 10     | 10/8/2024 | 02:15 AM | 0          | 0          | 106    | 10/9/2024  | 02:15 AM | 0          | 0          |
| 11     | 10/8/2024 | 02:30 AM | 0          | 0          | 107    | 10/9/2024  | 02:30 AM | 0          | 0          |
| 12     | 10/8/2024 | 02:45 AM | 1          | 0          | 108    | 10/9/2024  | 02:45 AM | 0          | 0          |
| 13     | 10/8/2024 | 03:00 AM | 0          | 1          | 109    | 10/9/2024  | 03:00 AM | 0          | 0          |
| 14     | 10/8/2024 | 03:15 AM | 0          | 0          | 110    | 10/9/2024  | 03:15 AM | 0          | 0          |
| 15     | 10/8/2024 | 03:30 AM | 0          | 0          | 111    | 10/9/2024  | 03:30 AM | 0          | 0          |
| 16     | 10/8/2024 | 03:45 AM | 0          | 0          | 112    | 10/9/2024  | 03:45 AM | 0          | 0          |
| 17     | 10/8/2024 | 04:00 AM | 0          | 0          | 113    | 10/9/2024  | 04:00 AM | 0          | 0          |
| 18     | 10/8/2024 | 04:15 AM | 1          | 0          | 114    | 10/9/2024  | 04:15 AM | 0          | 0          |
| 19     | 10/8/2024 | 04:30 AM | 1          | 0          | 115    | 10/9/2024  | 04:30 AM | 2          | 1          |
| 20     | 10/8/2024 | 04:45 AM | 0          | 0          | 116    | 10/9/2024  | 04:45 AM | 1          | 0          |
| 21     | 10/8/2024 | 05:00 AM | 2          | 1          | 117    | 10/9/2024  | 05:00 AM | 2          | 0          |
| 22     | 10/8/2024 | 05:15 AM | 0          | 0          | 118    | 10/9/2024  | 05:15 AM | 0          | 0          |
| 23     | 10/8/2024 | 05:30 AM | 0          | 0          | 119    | 10/9/2024  | 05:30 AM | 1          | 0          |
| 24     | 10/8/2024 | 05:45 AM | 1          | 0          | 120    | 10/9/2024  | 05:45 AM | 2          | 2          |
| 25     | 10/8/2024 | 06:00 AM | 2          | 1          | 121    | 10/9/2024  | 06:00 AM | 1          | 3          |
| 26     | 10/8/2024 | 06:15 AM | 3          | 2          | 122    | 10/9/2024  | 06:15 AM | 1          | 3          |
| 27     | 10/8/2024 | 06:30 AM | 2          | 4          | 123    | 10/9/2024  | 06:30 AM | 1          | 0          |
| 28     | 10/8/2024 | 06:45 AM | 1          | 2          | 124    | 10/9/2024  | 06:45 AM | 1          | 2          |
| 29     | 10/8/2024 | 07:00 AM | 2          | 3          | 125    | 10/9/2024  | 07:00 AM | 1          | 1          |
| 30     | 10/8/2024 | 07:15 AM | 4          | 0          | 126    | 10/9/2024  | 07:15 AM | 4          | 0          |
| 31     | 10/8/2024 | 07:30 AM | 0          | 1          | 127    | 10/9/2024  | 07:30 AM | 3          | 2          |
| 32     | 10/8/2024 | 07:45 AM | 1          | 3          | 128    | 10/9/2024  | 07:45 AM | 1          | 0          |
| 33     | 10/8/2024 | 08:00 AM | 1          | 0          | 129    | 10/9/2024  | 08:00 AM | 2          | 3          |
| 34     | 10/8/2024 | 08:15 AM | 1          | 2          | 130    | 10/9/2024  | 08:15 AM | 2          | 2          |
| 35     | 10/8/2024 | 08:30 AM | 0          | 4          | 131    | 10/9/2024  | 08:30 AM | 2          | 4          |
| 36     | 10/8/2024 | 08:45 AM | 1          | 0          | 132    | 10/9/2024  | 08:45 AM | 4          | 4          |
| 37     | 10/8/2024 | 09:00 AM | 5          | 0          | 133    | 10/9/2024  | 09:00 AM | 3          | 1          |
| 38     | 10/8/2024 | 09:15 AM | 1          | 1          | 134    | 10/9/2024  | 09:15 AM | 2          | 6          |
| 39     | 10/8/2024 | 09:30 AM | 2          | 2          | 135    | 10/9/2024  | 09:30 AM | 2          | 3          |
| 40     | 10/8/2024 | 09:45 AM | 1          | 4          | 136    | 10/9/2024  | 09:45 AM | 1          | 1          |
| 41     | 10/8/2024 | 10:00 AM | 4          | 0          | 137    | 10/9/2024  | 10:00 AM | 3          | 1          |
| 42     | 10/8/2024 | 10:15 AM | 6          | 2          | 138    | 10/9/2024  | 10:15 AM | 0          | 1          |
| 43     | 10/8/2024 | 10:30 AM | 0          | 2          | 139    | 10/9/2024  | 10:30 AM | 0          | 1          |
| 44     | 10/8/2024 | 10:45 AM | 2          | 2          | 140    | 10/9/2024  | 10:45 AM | 2          | 0          |
| 45     | 10/8/2024 | 11:00 AM | 5          | 1          | 141    | 10/9/2024  | 11:00 AM | 3          | 5          |
| 46     | 10/8/2024 | 11:15 AM | 0          | 0          | 142    | 10/9/2024  | 11:15 AM | 0          | 2          |
| 47     | 10/8/2024 | 11:30 AM | 0          | 2          | 143    | 10/9/2024  | 11:30 AM | 2          | 3          |
| 48     | 10/8/2024 | 11:45 AM | 6          | 6          | 144    | 10/9/2024  | 11:45 AM | 2          | 7          |
| 49     | 10/8/2024 | 12:00 PM | 2          | 1          | 145    | 10/9/2024  | 12:00 PM | 7          | 2          |
| 50     | 10/8/2024 | 12:15 PM | 5          | 3          | 146    | 10/9/2024  | 12:15 PM | 6          | 2          |
| 51     | 10/8/2024 | 12:30 PM | 2          | 0          | 147    | 10/9/2024  | 12:30 PM | 3          | 2          |
| 52     | 10/8/2024 | 12:45 PM | 3          | 4          | 148    | 10/9/2024  | 12:45 PM | 1          | 0          |
| 53     | 10/8/2024 | 01:00 PM | 4          | 4          | 149    | 10/9/2024  | 01:00 PM | 1          | 2          |
| 54     | 10/8/2024 | 01:15 PM | 3          | 0          | 150    | 10/9/2024  | 01:15 PM | 4          | 4          |
| 55     | 10/8/2024 | 01:30 PM | 1          | 6          | 151    | 10/9/2024  | 01:30 PM | 0          | 2          |
| 56     | 10/8/2024 | 01:45 PM | 0          | 2          | 152    | 10/9/2024  | 01:45 PM | 2          | 1          |
| 57     | 10/8/2024 | 02:00 PM | 1          | 3          | 153    | 10/9/2024  | 02:00 PM | 2          | 2          |
| 58     | 10/8/2024 | 02:15 PM | 3          | 1          | 154    | 10/9/2024  | 02:15 PM | 6          | 6          |
| 59     | 10/8/2024 | 02:30 PM | 4          | 1          | 155    | 10/9/2024  | 02:30 PM | 4          | 1          |
| 60     | 10/8/2024 | 02:45 PM | 5          | 3          | 156    | 10/9/2024  | 02:45 PM | 3          | 3          |
| 61     | 10/8/2024 | 03:00 PM | 2          | 2          | 157    | 10/9/2024  | 03:00 PM | 6          | 3          |
| 62     | 10/8/2024 | 03:15 PM | 5          | 5          | 158    | 10/9/2024  | 03:15 PM | 6          | 2          |
| 63     | 10/8/2024 | 03:30 PM | 4          | 6          | 159    | 10/9/2024  | 03:30 PM | 3          | 6          |
| 64     | 10/8/2024 | 03:45 PM | 3          | 2          | 160    | 10/9/2024  | 03:45 PM | 4          | 7          |
| 65     | 10/8/2024 | 04:00 PM | 3          | 1          | 161    | 10/9/2024  | 04:00 PM | 8          | 8          |
| 66     | 10/8/2024 | 04:15 PM | 3          | 3          | 162    | 10/9/2024  | 04:15 PM | 5          | 4          |
| 67     | 10/8/2024 | 04:30 PM | 2          | 4          | 163    | 10/9/2024  | 04:30 PM | 5          | 7          |
| 68     | 10/8/2024 | 04:45 PM | 4          | 6          | 164    | 10/9/2024  | 04:45 PM | 4          | 2          |
| 69     | 10/8/2024 | 05:00 PM | 3          | 10         | 165    | 10/9/2024  | 05:00 PM | 5          | 7          |
| 70     | 10/8/2024 | 05:15 PM | 3          | 3          | 166    | 10/9/2024  | 05:15 PM | 10         | 6          |
| 71     | 10/8/2024 | 05:30 PM | 4          | 2          | 167    | 10/9/2024  | 05:30 PM | 8          | 6          |
| 72     | 10/8/2024 | 05:45 PM | 2          | 3          | 168    | 10/9/2024  | 05:45 PM | 6          | 2          |
| 73     | 10/8/2024 | 06:00 PM | 7          | 6          | 169    | 10/9/2024  | 06:00 PM | 3          | 9          |
| 74     | 10/8/2024 | 06:15 PM | 3          | 3          | 170    | 10/9/2024  | 06:15 PM | 9          | 6          |
| 75     | 10/8/2024 | 06:30 PM | 3          | 6          | 171    | 10/9/2024  | 06:30 PM | 4          | 5          |
| 76     | 10/8/2024 | 06:45 PM | 2          | 3          | 172    | 10/9/2024  | 06:45 PM | 2          | 6          |
| 77     | 10/8/2024 | 07:00 PM | 2          | 1          | 173    | 10/9/2024  | 07:00 PM | 0          | 7          |
| 78     | 10/8/2024 | 07:15 PM | 2          | 1          | 174    | 10/9/2024  | 07:15 PM | 1          | 0          |
| 79     | 10/8/2024 | 07:30 PM | 1          | 4          | 175    | 10/9/2024  | 07:30 PM | 0          | 7          |
| 80     | 10/8/2024 | 07:45 PM | 2          | 2          | 176    | 10/9/2024  | 07:45 PM | 2          | 6          |
| 81     | 10/8/2024 | 08:00 PM | 1          | 1          | 177    | 10/9/2024  | 08:00 PM | 0          | 2          |
| 82     | 10/8/2024 | 08:15 PM | 0          | 1          | 178    | 10/9/2024  | 08:15 PM | 1          | 2          |
| 83     | 10/8/2024 | 08:30 PM | 2          | 1          | 179    | 10/9/2024  | 08:30 PM | 1          | 0          |
| 84     | 10/8/2024 | 08:45 PM | 1          | 0          | 180    | 10/9/2024  | 08:45 PM | 1          | 0          |
| 85     | 10/8/2024 | 09:00 PM | 2          | 2          | 181    | 10/9/2024  | 09:00 PM | 0          | 6          |
| 86     | 10/8/2024 | 09:15 PM | 3          | 0          | 182    | 10/9/2024  | 09:15 PM | 1          | 1          |
| 87     | 10/8/2024 | 09:30 PM | 0          | 0          | 183    | 10/9/2024  | 09:30 PM | 0          | 2          |
| 88     | 10/8/2024 | 09:45 PM | 1          | 1          | 184    | 10/9/2024  | 09:45 PM | 1          | 0          |
| 89     | 10/8/2024 | 10:00 PM | 1          | 2          | 185    | 10/9/2024  | 10:00 PM | 0          | 0          |
| 90     | 10/8/2024 | 10:15 PM | 0          | 1          | 186    | 10/9/2024  | 10:15 PM | 1          | 1          |
| 91     | 10/8/2024 | 10:30 PM | 1          | 1          | 187    | 10/9/2024  | 10:30 PM | 0          | 0          |
| 92     | 10/8/2024 | 10:45 PM | 0          | 0          | 188    | 10/9/2024  | 10:45 PM | 0          | 0          |
| 93     | 10/8/2024 | 11:00 PM | 0          | 0          | 189    | 10/9/2024  | 11:00 PM | 0          | 0          |
| 94     | 10/8/2024 | 11:15 PM | 0          | 0          | 190    | 10/9/2024  | 11:15 PM | 0          | 0          |
| 95     | 10/8/2024 | 11:30 PM | 0          | 0          | 191    | 10/9/2024  | 11:30 PM | 0          | 0          |
| 96     | 10/8/2024 | 11:45 PM | 0          | 0          | 192    | 10/9/2024  | 11:45 PM | 0          | 0          |
|        |           |          |            |            | 193    | 10/10/2024 | 12:00 AM | 0          | 0          |

## Summary Tube Count

Start Date: 9/24/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: STATE ST, S 100 N  
Street: State St  
From: Main St  
To: 100 N  
Latitude: 41° 55.4217 North  
Longitude: 111° 48.5217 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 608 |
| Day 2             | 604 |



| Number | Date      | Time     | Northbound | Southbound | Number | Date      | Time     | Northbound | Southbound |
|--------|-----------|----------|------------|------------|--------|-----------|----------|------------|------------|
| 1      | 9/24/2024 | 12:00 AM | 0          | 1          | 97     | 9/25/2024 | 12:00 AM | 0          | 0          |
| 2      | 9/24/2024 | 12:15 AM | 0          | 0          | 98     | 9/25/2024 | 12:15 AM | 0          | 0          |
| 3      | 9/24/2024 | 12:30 AM | 0          | 0          | 99     | 9/25/2024 | 12:30 AM | 0          | 0          |
| 4      | 9/24/2024 | 12:45 AM | 0          | 0          | 100    | 9/25/2024 | 12:45 AM | 0          | 0          |
| 5      | 9/24/2024 | 01:00 AM | 0          | 0          | 101    | 9/25/2024 | 01:00 AM | 0          | 0          |
| 6      | 9/24/2024 | 01:15 AM | 0          | 0          | 102    | 9/25/2024 | 01:15 AM | 0          | 0          |
| 7      | 9/24/2024 | 01:30 AM | 0          | 0          | 103    | 9/25/2024 | 01:30 AM | 0          | 0          |
| 8      | 9/24/2024 | 01:45 AM | 0          | 0          | 104    | 9/25/2024 | 01:45 AM | 0          | 1          |
| 9      | 9/24/2024 | 02:00 AM | 0          | 0          | 105    | 9/25/2024 | 02:00 AM | 0          | 0          |
| 10     | 9/24/2024 | 02:15 AM | 1          | 0          | 106    | 9/25/2024 | 02:15 AM | 0          | 0          |
| 11     | 9/24/2024 | 02:30 AM | 1          | 0          | 107    | 9/25/2024 | 02:30 AM | 0          | 0          |
| 12     | 9/24/2024 | 02:45 AM | 1          | 1          | 108    | 9/25/2024 | 02:45 AM | 2          | 1          |
| 13     | 9/24/2024 | 03:00 AM | 0          | 0          | 109    | 9/25/2024 | 03:00 AM | 0          | 0          |
| 14     | 9/24/2024 | 03:15 AM | 0          | 1          | 110    | 9/25/2024 | 03:15 AM | 0          | 1          |
| 15     | 9/24/2024 | 03:30 AM | 0          | 0          | 111    | 9/25/2024 | 03:30 AM | 0          | 0          |
| 16     | 9/24/2024 | 03:45 AM | 1          | 0          | 112    | 9/25/2024 | 03:45 AM | 1          | 0          |
| 17     | 9/24/2024 | 04:00 AM | 0          | 0          | 113    | 9/25/2024 | 04:00 AM | 1          | 0          |
| 18     | 9/24/2024 | 04:15 AM | 0          | 0          | 114    | 9/25/2024 | 04:15 AM | 1          | 0          |
| 19     | 9/24/2024 | 04:30 AM | 2          | 0          | 115    | 9/25/2024 | 04:30 AM | 0          | 0          |
| 20     | 9/24/2024 | 04:45 AM | 5          | 0          | 116    | 9/25/2024 | 04:45 AM | 2          | 1          |
| 21     | 9/24/2024 | 05:00 AM | 5          | 1          | 117    | 9/25/2024 | 05:00 AM | 6          | 1          |
| 22     | 9/24/2024 | 05:15 AM | 1          | 1          | 118    | 9/25/2024 | 05:15 AM | 3          | 0          |
| 23     | 9/24/2024 | 05:30 AM | 2          | 0          | 119    | 9/25/2024 | 05:30 AM | 4          | 0          |
| 24     | 9/24/2024 | 05:45 AM | 2          | 0          | 120    | 9/25/2024 | 05:45 AM | 2          | 1          |
| 25     | 9/24/2024 | 06:00 AM | 5          | 1          | 121    | 9/25/2024 | 06:00 AM | 7          | 2          |
| 26     | 9/24/2024 | 06:15 AM | 10         | 1          | 122    | 9/25/2024 | 06:15 AM | 4          | 1          |
| 27     | 9/24/2024 | 06:30 AM | 5          | 1          | 123    | 9/25/2024 | 06:30 AM | 4          | 0          |
| 28     | 9/24/2024 | 06:45 AM | 13         | 1          | 124    | 9/25/2024 | 06:45 AM | 10         | 0          |
| 29     | 9/24/2024 | 07:00 AM | 6          | 0          | 125    | 9/25/2024 | 07:00 AM | 12         | 1          |
| 30     | 9/24/2024 | 07:15 AM | 10         | 4          | 126    | 9/25/2024 | 07:15 AM | 8          | 5          |
| 31     | 9/24/2024 | 07:30 AM | 5          | 3          | 127    | 9/25/2024 | 07:30 AM | 11         | 4          |
| 32     | 9/24/2024 | 07:45 AM | 6          | 8          | 128    | 9/25/2024 | 07:45 AM | 3          | 6          |
| 33     | 9/24/2024 | 08:00 AM | 12         | 10         | 129    | 9/25/2024 | 08:00 AM | 9          | 10         |
| 34     | 9/24/2024 | 08:15 AM | 9          | 7          | 130    | 9/25/2024 | 08:15 AM | 10         | 8          |
| 35     | 9/24/2024 | 08:30 AM | 4          | 5          | 131    | 9/25/2024 | 08:30 AM | 2          | 4          |
| 36     | 9/24/2024 | 08:45 AM | 3          | 5          | 132    | 9/25/2024 | 08:45 AM | 3          | 5          |
| 37     | 9/24/2024 | 09:00 AM | 6          | 2          | 133    | 9/25/2024 | 09:00 AM | 6          | 2          |
| 38     | 9/24/2024 | 09:15 AM | 5          | 2          | 134    | 9/25/2024 | 09:15 AM | 4          | 1          |
| 39     | 9/24/2024 | 09:30 AM | 3          | 5          | 135    | 9/25/2024 | 09:30 AM | 1          | 1          |
| 40     | 9/24/2024 | 09:45 AM | 3          | 2          | 136    | 9/25/2024 | 09:45 AM | 1          | 3          |
| 41     | 9/24/2024 | 10:00 AM | 8          | 8          | 137    | 9/25/2024 | 10:00 AM | 1          | 2          |
| 42     | 9/24/2024 | 10:15 AM | 3          | 2          | 138    | 9/25/2024 | 10:15 AM | 4          | 3          |
| 43     | 9/24/2024 | 10:30 AM | 2          | 3          | 139    | 9/25/2024 | 10:30 AM | 5          | 4          |
| 44     | 9/24/2024 | 10:45 AM | 5          | 1          | 140    | 9/25/2024 | 10:45 AM | 2          | 2          |
| 45     | 9/24/2024 | 11:00 AM | 2          | 1          | 141    | 9/25/2024 | 11:00 AM | 9          | 3          |
| 46     | 9/24/2024 | 11:15 AM | 7          | 3          | 142    | 9/25/2024 | 11:15 AM | 5          | 9          |
| 47     | 9/24/2024 | 11:30 AM | 1          | 5          | 143    | 9/25/2024 | 11:30 AM | 4          | 3          |
| 48     | 9/24/2024 | 11:45 AM | 7          | 5          | 144    | 9/25/2024 | 11:45 AM | 4          | 1          |
| 49     | 9/24/2024 | 12:00 PM | 4          | 8          | 145    | 9/25/2024 | 12:00 PM | 4          | 2          |
| 50     | 9/24/2024 | 12:15 PM | 6          | 6          | 146    | 9/25/2024 | 12:15 PM | 4          | 4          |
| 51     | 9/24/2024 | 12:30 PM | 4          | 2          | 147    | 9/25/2024 | 12:30 PM | 4          | 4          |
| 52     | 9/24/2024 | 12:45 PM | 5          | 2          | 148    | 9/25/2024 | 12:45 PM | 3          | 7          |
| 53     | 9/24/2024 | 01:00 PM | 3          | 4          | 149    | 9/25/2024 | 01:00 PM | 6          | 4          |
| 54     | 9/24/2024 | 01:15 PM | 4          | 1          | 150    | 9/25/2024 | 01:15 PM | 5          | 3          |
| 55     | 9/24/2024 | 01:30 PM | 3          | 4          | 151    | 9/25/2024 | 01:30 PM | 3          | 2          |
| 56     | 9/24/2024 | 01:45 PM | 4          | 9          | 152    | 9/25/2024 | 01:45 PM | 1          | 3          |
| 57     | 9/24/2024 | 02:00 PM | 3          | 5          | 153    | 9/25/2024 | 02:00 PM | 3          | 8          |
| 58     | 9/24/2024 | 02:15 PM | 7          | 13         | 154    | 9/25/2024 | 02:15 PM | 6          | 6          |
| 59     | 9/24/2024 | 02:30 PM | 6          | 14         | 155    | 9/25/2024 | 02:30 PM | 5          | 15         |
| 60     | 9/24/2024 | 02:45 PM | 1          | 14         | 156    | 9/25/2024 | 02:45 PM | 4          | 14         |
| 61     | 9/24/2024 | 03:00 PM | 18         | 7          | 157    | 9/25/2024 | 03:00 PM | 10         | 4          |
| 62     | 9/24/2024 | 03:15 PM | 4          | 7          | 158    | 9/25/2024 | 03:15 PM | 6          | 7          |
| 63     | 9/24/2024 | 03:30 PM | 5          | 3          | 159    | 9/25/2024 | 03:30 PM | 3          | 4          |
| 64     | 9/24/2024 | 03:45 PM | 7          | 2          | 160    | 9/25/2024 | 03:45 PM | 4          | 4          |
| 65     | 9/24/2024 | 04:00 PM | 1          | 2          | 161    | 9/25/2024 | 04:00 PM | 3          | 4          |
| 66     | 9/24/2024 | 04:15 PM | 4          | 10         | 162    | 9/25/2024 | 04:15 PM | 7          | 5          |
| 67     | 9/24/2024 | 04:30 PM | 3          | 3          | 163    | 9/25/2024 | 04:30 PM | 8          | 5          |
| 68     | 9/24/2024 | 04:45 PM | 2          | 8          | 164    | 9/25/2024 | 04:45 PM | 5          | 3          |
| 69     | 9/24/2024 | 05:00 PM | 1          | 11         | 165    | 9/25/2024 | 05:00 PM | 4          | 17         |
| 70     | 9/24/2024 | 05:15 PM | 0          | 6          | 166    | 9/25/2024 | 05:15 PM | 8          | 8          |
| 71     | 9/24/2024 | 05:30 PM | 4          | 2          | 167    | 9/25/2024 | 05:30 PM | 7          | 6          |
| 72     | 9/24/2024 | 05:45 PM | 4          | 7          | 168    | 9/25/2024 | 05:45 PM | 4          | 12         |
| 73     | 9/24/2024 | 06:00 PM | 4          | 6          | 169    | 9/25/2024 | 06:00 PM | 3          | 8          |
| 74     | 9/24/2024 | 06:15 PM | 0          | 3          | 170    | 9/25/2024 | 06:15 PM | 4          | 7          |
| 75     | 9/24/2024 | 06:30 PM | 4          | 4          | 171    | 9/25/2024 | 06:30 PM | 1          | 5          |
| 76     | 9/24/2024 | 06:45 PM | 3          | 7          | 172    | 9/25/2024 | 06:45 PM | 4          | 4          |
| 77     | 9/24/2024 | 07:00 PM | 5          | 6          | 173    | 9/25/2024 | 07:00 PM | 3          | 3          |
| 78     | 9/24/2024 | 07:15 PM | 5          | 4          | 174    | 9/25/2024 | 07:15 PM | 2          | 8          |
| 79     | 9/24/2024 | 07:30 PM | 3          | 9          | 175    | 9/25/2024 | 07:30 PM | 2          | 3          |
| 80     | 9/24/2024 | 07:45 PM | 2          | 2          | 176    | 9/25/2024 | 07:45 PM | 1          | 3          |
| 81     | 9/24/2024 | 08:00 PM | 3          | 4          | 177    | 9/25/2024 | 08:00 PM | 2          | 7          |
| 82     | 9/24/2024 | 08:15 PM | 2          | 2          | 178    | 9/25/2024 | 08:15 PM | 2          | 2          |
| 83     | 9/24/2024 | 08:30 PM | 1          | 4          | 179    | 9/25/2024 | 08:30 PM | 3          | 0          |
| 84     | 9/24/2024 | 08:45 PM | 3          | 2          | 180    | 9/25/2024 | 08:45 PM | 0          | 4          |
| 85     | 9/24/2024 | 09:00 PM | 0          | 1          | 181    | 9/25/2024 | 09:00 PM | 0          | 5          |
| 86     | 9/24/2024 | 09:15 PM | 1          | 1          | 182    | 9/25/2024 | 09:15 PM | 1          | 1          |
| 87     | 9/24/2024 | 09:30 PM | 0          | 1          | 183    | 9/25/2024 | 09:30 PM | 2          | 2          |
| 88     | 9/24/2024 | 09:45 PM | 3          | 0          | 184    | 9/25/2024 | 09:45 PM | 1          | 1          |
| 89     | 9/24/2024 | 10:00 PM | 0          | 1          | 185    | 9/25/2024 | 10:00 PM | 2          | 0          |
| 90     | 9/24/2024 | 10:15 PM | 1          | 4          | 186    | 9/25/2024 | 10:15 PM | 0          | 0          |
| 91     | 9/24/2024 | 10:30 PM | 0          | 0          | 187    | 9/25/2024 | 10:30 PM | 0          | 1          |
| 92     | 9/24/2024 | 10:45 PM | 0          | 0          | 188    | 9/25/2024 | 10:45 PM | 0          | 0          |
| 93     | 9/24/2024 | 11:00 PM | 0          | 0          | 189    | 9/25/2024 | 11:00 PM | 0          | 0          |
| 94     | 9/24/2024 | 11:15 PM | 0          | 2          | 190    | 9/25/2024 | 11:15 PM | 0          | 0          |
| 95     | 9/24/2024 | 11:30 PM | 0          | 1          | 191    | 9/25/2024 | 11:30 PM | 0          | 0          |
| 96     | 9/24/2024 | 11:45 PM | 0          | 0          | 192    | 9/25/2024 | 11:45 PM | 0          | 2          |
|        |           |          |            |            | 193    | 9/26/2024 | 12:00 AM | 0          | 0          |

## Summary Tube Count

Start Date: 9/24/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: STATE ST / 300 S  
Street: State St  
From: 400 S  
To: 300 S  
Latitude: 41° 54.9033 North  
Longitude: 111° 48.5350 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 671 |
| Day 2             | 790 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Southbound | Northbound | Number | Date      | Time     | Southbound | Northbound |
|--------|-----------|----------|------------|------------|--------|-----------|----------|------------|------------|
| 1      | 9/24/2024 | 12:00 AM | 0          | 0          | 97     | 9/25/2024 | 12:00 AM | 0          | 0          |
| 2      | 9/24/2024 | 12:15 AM | 0          | 0          | 98     | 9/25/2024 | 12:15 AM | 0          | 0          |
| 3      | 9/24/2024 | 12:30 AM | 1          | 0          | 99     | 9/25/2024 | 12:30 AM | 1          | 0          |
| 4      | 9/24/2024 | 12:45 AM | 0          | 1          | 100    | 9/25/2024 | 12:45 AM | 0          | 0          |
| 5      | 9/24/2024 | 01:00 AM | 0          | 0          | 101    | 9/25/2024 | 01:00 AM | 0          | 1          |
| 6      | 9/24/2024 | 01:15 AM | 0          | 0          | 102    | 9/25/2024 | 01:15 AM | 0          | 0          |
| 7      | 9/24/2024 | 01:30 AM | 0          | 1          | 103    | 9/25/2024 | 01:30 AM | 0          | 0          |
| 8      | 9/24/2024 | 01:45 AM | 0          | 0          | 104    | 9/25/2024 | 01:45 AM | 0          | 0          |
| 9      | 9/24/2024 | 02:00 AM | 0          | 0          | 105    | 9/25/2024 | 02:00 AM | 0          | 0          |
| 10     | 9/24/2024 | 02:15 AM | 0          | 1          | 106    | 9/25/2024 | 02:15 AM | 0          | 1          |
| 11     | 9/24/2024 | 02:30 AM | 0          | 1          | 107    | 9/25/2024 | 02:30 AM | 0          | 0          |
| 12     | 9/24/2024 | 02:45 AM | 0          | 0          | 108    | 9/25/2024 | 02:45 AM | 0          | 0          |
| 13     | 9/24/2024 | 03:00 AM | 0          | 0          | 109    | 9/25/2024 | 03:00 AM | 0          | 0          |
| 14     | 9/24/2024 | 03:15 AM | 0          | 1          | 110    | 9/25/2024 | 03:15 AM | 0          | 1          |
| 15     | 9/24/2024 | 03:30 AM | 0          | 0          | 111    | 9/25/2024 | 03:30 AM | 0          | 0          |
| 16     | 9/24/2024 | 03:45 AM | 0          | 0          | 112    | 9/25/2024 | 03:45 AM | 0          | 0          |
| 17     | 9/24/2024 | 04:00 AM | 0          | 0          | 113    | 9/25/2024 | 04:00 AM | 0          | 0          |
| 18     | 9/24/2024 | 04:15 AM | 1          | 0          | 114    | 9/25/2024 | 04:15 AM | 0          | 0          |
| 19     | 9/24/2024 | 04:30 AM | 0          | 0          | 115    | 9/25/2024 | 04:30 AM | 1          | 0          |
| 20     | 9/24/2024 | 04:45 AM | 0          | 1          | 116    | 9/25/2024 | 04:45 AM | 0          | 1          |
| 21     | 9/24/2024 | 05:00 AM | 2          | 2          | 117    | 9/25/2024 | 05:00 AM | 3          | 2          |
| 22     | 9/24/2024 | 05:15 AM | 1          | 1          | 118    | 9/25/2024 | 05:15 AM | 0          | 2          |
| 23     | 9/24/2024 | 05:30 AM | 1          | 2          | 119    | 9/25/2024 | 05:30 AM | 3          | 3          |
| 24     | 9/24/2024 | 05:45 AM | 6          | 1          | 120    | 9/25/2024 | 05:45 AM | 2          | 2          |
| 25     | 9/24/2024 | 06:00 AM | 3          | 2          | 121    | 9/25/2024 | 06:00 AM | 2          | 2          |
| 26     | 9/24/2024 | 06:15 AM | 0          | 2          | 122    | 9/25/2024 | 06:15 AM | 2          | 3          |
| 27     | 9/24/2024 | 06:30 AM | 6          | 3          | 123    | 9/25/2024 | 06:30 AM | 9          | 5          |
| 28     | 9/24/2024 | 06:45 AM | 25         | 11         | 124    | 9/25/2024 | 06:45 AM | 22         | 7          |
| 29     | 9/24/2024 | 07:00 AM | 19         | 13         | 125    | 9/25/2024 | 07:00 AM | 24         | 11         |
| 30     | 9/24/2024 | 07:15 AM | 5          | 10         | 126    | 9/25/2024 | 07:15 AM | 6          | 8          |
| 31     | 9/24/2024 | 07:30 AM | 4          | 1          | 127    | 9/25/2024 | 07:30 AM | 7          | 4          |
| 32     | 9/24/2024 | 07:45 AM | 7          | 12         | 128    | 9/25/2024 | 07:45 AM | 5          | 12         |
| 33     | 9/24/2024 | 08:00 AM | 6          | 9          | 129    | 9/25/2024 | 08:00 AM | 12         | 12         |
| 34     | 9/24/2024 | 08:15 AM | 8          | 3          | 130    | 9/25/2024 | 08:15 AM | 8          | 3          |
| 35     | 9/24/2024 | 08:30 AM | 1          | 3          | 131    | 9/25/2024 | 08:30 AM | 2          | 6          |
| 36     | 9/24/2024 | 08:45 AM | 7          | 5          | 132    | 9/25/2024 | 08:45 AM | 3          | 3          |
| 37     | 9/24/2024 | 09:00 AM | 2          | 1          | 133    | 9/25/2024 | 09:00 AM | 6          | 6          |
| 38     | 9/24/2024 | 09:15 AM | 1          | 6          | 134    | 9/25/2024 | 09:15 AM | 1          | 6          |
| 39     | 9/24/2024 | 09:30 AM | 1          | 4          | 135    | 9/25/2024 | 09:30 AM | 1          | 1          |
| 40     | 9/24/2024 | 09:45 AM | 4          | 4          | 136    | 9/25/2024 | 09:45 AM | 5          | 3          |
| 41     | 9/24/2024 | 10:00 AM | 2          | 4          | 137    | 9/25/2024 | 10:00 AM | 5          | 7          |
| 42     | 9/24/2024 | 10:15 AM | 1          | 3          | 138    | 9/25/2024 | 10:15 AM | 5          | 2          |
| 43     | 9/24/2024 | 10:30 AM | 5          | 2          | 139    | 9/25/2024 | 10:30 AM | 4          | 3          |
| 44     | 9/24/2024 | 10:45 AM | 3          | 7          | 140    | 9/25/2024 | 10:45 AM | 3          | 6          |
| 45     | 9/24/2024 | 11:00 AM | 5          | 4          | 141    | 9/25/2024 | 11:00 AM | 5          | 8          |
| 46     | 9/24/2024 | 11:15 AM | 7          | 7          | 142    | 9/25/2024 | 11:15 AM | 10         | 8          |
| 47     | 9/24/2024 | 11:30 AM | 4          | 4          | 143    | 9/25/2024 | 11:30 AM | 5          | 5          |
| 48     | 9/24/2024 | 11:45 AM | 5          | 8          | 144    | 9/25/2024 | 11:45 AM | 3          | 10         |
| 49     | 9/24/2024 | 12:00 PM | 2          | 6          | 145    | 9/25/2024 | 12:00 PM | 5          | 5          |
| 50     | 9/24/2024 | 12:15 PM | 9          | 5          | 146    | 9/25/2024 | 12:15 PM | 4          | 6          |
| 51     | 9/24/2024 | 12:30 PM | 6          | 8          | 147    | 9/25/2024 | 12:30 PM | 9          | 9          |
| 52     | 9/24/2024 | 12:45 PM | 3          | 4          | 148    | 9/25/2024 | 12:45 PM | 2          | 3          |
| 53     | 9/24/2024 | 01:00 PM | 6          | 2          | 149    | 9/25/2024 | 01:00 PM | 5          | 6          |
| 54     | 9/24/2024 | 01:15 PM | 2          | 6          | 150    | 9/25/2024 | 01:15 PM | 10         | 4          |
| 55     | 9/24/2024 | 01:30 PM | 4          | 7          | 151    | 9/25/2024 | 01:30 PM | 8          | 8          |
| 56     | 9/24/2024 | 01:45 PM | 9          | 9          | 152    | 9/25/2024 | 01:45 PM | 10         | 4          |
| 57     | 9/24/2024 | 02:00 PM | 8          | 14         | 153    | 9/25/2024 | 02:00 PM | 9          | 20         |
| 58     | 9/24/2024 | 02:15 PM | 7          | 9          | 154    | 9/25/2024 | 02:15 PM | 5          | 12         |
| 59     | 9/24/2024 | 02:30 PM | 5          | 9          | 155    | 9/25/2024 | 02:30 PM | 9          | 17         |
| 60     | 9/24/2024 | 02:45 PM | 5          | 9          | 156    | 9/25/2024 | 02:45 PM | 5          | 6          |
| 61     | 9/24/2024 | 03:00 PM | 9          | 8          | 157    | 9/25/2024 | 03:00 PM | 10         | 8          |
| 62     | 9/24/2024 | 03:15 PM | 5          | 6          | 158    | 9/25/2024 | 03:15 PM | 4          | 7          |
| 63     | 9/24/2024 | 03:30 PM | 5          | 10         | 159    | 9/25/2024 | 03:30 PM | 0          | 3          |
| 64     | 9/24/2024 | 03:45 PM | 6          | 8          | 160    | 9/25/2024 | 03:45 PM | 4          | 5          |
| 65     | 9/24/2024 | 04:00 PM | 1          | 1          | 161    | 9/25/2024 | 04:00 PM | 5          | 12         |
| 66     | 9/24/2024 | 04:15 PM | 2          | 8          | 162    | 9/25/2024 | 04:15 PM | 8          | 9          |
| 67     | 9/24/2024 | 04:30 PM | 3          | 5          | 163    | 9/25/2024 | 04:30 PM | 4          | 4          |
| 68     | 9/24/2024 | 04:45 PM | 5          | 6          | 164    | 9/25/2024 | 04:45 PM | 2          | 5          |
| 69     | 9/24/2024 | 05:00 PM | 3          | 12         | 165    | 9/25/2024 | 05:00 PM | 4          | 8          |
| 70     | 9/24/2024 | 05:15 PM | 4          | 6          | 166    | 9/25/2024 | 05:15 PM | 9          | 11         |
| 71     | 9/24/2024 | 05:30 PM | 7          | 7          | 167    | 9/25/2024 | 05:30 PM | 4          | 12         |
| 72     | 9/24/2024 | 05:45 PM | 5          | 10         | 168    | 9/25/2024 | 05:45 PM | 5          | 8          |
| 73     | 9/24/2024 | 06:00 PM | 3          | 10         | 169    | 9/25/2024 | 06:00 PM | 7          | 11         |
| 74     | 9/24/2024 | 06:15 PM | 6          | 4          | 170    | 9/25/2024 | 06:15 PM | 3          | 11         |
| 75     | 9/24/2024 | 06:30 PM | 0          | 1          | 171    | 9/25/2024 | 06:30 PM | 10         | 5          |
| 76     | 9/24/2024 | 06:45 PM | 3          | 10         | 172    | 9/25/2024 | 06:45 PM | 4          | 6          |
| 77     | 9/24/2024 | 07:00 PM | 3          | 3          | 173    | 9/25/2024 | 07:00 PM | 7          | 6          |
| 78     | 9/24/2024 | 07:15 PM | 4          | 5          | 174    | 9/25/2024 | 07:15 PM | 14         | 6          |
| 79     | 9/24/2024 | 07:30 PM | 8          | 0          | 175    | 9/25/2024 | 07:30 PM | 8          | 4          |
| 80     | 9/24/2024 | 07:45 PM | 4          | 5          | 176    | 9/25/2024 | 07:45 PM | 0          | 3          |
| 81     | 9/24/2024 | 08:00 PM | 2          | 3          | 177    | 9/25/2024 | 08:00 PM | 3          | 3          |
| 82     | 9/24/2024 | 08:15 PM | 2          | 2          | 178    | 9/25/2024 | 08:15 PM | 1          | 5          |
| 83     | 9/24/2024 | 08:30 PM | 1          | 0          | 179    | 9/25/2024 | 08:30 PM | 3          | 3          |
| 84     | 9/24/2024 | 08:45 PM | 3          | 1          | 180    | 9/25/2024 | 08:45 PM | 1          | 1          |
| 85     | 9/24/2024 | 09:00 PM | 1          | 1          | 181    | 9/25/2024 | 09:00 PM | 1          | 1          |
| 86     | 9/24/2024 | 09:15 PM | 1          | 1          | 182    | 9/25/2024 | 09:15 PM | 2          | 0          |
| 87     | 9/24/2024 | 09:30 PM | 1          | 1          | 183    | 9/25/2024 | 09:30 PM | 1          | 2          |
| 88     | 9/24/2024 | 09:45 PM | 1          | 0          | 184    | 9/25/2024 | 09:45 PM | 0          | 1          |
| 89     | 9/24/2024 | 10:00 PM | 0          | 1          | 185    | 9/25/2024 | 10:00 PM | 1          | 1          |
| 90     | 9/24/2024 | 10:15 PM | 0          | 0          | 186    | 9/25/2024 | 10:15 PM | 0          | 2          |
| 91     | 9/24/2024 | 10:30 PM | 0          | 0          | 187    | 9/25/2024 | 10:30 PM | 0          | 1          |
| 92     | 9/24/2024 | 10:45 PM | 0          | 1          | 188    | 9/25/2024 | 10:45 PM | 0          | 0          |
| 93     | 9/24/2024 | 11:00 PM | 0          | 0          | 189    | 9/25/2024 | 11:00 PM | 0          | 0          |
| 94     | 9/24/2024 | 11:15 PM | 0          | 0          | 190    | 9/25/2024 | 11:15 PM | 0          | 0          |
| 95     | 9/24/2024 | 11:30 PM | 0          | 0          | 191    | 9/25/2024 | 11:30 PM | 0          | 1          |
| 96     | 9/24/2024 | 11:45 PM | 0          | 0          | 192    | 9/25/2024 | 11:45 PM | 0          | 0          |
|        |           |          |            |            | 193    | 9/26/2024 | 12:00 AM | 0          | 0          |



## Summary Tube Count

Start Date: 9/24/2024  
Start Time: 12:00:00 AM  
Collection Hours: 48 hours (2 Days)  
Site Code: STATE, S MAIN  
Street: State St  
From: 100 S  
To: Main St  
Latitude: 41° 55.2700 North  
Longitude: 111° 48.5250 West

| Total ADT per Day |     |
|-------------------|-----|
| Day 1             | 653 |
| Day 2             | 711 |



JUB ENGINEERS, INC.

| Number | Date      | Time     | Southbound | Northbound | Number | Date      | Time     | Southbound | Northbound |
|--------|-----------|----------|------------|------------|--------|-----------|----------|------------|------------|
| 1      | 9/24/2024 | 12:00 AM | 1          | 0          | 97     | 9/25/2024 | 12:00 AM | 0          | 0          |
| 2      | 9/24/2024 | 12:15 AM | 0          | 1          | 98     | 9/25/2024 | 12:15 AM | 1          | 0          |
| 3      | 9/24/2024 | 12:30 AM | 0          | 0          | 99     | 9/25/2024 | 12:30 AM | 0          | 0          |
| 4      | 9/24/2024 | 12:45 AM | 0          | 0          | 100    | 9/25/2024 | 12:45 AM | 0          | 0          |
| 5      | 9/24/2024 | 01:00 AM | 0          | 0          | 101    | 9/25/2024 | 01:00 AM | 0          | 0          |
| 6      | 9/24/2024 | 01:15 AM | 0          | 0          | 102    | 9/25/2024 | 01:15 AM | 0          | 0          |
| 7      | 9/24/2024 | 01:30 AM | 0          | 0          | 103    | 9/25/2024 | 01:30 AM | 0          | 0          |
| 8      | 9/24/2024 | 01:45 AM | 0          | 0          | 104    | 9/25/2024 | 01:45 AM | 0          | 0          |
| 9      | 9/24/2024 | 02:00 AM | 0          | 0          | 105    | 9/25/2024 | 02:00 AM | 0          | 0          |
| 10     | 9/24/2024 | 02:15 AM | 0          | 0          | 106    | 9/25/2024 | 02:15 AM | 0          | 1          |
| 11     | 9/24/2024 | 02:30 AM | 0          | 1          | 107    | 9/25/2024 | 02:30 AM | 0          | 1          |
| 12     | 9/24/2024 | 02:45 AM | 0          | 0          | 108    | 9/25/2024 | 02:45 AM | 0          | 0          |
| 13     | 9/24/2024 | 03:00 AM | 0          | 0          | 109    | 9/25/2024 | 03:00 AM | 0          | 0          |
| 14     | 9/24/2024 | 03:15 AM | 0          | 0          | 110    | 9/25/2024 | 03:15 AM | 0          | 0          |
| 15     | 9/24/2024 | 03:30 AM | 0          | 0          | 111    | 9/25/2024 | 03:30 AM | 0          | 0          |
| 16     | 9/24/2024 | 03:45 AM | 0          | 1          | 112    | 9/25/2024 | 03:45 AM | 0          | 0          |
| 17     | 9/24/2024 | 04:00 AM | 0          | 0          | 113    | 9/25/2024 | 04:00 AM | 0          | 1          |
| 18     | 9/24/2024 | 04:15 AM | 0          | 0          | 114    | 9/25/2024 | 04:15 AM | 0          | 0          |
| 19     | 9/24/2024 | 04:30 AM | 0          | 0          | 115    | 9/25/2024 | 04:30 AM | 0          | 0          |
| 20     | 9/24/2024 | 04:45 AM | 0          | 0          | 116    | 9/25/2024 | 04:45 AM | 0          | 0          |
| 21     | 9/24/2024 | 05:00 AM | 0          | 0          | 117    | 9/25/2024 | 05:00 AM | 0          | 0          |
| 22     | 9/24/2024 | 05:15 AM | 0          | 0          | 118    | 9/25/2024 | 05:15 AM | 0          | 0          |
| 23     | 9/24/2024 | 05:30 AM | 0          | 0          | 119    | 9/25/2024 | 05:30 AM | 0          | 0          |
| 24     | 9/24/2024 | 05:45 AM | 1          | 0          | 120    | 9/25/2024 | 05:45 AM | 1          | 0          |
| 25     | 9/24/2024 | 06:00 AM | 0          | 0          | 121    | 9/25/2024 | 06:00 AM | 0          | 1          |
| 26     | 9/24/2024 | 06:15 AM | 0          | 2          | 122    | 9/25/2024 | 06:15 AM | 0          | 2          |
| 27     | 9/24/2024 | 06:30 AM | 2          | 3          | 123    | 9/25/2024 | 06:30 AM | 0          | 1          |
| 28     | 9/24/2024 | 06:45 AM | 0          | 1          | 124    | 9/25/2024 | 06:45 AM | 2          | 2          |
| 29     | 9/24/2024 | 07:00 AM | 2          | 1          | 125    | 9/25/2024 | 07:00 AM | 4          | 1          |
| 30     | 9/24/2024 | 07:15 AM | 2          | 3          | 126    | 9/25/2024 | 07:15 AM | 0          | 4          |
| 31     | 9/24/2024 | 07:30 AM | 2          | 1          | 127    | 9/25/2024 | 07:30 AM | 1          | 4          |
| 32     | 9/24/2024 | 07:45 AM | 0          | 5          | 128    | 9/25/2024 | 07:45 AM | 1          | 3          |
| 33     | 9/24/2024 | 08:00 AM | 11         | 1          | 129    | 9/25/2024 | 08:00 AM | 12         | 5          |
| 34     | 9/24/2024 | 08:15 AM | 19         | 7          | 130    | 9/25/2024 | 08:15 AM | 18         | 6          |
| 35     | 9/24/2024 | 08:30 AM | 9          | 13         | 131    | 9/25/2024 | 08:30 AM | 16         | 12         |
| 36     | 9/24/2024 | 08:45 AM | 5          | 5          | 132    | 9/25/2024 | 08:45 AM | 3          | 6          |
| 37     | 9/24/2024 | 09:00 AM | 2          | 4          | 133    | 9/25/2024 | 09:00 AM | 5          | 3          |
| 38     | 9/24/2024 | 09:15 AM | 6          | 11         | 134    | 9/25/2024 | 09:15 AM | 7          | 13         |
| 39     | 9/24/2024 | 09:30 AM | 8          | 8          | 135    | 9/25/2024 | 09:30 AM | 8          | 8          |
| 40     | 9/24/2024 | 09:45 AM | 6          | 1          | 136    | 9/25/2024 | 09:45 AM | 4          | 0          |
| 41     | 9/24/2024 | 10:00 AM | 3          | 3          | 137    | 9/25/2024 | 10:00 AM | 3          | 5          |
| 42     | 9/24/2024 | 10:15 AM | 1          | 3          | 138    | 9/25/2024 | 10:15 AM | 8          | 6          |
| 43     | 9/24/2024 | 10:30 AM | 1          | 0          | 139    | 9/25/2024 | 10:30 AM | 3          | 4          |
| 44     | 9/24/2024 | 10:45 AM | 0          | 9          | 140    | 9/25/2024 | 10:45 AM | 1          | 5          |
| 45     | 9/24/2024 | 11:00 AM | 2          | 3          | 141    | 9/25/2024 | 11:00 AM | 2          | 3          |
| 46     | 9/24/2024 | 11:15 AM | 5          | 5          | 142    | 9/25/2024 | 11:15 AM | 2          | 4          |
| 47     | 9/24/2024 | 11:30 AM | 3          | 5          | 143    | 9/25/2024 | 11:30 AM | 3          | 4          |
| 48     | 9/24/2024 | 11:45 AM | 2          | 4          | 144    | 9/25/2024 | 11:45 AM | 5          | 4          |
| 49     | 9/24/2024 | 12:00 PM | 4          | 1          | 145    | 9/25/2024 | 12:00 PM | 5          | 5          |
| 50     | 9/24/2024 | 12:15 PM | 2          | 7          | 146    | 9/25/2024 | 12:15 PM | 3          | 10         |
| 51     | 9/24/2024 | 12:30 PM | 9          | 5          | 147    | 9/25/2024 | 12:30 PM | 8          | 11         |
| 52     | 9/24/2024 | 12:45 PM | 6          | 7          | 148    | 9/25/2024 | 12:45 PM | 9          | 12         |
| 53     | 9/24/2024 | 01:00 PM | 5          | 8          | 149    | 9/25/2024 | 01:00 PM | 3          | 6          |
| 54     | 9/24/2024 | 01:15 PM | 6          | 6          | 150    | 9/25/2024 | 01:15 PM | 5          | 4          |
| 55     | 9/24/2024 | 01:30 PM | 1          | 3          | 151    | 9/25/2024 | 01:30 PM | 5          | 7          |
| 56     | 9/24/2024 | 01:45 PM | 10         | 8          | 152    | 9/25/2024 | 01:45 PM | 8          | 6          |
| 57     | 9/24/2024 | 02:00 PM | 5          | 6          | 153    | 9/25/2024 | 02:00 PM | 6          | 7          |
| 58     | 9/24/2024 | 02:15 PM | 4          | 5          | 154    | 9/25/2024 | 02:15 PM | 3          | 5          |
| 59     | 9/24/2024 | 02:30 PM | 3          | 4          | 155    | 9/25/2024 | 02:30 PM | 4          | 4          |
| 60     | 9/24/2024 | 02:45 PM | 2          | 5          | 156    | 9/25/2024 | 02:45 PM | 6          | 5          |
| 61     | 9/24/2024 | 03:00 PM | 9          | 6          | 157    | 9/25/2024 | 03:00 PM | 6          | 8          |
| 62     | 9/24/2024 | 03:15 PM | 5          | 10         | 158    | 9/25/2024 | 03:15 PM | 8          | 8          |
| 63     | 9/24/2024 | 03:30 PM | 6          | 12         | 159    | 9/25/2024 | 03:30 PM | 6          | 17         |
| 64     | 9/24/2024 | 03:45 PM | 5          | 13         | 160    | 9/25/2024 | 03:45 PM | 3          | 13         |
| 65     | 9/24/2024 | 04:00 PM | 5          | 9          | 161    | 9/25/2024 | 04:00 PM | 7          | 9          |
| 66     | 9/24/2024 | 04:15 PM | 12         | 11         | 162    | 9/25/2024 | 04:15 PM | 6          | 10         |
| 67     | 9/24/2024 | 04:30 PM | 10         | 9          | 163    | 9/25/2024 | 04:30 PM | 7          | 5          |
| 68     | 9/24/2024 | 04:45 PM | 7          | 7          | 164    | 9/25/2024 | 04:45 PM | 2          | 7          |
| 69     | 9/24/2024 | 05:00 PM | 7          | 10         | 165    | 9/25/2024 | 05:00 PM | 4          | 0          |
| 70     | 9/24/2024 | 05:15 PM | 6          | 6          | 166    | 9/25/2024 | 05:15 PM | 4          | 5          |
| 71     | 9/24/2024 | 05:30 PM | 4          | 6          | 167    | 9/25/2024 | 05:30 PM | 5          | 8          |
| 72     | 9/24/2024 | 05:45 PM | 8          | 6          | 168    | 9/25/2024 | 05:45 PM | 9          | 9          |
| 73     | 9/24/2024 | 06:00 PM | 3          | 5          | 169    | 9/25/2024 | 06:00 PM | 5          | 5          |
| 74     | 9/24/2024 | 06:15 PM | 5          | 7          | 170    | 9/25/2024 | 06:15 PM | 6          | 8          |
| 75     | 9/24/2024 | 06:30 PM | 6          | 5          | 171    | 9/25/2024 | 06:30 PM | 6          | 9          |
| 76     | 9/24/2024 | 06:45 PM | 5          | 6          | 172    | 9/25/2024 | 06:45 PM | 12         | 8          |
| 77     | 9/24/2024 | 07:00 PM | 4          | 5          | 173    | 9/25/2024 | 07:00 PM | 5          | 11         |
| 78     | 9/24/2024 | 07:15 PM | 3          | 10         | 174    | 9/25/2024 | 07:15 PM | 3          | 6          |
| 79     | 9/24/2024 | 07:30 PM | 7          | 7          | 175    | 9/25/2024 | 07:30 PM | 6          | 1          |
| 80     | 9/24/2024 | 07:45 PM | 5          | 7          | 176    | 9/25/2024 | 07:45 PM | 3          | 4          |
| 81     | 9/24/2024 | 08:00 PM | 6          | 1          | 177    | 9/25/2024 | 08:00 PM | 5          | 3          |
| 82     | 9/24/2024 | 08:15 PM | 4          | 5          | 178    | 9/25/2024 | 08:15 PM | 2          | 8          |
| 83     | 9/24/2024 | 08:30 PM | 4          | 4          | 179    | 9/25/2024 | 08:30 PM | 7          | 2          |
| 84     | 9/24/2024 | 08:45 PM | 3          | 8          | 180    | 9/25/2024 | 08:45 PM | 6          | 3          |
| 85     | 9/24/2024 | 09:00 PM | 4          | 2          | 181    | 9/25/2024 | 09:00 PM | 2          | 5          |
| 86     | 9/24/2024 | 09:15 PM | 3          | 2          | 182    | 9/25/2024 | 09:15 PM | 2          | 4          |
| 87     | 9/24/2024 | 09:30 PM | 1          | 3          | 183    | 9/25/2024 | 09:30 PM | 1          | 2          |
| 88     | 9/24/2024 | 09:45 PM | 1          | 2          | 184    | 9/25/2024 | 09:45 PM | 3          | 5          |
| 89     | 9/24/2024 | 10:00 PM | 0          | 0          | 185    | 9/25/2024 | 10:00 PM | 1          | 0          |
| 90     | 9/24/2024 | 10:15 PM | 0          | 1          | 186    | 9/25/2024 | 10:15 PM | 2          | 2          |
| 91     | 9/24/2024 | 10:30 PM | 1          | 1          | 187    | 9/25/2024 | 10:30 PM | 4          | 1          |
| 92     | 9/24/2024 | 10:45 PM | 0          | 1          | 188    | 9/25/2024 | 10:45 PM | 1          | 2          |
| 93     | 9/24/2024 | 11:00 PM | 0          | 1          | 189    | 9/25/2024 | 11:00 PM | 4          | 1          |
| 94     | 9/24/2024 | 11:15 PM | 0          | 0          | 190    | 9/25/2024 | 11:15 PM | 0          | 0          |
| 95     | 9/24/2024 | 11:30 PM | 0          | 0          | 191    | 9/25/2024 | 11:30 PM | 1          | 1          |
| 96     | 9/24/2024 | 11:45 PM | 0          | 0          | 192    | 9/25/2024 | 11:45 PM | 1          | 0          |
|        |           |          |            |            | 193    | 9/26/2024 | 12:00 AM | 0          | 1          |

INTERSECTION: 500 N @ 300 E

DATE OF TMC: Wednesday, October 2, 2024

TIME: 6:45 AM - 8:45 AM; 3:45 PM - 5:45 PM

AGENCY:



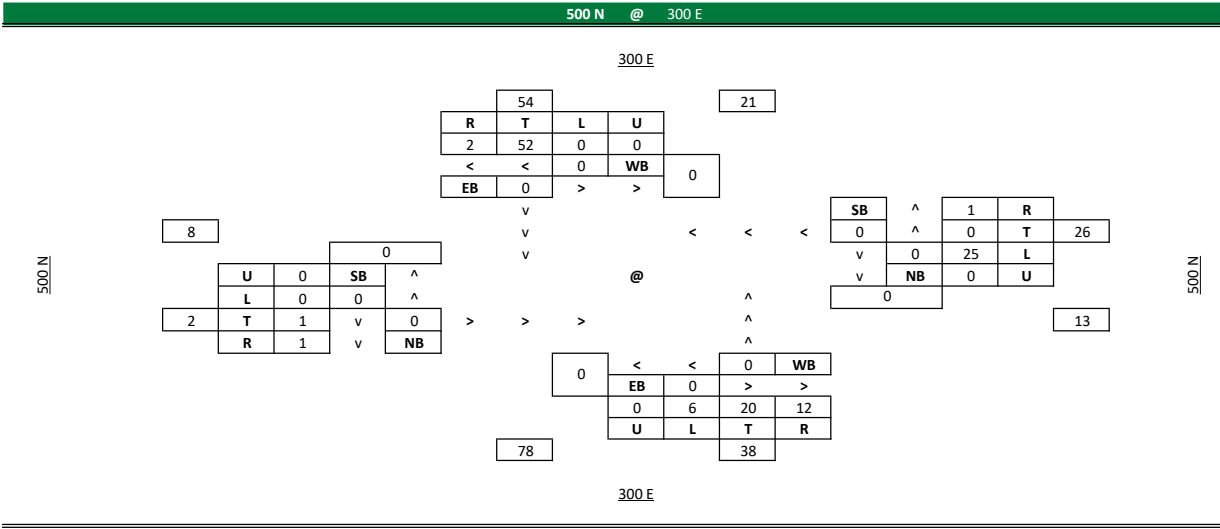
| AM Hour |         | SOUTHBOUND |        |      |      |       |       |  | NORTHBOUND |        |      |      |       |       |  | WESTBOUND |        |      |      |       |       |  | EASTBOUND |        |      |      |       |       |  | GRAND |
|---------|---------|------------|--------|------|------|-------|-------|--|------------|--------|------|------|-------|-------|--|-----------|--------|------|------|-------|-------|--|-----------|--------|------|------|-------|-------|--|-------|
| 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      | 2    | 1    | 2     | 5     |  | 0         | 0      | 2    | 0    | 0     | 2     |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 14    |
| 7:00 AM | 7:15 AM | 0          | 0      | 0    | 15   | 0     | 15    |  | 0          | 0      | 2    | 3    | 0     | 5     |  | 0         | 0      | 4    | 0    | 0     | 4     |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 24    |
| 7:15 AM | 7:30 AM | 0          | 0      | 0    | 21   | 0     | 21    |  | 0          | 0      | 2    | 4    | 2     | 8     |  | 0         | 0      | 11   | 0    | 1     | 12    |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 41    |
| 7:30 AM | 7:45 AM | 0          | 0      | 0    | 10   | 0     | 10    |  | 0          | 0      | 2    | 7    | 3     | 12    |  | 0         | 0      | 6    | 0    | 0     | 6     |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 28    |
| 7:45 AM | 8:00 AM | 0          | 0      | 0    | 6    | 2     | 8     |  | 0          | 0      | 0    | 6    | 7     | 13    |  | 0         | 0      | 4    | 0    | 0     | 4     |  | 0         | 0      | 0    | 1    | 1     | 2     |  | 27    |
| 8:00 AM | 8:15 AM | 0          | 0      | 0    | 11   | 0     | 11    |  | 0          | 0      | 0    | 3    | 1     | 4     |  | 0         | 0      | 3    | 0    | 0     | 3     |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 18    |
| 8:15 AM | 8:30 AM | 0          | 0      | 0    | 10   | 0     | 10    |  | 0          | 0      | 0    | 0    | 2     | 2     |  | 0         | 0      | 4    | 0    | 0     | 4     |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 16    |
| 8:30 AM | 8:45 AM | 0          | 0      | 0    | 15   | 0     | 15    |  | 0          | 0      | 1    | 7    | 2     | 10    |  | 0         | 0      | 14   | 0    | 1     | 15    |  | 0         | 0      | 0    | 0    | 1     | 1     |  | 41    |
| 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    | 95   | 2     | 97    |  | 0          | 0      | 9    | 31   | 19    | 59    |  | 0         | 0      | 48   | 0    | 2     | 50    |  | 0         | 0      | 0    | 1    | 2     | 3     |  | 209   |

| 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      | 1    | 6    | 0     | 7     |  | 0          | 0      | 0    | 3    | 10    | 13    |  | 0         | 0      | 2    | 0    | 0     | 2     |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 22    |
| 4:00 PM | 4:15 PM | 0          | 0      | 0    | 7    | 0     | 7     |  | 0          | 0      | 0    | 10   | 3     | 13    |  | 0         | 0      | 6    | 0    | 0     | 6     |  | 0         | 0      | 0    | 0    | 3     | 3     |  | 29    |
| 4:15 PM | 4:30 PM | 0          | 0      | 0    | 8    | 0     | 8     |  | 0          | 0      | 0    | 10   | 8     | 18    |  | 0         | 0      | 3    | 0    | 0     | 3     |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 29    |
| 4:30 PM | 4:45 PM | 0          | 0      | 1    | 5    | 0     | 6     |  | 0          | 0      | 0    | 8    | 11    | 19    |  | 0         | 0      | 4    | 0    | 0     | 4     |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 29    |
| 4:45 PM | 5:00 PM | 0          | 0      | 1    | 11   | 0     | 12    |  | 0          | 0      | 0    | 11   | 9     | 20    |  | 0         | 0      | 3    | 0    | 2     | 5     |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 37    |
| 5:00 PM | 5:15 PM | 0          | 0      | 0    | 6    | 0     | 6     |  | 0          | 0      | 0    | 17   | 5     | 22    |  | 0         | 0      | 7    | 0    | 0     | 7     |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 35    |
| 5:15 PM | 5:30 PM | 0          | 0      | 1    | 8    | 0     | 9     |  | 0          | 0      | 1    | 15   | 4     | 20    |  | 0         | 0      | 3    | 0    | 1     | 4     |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 33    |
| 5:30 PM | 5:45 PM | 0          | 0      | 0    | 3    | 0     | 3     |  | 0          | 0      | 0    | 7    | 7     | 14    |  | 0         | 0      | 7    | 0    | 0     | 7     |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 24    |
| 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    | 54   | 0     | 58    |  | 0          | 0      | 1    | 81   | 57    | 139   |  | 0         | 0      | 35   | 0    | 3     | 38    |  | 0         | 0      | 0    | 0    | 3     | 3     |  | 238   |

INTERSECTION: 500 N @ 300 E  
DATE OF TMC: Wednesday, October 2, 2024  
TIME: 6:45 AM - 8:45 AM; 3:45 PM - 5:45 PM  
AGENCY:



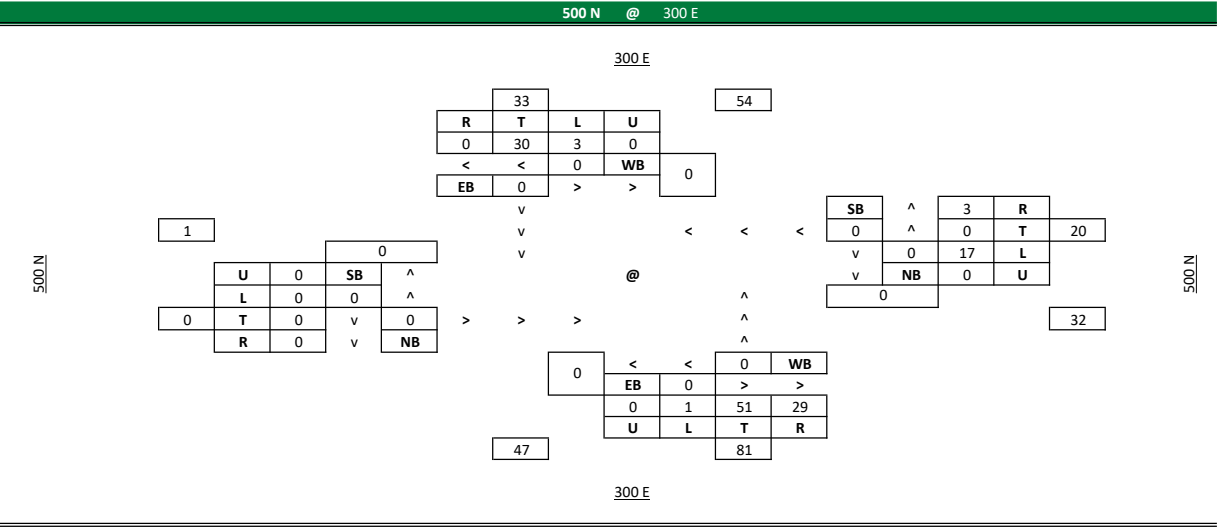
| AM Peak Hour |         | SOUTHBOUND |        |      |      |       |       | NORTHBOUND |        |      |      |       |       | WESTBOUND |        |      |      |       |       | EASTBOUND |        |      |      |       |       | GRAND |
|--------------|---------|------------|--------|------|------|-------|-------|------------|--------|------|------|-------|-------|-----------|--------|------|------|-------|-------|-----------|--------|------|------|-------|-------|-------|
| 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    | 15   | 0     | 15    | 0          | 0      | 2    | 3    | 0     | 5     | 0         | 0      | 4    | 0    | 0     | 4     | 0         | 0      | 0    | 0    | 0     | 0     | 24    |
| 7:15 AM      | 7:30 AM | 0          | 0      | 0    | 21   | 0     | 21    | 0          | 0      | 2    | 4    | 2     | 8     | 0         | 0      | 11   | 0    | 1     | 12    | 0         | 0      | 0    | 0    | 0     | 0     | 41    |
| 7:30 AM      | 7:45 AM | 0          | 0      | 0    | 10   | 0     | 10    | 0          | 0      | 2    | 7    | 3     | 12    | 0         | 0      | 6    | 0    | 0     | 6     | 0         | 0      | 0    | 0    | 0     | 0     | 28    |
| 7:45 AM      | 8:00 AM | 0          | 0      | 0    | 6    | 2     | 8     | 0          | 0      | 0    | 6    | 7     | 13    | 0         | 0      | 4    | 0    | 0     | 4     | 0         | 0      | 0    | 1    | 1     | 2     | 27    |
| TOTAL        |         | 0          | 0      | 0    | 52   | 2     | 54    | 0          | 0      | 6    | 20   | 12    | 38    | 0         | 0      | 25   | 0    | 1     | 26    | 0         | 0      | 0    | 1    | 1     | 2     | 120   |
| PHF          |         | 0.64       |        |      |      |       |       | 0.73       |        |      |      |       |       | 0.54      |        |      |      |       |       | 0.25      |        |      |      |       |       | 0.73  |
| %HGV         |         | 2.1%       |        |      |      |       |       | 0.0%       |        |      |      |       |       | 0.0%      |        |      |      |       |       | 33.3%     |        |      |      |       |       | 1.4%  |



INTERSECTION: 500 N @ 300 E  
DATE OF TMC: Wednesday, October 2, 2024  
TIME: 6:45 AM - 8:45 AM; 3:45 PM - 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      | 1    | 5    | 0     | 6     | 0          | 0      | 0    | 8    | 11    | 19    | 0         | 0      | 4    | 0    | 0     | 4     | 0         | 0      | 0    | 0    | 0     | 0     | 29    |
| 4:45 PM      | 5:00 PM | 0          | 0      | 1    | 11   | 0     | 12    | 0          | 0      | 0    | 11   | 9     | 20    | 0         | 0      | 3    | 0    | 2     | 5     | 0         | 0      | 0    | 0    | 0     | 0     | 37    |
| 5:00 PM      | 5:15 PM | 0          | 0      | 0    | 6    | 0     | 6     | 0          | 0      | 0    | 17   | 5     | 22    | 0         | 0      | 7    | 0    | 0     | 7     | 0         | 0      | 0    | 0    | 0     | 0     | 35    |
| 5:15 PM      | 5:30 PM | 0          | 0      | 1    | 8    | 0     | 9     | 0          | 0      | 1    | 15   | 4     | 20    | 0         | 0      | 3    | 0    | 1     | 4     | 0         | 0      | 0    | 0    | 0     | 0     | 33    |
| TOTAL        |         | 0          | 0      | 3    | 30   | 0     | 33    | 0          | 0      | 1    | 51   | 29    | 81    | 0         | 0      | 17   | 0    | 3     | 20    | 0         | 0      | 0    | 0    | 0     | 0     | 134   |
| PHF          |         | 0.69       |        |      |      |       |       | 0.92       |        |      |      |       |       | 0.71      |        |      |      |       |       | 0.00      |        |      |      |       |       | 0.91  |
| %HGV         |         | 10.3%      |        |      |      |       |       | 0.0%       |        |      |      |       |       | 0.0%      |        |      |      |       |       | 0.0%      |        |      |      |       |       | 2.5%  |



INTERSECTION: 300 N @ 300 E  
DATE OF TMC: Wednesday, October 2, 2024  
TIME: 7:00 AM - 9:00 AM; 4:00 PM - 6:00 PM  
AGENCY:



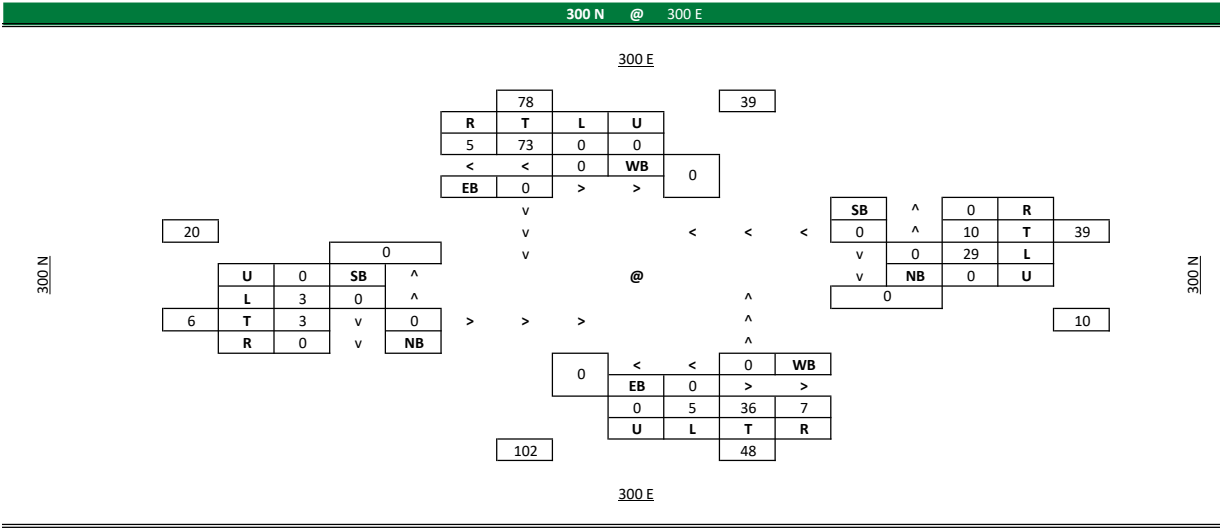
| AM Hour |         | SOUTHBOUND |        |      |      |       |       |  | NORTHBOUND |        |      |      |       |       |  | WESTBOUND |        |      |      |       |       |  | EASTBOUND |        |      |      |       |       |  | GRAND |
|---------|---------|------------|--------|------|------|-------|-------|--|------------|--------|------|------|-------|-------|--|-----------|--------|------|------|-------|-------|--|-----------|--------|------|------|-------|-------|--|-------|
| 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      | 0    | 11   | 0     | 11    |  | 0          | 0      | 0    | 5    | 1     | 6     |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 0         | 0      | 1    | 0    | 0     | 1     |  | 18    |
| 7:15 AM | 7:30 AM | 0          | 0      | 0    | 23   | 0     | 23    |  | 0          | 0      | 0    | 7    | 0     | 7     |  | 0         | 0      | 9    | 3    | 0     | 12    |  | 0         | 0      | 1    | 1    | 0     | 2     |  | 44    |
| 7:30 AM | 7:45 AM | 0          | 0      | 0    | 28   | 1     | 29    |  | 0          | 0      | 3    | 10   | 1     | 14    |  | 0         | 0      | 11   | 1    | 0     | 12    |  | 0         | 0      | 0    | 1    | 0     | 1     |  | 56    |
| 7:45 AM | 8:00 AM | 0          | 0      | 0    | 12   | 3     | 15    |  | 0          | 0      | 2    | 10   | 4     | 16    |  | 0         | 0      | 8    | 3    | 0     | 11    |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 42    |
| 8:00 AM | 8:15 AM | 0          | 0      | 0    | 10   | 1     | 11    |  | 0          | 0      | 0    | 9    | 2     | 11    |  | 0         | 0      | 1    | 3    | 0     | 4     |  | 0         | 0      | 2    | 1    | 0     | 3     |  | 29    |
| 8:15 AM | 8:30 AM | 0          | 0      | 0    | 9    | 2     | 11    |  | 0          | 0      | 0    | 3    | 2     | 5     |  | 0         | 0      | 1    | 0    | 0     | 1     |  | 0         | 0      | 1    | 1    | 0     | 2     |  | 19    |
| 8:30 AM | 8:45 AM | 0          | 0      | 0    | 12   | 5     | 17    |  | 0          | 0      | 0    | 2    | 1     | 3     |  | 0         | 0      | 3    | 5    | 1     | 9     |  | 0         | 0      | 0    | 1    | 0     | 1     |  | 30    |
| 8:45 AM | 9:00 AM | 0          | 0      | 1    | 19   | 9     | 29    |  | 0          | 0      | 0    | 9    | 8     | 17    |  | 0         | 0      | 4    | 14   | 0     | 18    |  | 0         | 0      | 2    | 4    | 0     | 6     |  | 70    |
| TOTAL   |         | 0          | 0      | 1    | 124  | 21    | 146   |  | 0          | 0      | 5    | 55   | 19    | 79    |  | 0         | 0      | 37   | 29   | 1     | 67    |  | 0         | 0      | 7    | 9    | 0     | 16    |  | 308   |

| 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      | 0    | 7    | 1     | 8     |  | 0          | 0      | 1    | 12   | 3     | 16    |  | 0         | 0      | 2    | 0    | 0     | 2     |  | 0         | 0      | 2    | 0    | 0     | 2     |  | 28    |
| 4:15 PM | 4:30 PM | 0          | 0      | 0    | 16   | 1     | 17    |  | 0          | 0      | 0    | 12   | 3     | 15    |  | 0         | 0      | 0    | 2    | 1     | 3     |  | 0         | 0      | 1    | 0    | 0     | 1     |  | 36    |
| 4:30 PM | 4:45 PM | 0          | 0      | 0    | 10   | 3     | 13    |  | 0          | 0      | 0    | 14   | 6     | 20    |  | 0         | 0      | 0    | 2    | 0     | 2     |  | 0         | 0      | 3    | 3    | 1     | 7     |  | 42    |
| 4:45 PM | 5:00 PM | 0          | 0      | 0    | 7    | 0     | 7     |  | 0          | 0      | 0    | 19   | 2     | 21    |  | 0         | 0      | 3    | 0    | 0     | 3     |  | 0         | 0      | 3    | 1    | 1     | 5     |  | 36    |
| 5:00 PM | 5:15 PM | 0          | 0      | 0    | 15   | 1     | 16    |  | 0          | 0      | 1    | 19   | 6     | 26    |  | 0         | 0      | 3    | 0    | 0     | 3     |  | 0         | 0      | 2    | 1    | 0     | 3     |  | 48    |
| 5:15 PM | 5:30 PM | 0          | 0      | 0    | 11   | 0     | 11    |  | 0          | 0      | 0    | 15   | 9     | 24    |  | 0         | 0      | 1    | 1    | 3     | 5     |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 40    |
| 5:30 PM | 5:45 PM | 0          | 0      | 0    | 5    | 1     | 6     |  | 0          | 0      | 0    | 20   | 5     | 25    |  | 0         | 0      | 4    | 2    | 0     | 6     |  | 0         | 0      | 2    | 1    | 2     | 5     |  | 42    |
| 5:45 PM | 6:00 PM | 0          | 0      | 0    | 9    | 1     | 10    |  | 0          | 0      | 1    | 15   | 2     | 18    |  | 0         | 0      | 0    | 5    | 0     | 5     |  | 0         | 0      | 1    | 2    | 0     | 3     |  | 36    |
| TOTAL   |         | 0          | 0      | 0    | 80   | 8     | 88    |  | 0          | 0      | 3    | 126  | 36    | 165   |  | 0         | 0      | 13   | 12   | 4     | 29    |  | 0         | 0      | 14   | 8    | 4     | 26    |  | 308   |

INTERSECTION: 300 N @ 300 E  
DATE OF TMC: Wednesday, October 2, 2024  
TIME: 7:00 AM - 9:00 AM; 4:00 PM - 6:00 PM  
AGENCY:



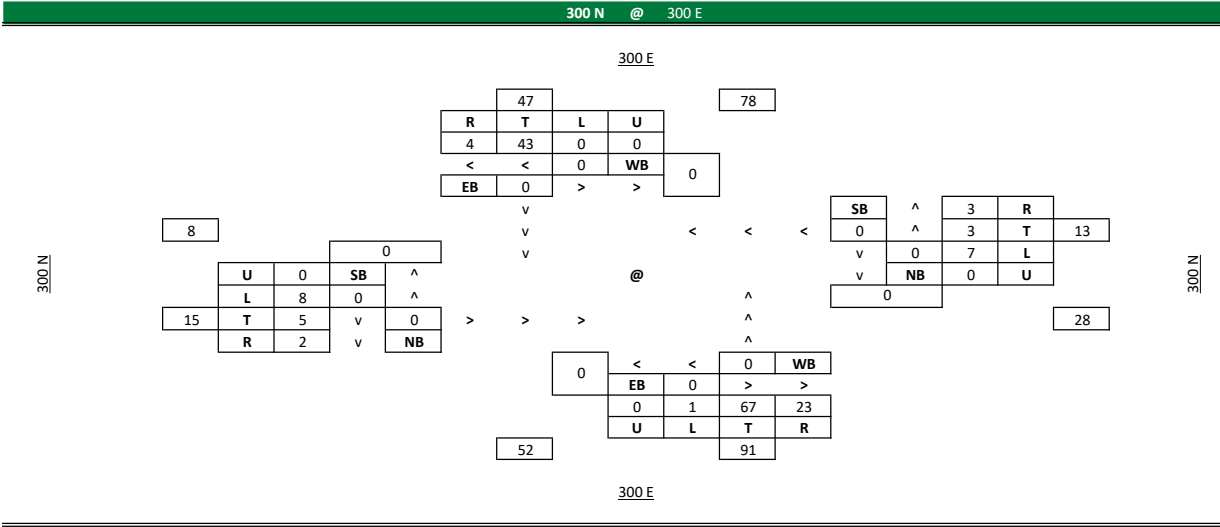
| AM Peak Hour |         | SOUTHBOUND |        |      |      |       |       |  | NORTHBOUND |        |      |      |       |       |  | WESTBOUND |        |      |      |       |       |  | EASTBOUND |        |      |      |       |       |  | GRAND |
|--------------|---------|------------|--------|------|------|-------|-------|--|------------|--------|------|------|-------|-------|--|-----------|--------|------|------|-------|-------|--|-----------|--------|------|------|-------|-------|--|-------|
| 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 |
| 7:15 AM      | 7:30 AM | 0          | 0      | 0    | 23   | 0     | 23    |  | 0          | 0      | 0    | 7    | 0     | 7     |  | 0         | 0      | 9    | 3    | 0     | 12    |  | 0         | 0      | 1    | 1    | 0     | 2     |  | 44    |
| 7:30 AM      | 7:45 AM | 0          | 0      | 0    | 28   | 1     | 29    |  | 0          | 0      | 3    | 10   | 1     | 14    |  | 0         | 0      | 11   | 1    | 0     | 12    |  | 0         | 0      | 0    | 1    | 0     | 1     |  | 56    |
| 7:45 AM      | 8:00 AM | 0          | 0      | 0    | 12   | 3     | 15    |  | 0          | 0      | 2    | 10   | 4     | 16    |  | 0         | 0      | 8    | 3    | 0     | 11    |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 42    |
| 8:00 AM      | 8:15 AM | 0          | 0      | 0    | 10   | 1     | 11    |  | 0          | 0      | 0    | 9    | 2     | 11    |  | 0         | 0      | 1    | 3    | 0     | 4     |  | 0         | 0      | 2    | 1    | 0     | 3     |  | 29    |
| TOTAL        |         | 0          | 0      | 0    | 73   | 5     | 78    |  | 0          | 0      | 5    | 36   | 7     | 48    |  | 0         | 0      | 29   | 10   | 0     | 39    |  | 0         | 0      | 3    | 3    | 0     | 6     |  | 171   |
| PHF          |         | 0.67       |        |      |      |       |       |  | 0.75       |        |      |      |       |       |  | 0.81      |        |      |      |       |       |  | 0.50      |        |      |      |       |       |  | 0.76  |
| %HGV         |         | 3.4%       |        |      |      |       |       |  | 2.5%       |        |      |      |       |       |  | 0.0%      |        |      |      |       |       |  | 0.0%      |        |      |      |       |       |  | 2.3%  |



INTERSECTION: 300 N @ 300 E  
DATE OF TMC: Wednesday, October 2, 2024  
TIME: 7:00 AM - 9:00 AM; 4:00 PM - 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 |  | TOTAL |
| 4:30 PM      | 4:45 PM | 0          | 0      | 0    | 10   | 3     | 13    |  | 0          | 0      | 0    | 14   | 6     | 20    |  | 0         | 0      | 0    | 2    | 0     | 2     |  | 0         | 0      | 3    | 3    | 1     | 7     |  | 42    |
| 4:45 PM      | 5:00 PM | 0          | 0      | 0    | 7    | 0     | 7     |  | 0          | 0      | 0    | 19   | 2     | 21    |  | 0         | 0      | 3    | 0    | 0     | 3     |  | 0         | 0      | 3    | 1    | 1     | 5     |  | 36    |
| 5:00 PM      | 5:15 PM | 0          | 0      | 0    | 15   | 1     | 16    |  | 0          | 0      | 1    | 19   | 6     | 26    |  | 0         | 0      | 3    | 0    | 0     | 3     |  | 0         | 0      | 2    | 1    | 0     | 3     |  | 48    |
| 5:15 PM      | 5:30 PM | 0          | 0      | 0    | 11   | 0     | 11    |  | 0          | 0      | 0    | 15   | 9     | 24    |  | 0         | 0      | 1    | 1    | 3     | 5     |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 40    |
| TOTAL        |         | 0          | 0      | 0    | 43   | 4     | 47    |  | 0          | 0      | 1    | 67   | 23    | 91    |  | 0         | 0      | 7    | 3    | 3     | 13    |  | 0         | 0      | 8    | 5    | 2     | 15    |  | 166   |
| PHF          |         | 0.73       |        |      |      |       |       |  | 0.88       |        |      |      |       |       |  | 0.65      |        |      |      |       |       |  | 0.54      |        |      |      |       |       |  | 0.86  |
| %HGV         |         | 1.1%       |        |      |      |       |       |  | 0.0%       |        |      |      |       |       |  | 0.0%      |        |      |      |       |       |  | 0.0%      |        |      |      |       |       |  | 0.3%  |





INTERSECTION: 100 N @ 100 W  
DATE OF TMC: Wednesday, September 18, 2024  
TIME: 6:45 AM - 8:45 AM; 4:00 PM - 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      | 1    | 0    | 0     | 1     |  | 0         | 0      | 0    | 2    | 0     | 2     |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 3     |
| 7:00 AM | 7:15 AM | 0          | 0      | 0    | 0    | 0     | 0     |  | 0          | 0      | 0    | 0    | 0     | 0     |  | 0         | 0      | 1    | 2    | 0     | 3     |  | 0         | 0      | 1    | 2    | 1     | 4     |  | 7     |
| 7:15 AM | 7:30 AM | 0          | 0      | 0    | 0    | 0     | 0     |  | 0          | 0      | 0    | 0    | 0     | 0     |  | 0         | 0      | 0    | 2    | 0     | 2     |  | 0         | 0      | 0    | 2    | 0     | 2     |  | 4     |
| 7:30 AM | 7:45 AM | 0          | 0      | 0    | 0    | 0     | 0     |  | 0          | 0      | 1    | 0    | 0     | 1     |  | 0         | 0      | 1    | 5    | 0     | 6     |  | 0         | 0      | 0    | 2    | 1     | 3     |  | 10    |
| 7:45 AM | 8:00 AM | 0          | 0      | 0    | 0    | 0     | 0     |  | 0          | 0      | 2    | 4    | 0     | 6     |  | 0         | 0      | 0    | 6    | 0     | 6     |  | 0         | 0      | 0    | 6    | 1     | 7     |  | 19    |
| 8:00 AM | 8:15 AM | 0          | 0      | 0    | 0    | 0     | 0     |  | 0          | 0      | 1    | 5    | 0     | 6     |  | 0         | 0      | 0    | 5    | 0     | 5     |  | 0         | 0      | 0    | 4    | 1     | 5     |  | 16    |
| 8:15 AM | 8:30 AM | 0          | 0      | 1    | 2    | 0     | 3     |  | 0          | 0      | 1    | 15   | 0     | 16    |  | 0         | 0      | 0    | 23   | 2     | 25    |  | 0         | 0      | 1    | 10   | 3     | 14    |  | 58    |
| 8:30 AM | 8:45 AM | 0          | 0      | 0    | 3    | 0     | 3     |  | 0          | 0      | 6    | 22   | 0     | 28    |  | 0         | 0      | 0    | 57   | 7     | 64    |  | 0         | 0      | 1    | 41   | 7     | 49    |  | 144   |
| 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    | 5    | 0     | 6     |  | 0          | 0      | 12   | 46   | 0     | 58    |  | 0         | 0      | 2    | 102  | 9     | 113   |  | 0         | 0      | 3    | 67   | 14    | 84    |  | 261   |

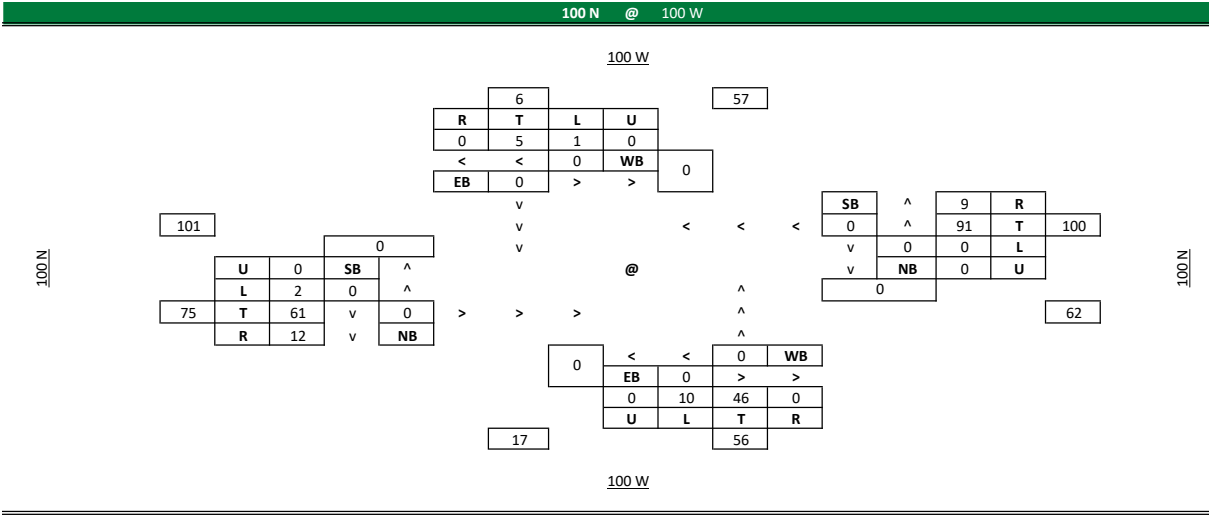
  

| PM Hour |         | SOUTHBOUND |        |      |      |       |       |  | NORTHBOUND |        |      |      |       |       |  | WESTBOUND |        |      |      |       |       |  | EASTBOUND |        |      |      |       |       |  | GRAND |
|---------|---------|------------|--------|------|------|-------|-------|--|------------|--------|------|------|-------|-------|--|-----------|--------|------|------|-------|-------|--|-----------|--------|------|------|-------|-------|--|-------|
| 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      | 2    | 4    | 0     | 6     |  | 0          | 0      | 1    | 0    | 0     | 1     |  | 0         | 0      | 0    | 2    | 0     | 2     |  | 0         | 0      | 0    | 4    | 1     | 5     |  | 14    |
| 4:15 PM | 4:30 PM | 0          | 0      | 0    | 3    | 0     | 3     |  | 0          | 0      | 2    | 0    | 0     | 2     |  | 0         | 0      | 0    | 6    | 0     | 6     |  | 0         | 0      | 0    | 5    | 1     | 6     |  | 17    |
| 4:30 PM | 4:45 PM | 0          | 0      | 1    | 1    | 0     | 2     |  | 0          | 0      | 0    | 0    | 0     | 0     |  | 0         | 0      | 0    | 5    | 0     | 5     |  | 0         | 0      | 0    | 13   | 3     | 16    |  | 23    |
| 4:45 PM | 5:00 PM | 0          | 0      | 0    | 2    | 0     | 2     |  | 0          | 0      | 1    | 0    | 0     | 1     |  | 0         | 0      | 1    | 4    | 0     | 5     |  | 0         | 0      | 0    | 6    | 2     | 8     |  | 16    |
| 5:00 PM | 5:15 PM | 0          | 0      | 0    | 0    | 0     | 0     |  | 0          | 0      | 1    | 3    | 1     | 5     |  | 0         | 0      | 0    | 1    | 0     | 1     |  | 0         | 0      | 0    | 6    | 1     | 7     |  | 13    |
| 5:15 PM | 5:30 PM | 0          | 0      | 0    | 0    | 0     | 0     |  | 0          | 0      | 2    | 0    | 1     | 3     |  | 0         | 0      | 1    | 2    | 0     | 3     |  | 0         | 0      | 0    | 4    | 3     | 7     |  | 13    |
| 5:30 PM | 5:45 PM | 0          | 0      | 0    | 0    | 0     | 0     |  | 0          | 0      | 0    | 0    | 0     | 0     |  | 0         | 0      | 2    | 4    | 0     | 6     |  | 0         | 0      | 0    | 6    | 1     | 7     |  | 13    |
| 5:45 PM | 6:00 PM | 0          | 0      | 0    | 0    | 0     | 0     |  | 0          | 0      | 1    | 0    | 0     | 1     |  | 0         | 0      | 0    | 3    | 0     | 3     |  | 0         | 0      | 0    | 6    | 2     | 8     |  | 12    |
| TOTAL   |         | 0          | 0      | 3    | 10   | 0     | 13    |  | 0          | 0      | 8    | 3    | 2     | 13    |  | 0         | 0      | 4    | 27   | 0     | 31    |  | 0         | 0      | 0    | 50   | 14    | 64    |  | 121   |

INTERSECTION: 100 N @ 100 W  
DATE OF TMC: Wednesday, September 18, 2024  
TIME: 6:45 AM - 8:45 AM; 4:00 PM - 6:00 PM  
AGENCY:



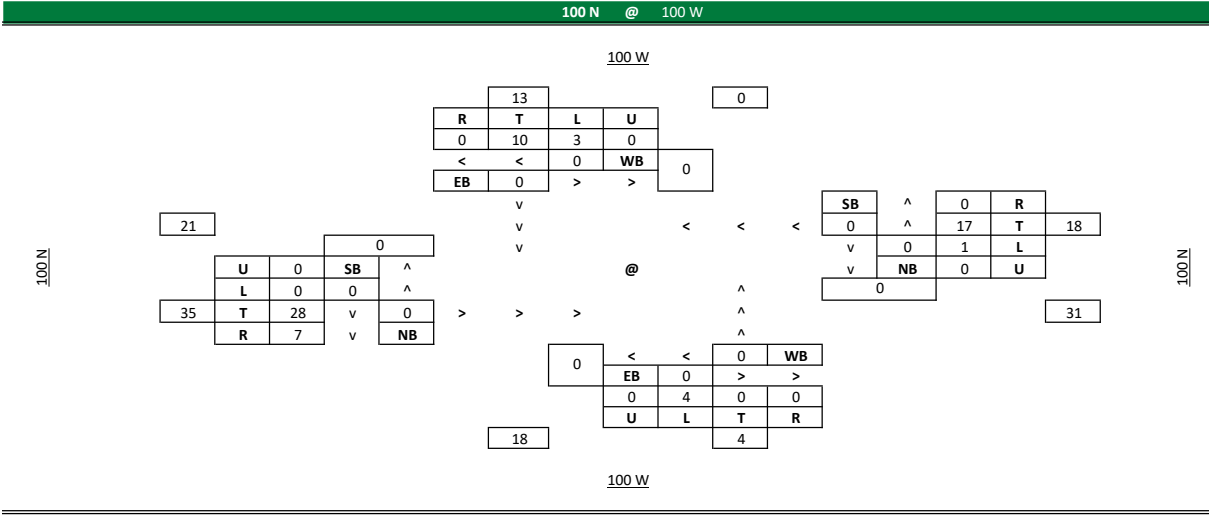
| AM Peak Hour |         | SOUTHBOUND |        |      |      |       |       | NORTHBOUND |        |      |      |       |       | WESTBOUND |        |      |      |       |       | EASTBOUND |        |      |      |       |       | GRAND |
|--------------|---------|------------|--------|------|------|-------|-------|------------|--------|------|------|-------|-------|-----------|--------|------|------|-------|-------|-----------|--------|------|------|-------|-------|-------|
| 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 |
| 7:45 AM      | 8:00 AM | 0          | 0      | 0    | 0    | 0     | 0     | 0          | 0      | 2    | 4    | 0     | 6     | 0         | 0      | 0    | 6    | 0     | 6     | 0         | 0      | 0    | 6    | 1     | 7     | 19    |
| 8:00 AM      | 8:15 AM | 0          | 0      | 0    | 0    | 0     | 0     | 0          | 0      | 1    | 5    | 0     | 6     | 0         | 0      | 0    | 5    | 0     | 5     | 0         | 0      | 0    | 4    | 1     | 5     | 16    |
| 8:15 AM      | 8:30 AM | 0          | 0      | 1    | 2    | 0     | 3     | 0          | 0      | 1    | 15   | 0     | 16    | 0         | 0      | 0    | 23   | 2     | 25    | 0         | 0      | 1    | 10   | 3     | 14    | 58    |
| 8:30 AM      | 8:45 AM | 0          | 0      | 0    | 3    | 0     | 3     | 0          | 0      | 6    | 22   | 0     | 28    | 0         | 0      | 0    | 57   | 7     | 64    | 0         | 0      | 1    | 41   | 7     | 49    | 144   |
| TOTAL        |         | 0          | 0      | 1    | 5    | 0     | 6     | 0          | 0      | 10   | 46   | 0     | 56    | 0         | 0      | 0    | 91   | 9     | 100   | 0         | 0      | 2    | 61   | 12    | 75    | 237   |
| PHF          |         | 0.50       |        |      |      |       |       | 0.50       |        |      |      |       |       | 0.39      |        |      |      |       |       | 0.38      |        |      |      |       |       | 0.41  |
| %HGV         |         | 0.0%       |        |      |      |       |       | 58.6%      |        |      |      |       |       | 0.0%      |        |      |      |       |       | 0.0%      |        |      |      |       |       | 13.0% |



INTERSECTION: 100 N @ 100 W  
DATE OF TMC: Wednesday, September 18, 2024  
TIME: 6:45 AM - 8:45 AM; 4:00 PM - 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 |  | TOTAL |
| 4:00 PM      | 4:15 PM | 0          | 0      | 2    | 4    | 0     | 6     |  | 0          | 0      | 1    | 0    | 0     | 1     |  | 0         | 0      | 0    | 2    | 0     | 2     |  | 0         | 0      | 0    | 4    | 1     | 5     |  | 14    |
| 4:15 PM      | 4:30 PM | 0          | 0      | 0    | 3    | 0     | 3     |  | 0          | 0      | 2    | 0    | 0     | 2     |  | 0         | 0      | 0    | 6    | 0     | 6     |  | 0         | 0      | 0    | 5    | 1     | 6     |  | 17    |
| 4:30 PM      | 4:45 PM | 0          | 0      | 1    | 1    | 0     | 2     |  | 0          | 0      | 0    | 0    | 0     | 0     |  | 0         | 0      | 0    | 5    | 0     | 5     |  | 0         | 0      | 0    | 13   | 3     | 16    |  | 23    |
| 4:45 PM      | 5:00 PM | 0          | 0      | 0    | 2    | 0     | 2     |  | 0          | 0      | 1    | 0    | 0     | 1     |  | 0         | 0      | 1    | 4    | 0     | 5     |  | 0         | 0      | 0    | 6    | 2     | 8     |  | 16    |
| TOTAL        |         | 0          | 0      | 3    | 10   | 0     | 13    |  | 0          | 0      | 4    | 0    | 0     | 4     |  | 0         | 0      | 1    | 17   | 0     | 18    |  | 0         | 0      | 0    | 28   | 7     | 35    |  | 70    |
| PHF          |         | 0.54       |        |      |      |       |       |  | 0.50       |        |      |      |       |       |  | 0.75      |        |      |      |       |       |  | 0.55      |        |      |      |       |       |  | 0.76  |
| %HGVS        |         | 46.2%      |        |      |      |       |       |  | 23.1%      |        |      |      |       |       |  | 0.0%      |        |      |      |       |       |  | 0.0%      |        |      |      |       |       |  | 7.4%  |



INTERSECTION: Main St @ 300 E  
DATE OF TMC: Wednesday, September 18, 2024  
TIME: 6:45 AM - 8:45 AM; 3:45 PM - 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    | 18    | 19    |  | 0          | 0      | 1    | 3    | 1     | 5     |  | 0         | 0      | 0    | 2    | 0     | 2     |  | 0         | 0      | 6    | 1    | 0     | 7     |  | 33    |
| 7:00 AM | 7:15 AM | 0          | 0      | 0    | 1    | 25    | 26    |  | 0          | 0      | 0    | 0    | 0     | 0     |  | 0         | 0      | 0    | 4    | 0     | 4     |  | 0         | 0      | 9    | 0    | 0     | 9     |  | 39    |
| 7:15 AM | 7:30 AM | 0          | 0      | 0    | 4    | 45    | 49    |  | 0          | 0      | 2    | 1    | 0     | 3     |  | 0         | 0      | 0    | 2    | 0     | 2     |  | 0         | 0      | 5    | 1    | 0     | 6     |  | 60    |
| 7:30 AM | 7:45 AM | 0          | 0      | 0    | 2    | 20    | 22    |  | 0          | 0      | 1    | 0    | 0     | 1     |  | 0         | 0      | 0    | 4    | 0     | 4     |  | 0         | 0      | 15   | 5    | 1     | 21    |  | 48    |
| 7:45 AM | 8:00 AM | 0          | 0      | 0    | 3    | 11    | 14    |  | 0          | 0      | 1    | 0    | 0     | 1     |  | 0         | 0      | 0    | 2    | 1     | 3     |  | 0         | 0      | 7    | 2    | 1     | 10    |  | 28    |
| 8:00 AM | 8:15 AM | 0          | 0      | 0    | 0    | 20    | 20    |  | 0          | 0      | 0    | 2    | 0     | 2     |  | 0         | 0      | 1    | 4    | 0     | 5     |  | 0         | 0      | 5    | 1    | 0     | 6     |  | 33    |
| 8:15 AM | 8:30 AM | 0          | 0      | 0    | 2    | 13    | 15    |  | 0          | 0      | 0    | 2    | 0     | 2     |  | 0         | 0      | 1    | 2    | 0     | 3     |  | 0         | 0      | 6    | 2    | 1     | 9     |  | 29    |
| 8:30 AM | 8:45 AM | 0          | 0      | 2    | 0    | 13    | 15    |  | 0          | 0      | 1    | 3    | 0     | 4     |  | 0         | 0      | 0    | 4    | 1     | 5     |  | 0         | 0      | 10   | 0    | 3     | 13    |  | 37    |
| 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    | 13   | 165   | 180   |  | 0          | 0      | 6    | 11   | 1     | 18    |  | 0         | 0      | 2    | 24   | 2     | 28    |  | 0         | 0      | 63   | 12   | 6     | 81    |  | 307   |

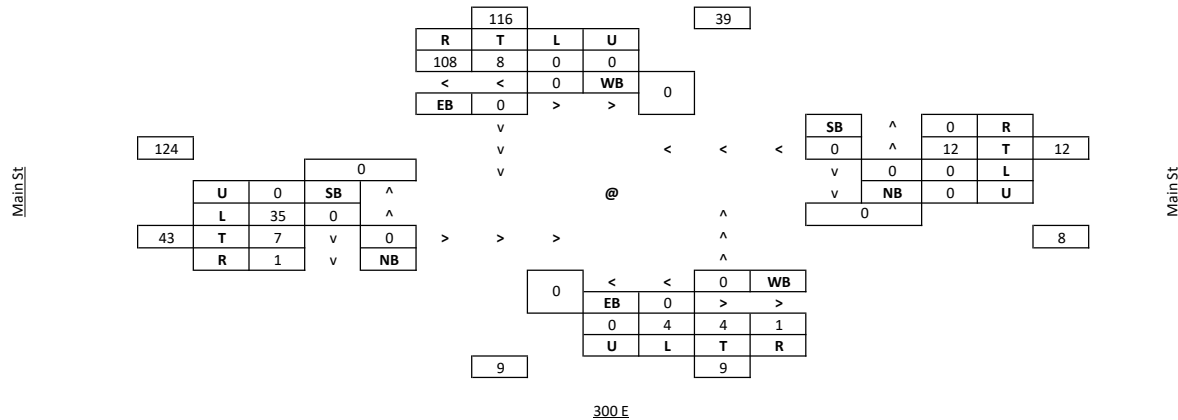
| PM Hour |         | SOUTHBOUND |        |      |      |       |       |  | NORTHBOUND |        |      |      |       |       |  | WESTBOUND |        |      |      |       |       |  | EASTBOUND |        |      |      |       |       |  | GRAND |
|---------|---------|------------|--------|------|------|-------|-------|--|------------|--------|------|------|-------|-------|--|-----------|--------|------|------|-------|-------|--|-----------|--------|------|------|-------|-------|--|-------|
| 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      | 1    | 1    | 13    | 15    |  | 0          | 0      | 0    | 1    | 0     | 1     |  | 0         | 0      | 1    | 1    | 0     | 2     |  | 0         | 0      | 15   | 3    | 0     | 18    |  | 36    |
| 4:00 PM | 4:15 PM | 0          | 0      | 0    | 0    | 18    | 18    |  | 0          | 0      | 2    | 1    | 0     | 3     |  | 0         | 0      | 0    | 2    | 1     | 3     |  | 0         | 0      | 23   | 2    | 1     | 26    |  | 50    |
| 4:15 PM | 4:30 PM | 0          | 0      | 0    | 5    | 15    | 20    |  | 0          | 0      | 2    | 3    | 0     | 5     |  | 0         | 0      | 0    | 1    | 0     | 1     |  | 0         | 0      | 15   | 3    | 1     | 19    |  | 45    |
| 4:30 PM | 4:45 PM | 0          | 0      | 0    | 0    | 27    | 27    |  | 0          | 0      | 1    | 0    | 0     | 1     |  | 0         | 0      | 1    | 2    | 1     | 4     |  | 0         | 0      | 21   | 1    | 1     | 23    |  | 55    |
| 4:45 PM | 5:00 PM | 0          | 0      | 0    | 2    | 14    | 16    |  | 0          | 0      | 1    | 2    | 0     | 3     |  | 0         | 0      | 1    | 3    | 0     | 4     |  | 0         | 0      | 25   | 4    | 1     | 30    |  | 53    |
| 5:00 PM | 5:15 PM | 0          | 0      | 2    | 4    | 12    | 18    |  | 0          | 0      | 2    | 1    | 1     | 4     |  | 0         | 0      | 1    | 3    | 1     | 5     |  | 0         | 0      | 11   | 4    | 0     | 15    |  | 42    |
| 5:15 PM | 5:30 PM | 0          | 0      | 0    | 2    | 13    | 15    |  | 0          | 0      | 2    | 3    | 2     | 7     |  | 0         | 0      | 0    | 3    | 0     | 3     |  | 0         | 0      | 29   | 3    | 0     | 32    |  | 57    |
| 5:30 PM | 5:45 PM | 0          | 0      | 0    | 3    | 19    | 22    |  | 0          | 0      | 0    | 1    | 1     | 2     |  | 0         | 0      | 0    | 3    | 0     | 3     |  | 0         | 0      | 23   | 3    | 0     | 26    |  | 53    |
| 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      | 3    | 17   | 131   | 151   |  | 0          | 0      | 10   | 12   | 4     | 26    |  | 0         | 0      | 4    | 18   | 3     | 25    |  | 0         | 0      | 162  | 23   | 4     | 189   |  | 391   |

**AGENCY:**



| AM Peak Hour |         | SOUTHBOUND |        |      |      |       |       |        | NORTHBOUND |      |      |       |       |        |        | WESTBOUND |      |       |       |        |        |      | EASTBOUND |       |       |     |  |  |      | GRAND TOTAL |
|--------------|---------|------------|--------|------|------|-------|-------|--------|------------|------|------|-------|-------|--------|--------|-----------|------|-------|-------|--------|--------|------|-----------|-------|-------|-----|--|--|------|-------------|
| 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 |     |  |  |      |             |
| 6:45 AM      | 7:00 AM | 0          | 0      | 0    | 1    | 18    | 19    | 0      | 0          | 1    | 3    | 1     | 5     | 0      | 0      | 0         | 2    | 0     | 2     | 0      | 0      | 6    | 1         | 0     | 7     | 33  |  |  |      |             |
| 7:00 AM      | 7:15 AM | 0          | 0      | 0    | 1    | 25    | 26    | 0      | 0          | 0    | 0    | 0     | 0     | 0      | 0      | 0         | 4    | 0     | 4     | 0      | 0      | 9    | 0         | 0     | 9     | 39  |  |  |      |             |
| 7:15 AM      | 7:30 AM | 0          | 0      | 0    | 4    | 45    | 49    | 0      | 0          | 2    | 1    | 0     | 3     | 0      | 0      | 0         | 2    | 0     | 2     | 0      | 0      | 5    | 1         | 0     | 6     | 60  |  |  |      |             |
| 7:30 AM      | 7:45 AM | 0          | 0      | 0    | 2    | 20    | 22    | 0      | 0          | 1    | 0    | 0     | 1     | 0      | 0      | 0         | 4    | 0     | 4     | 0      | 0      | 15   | 5         | 1     | 21    | 48  |  |  |      |             |
| TOTAL        |         | 0          | 0      | 0    | 8    | 108   | 116   | 0      | 0          | 4    | 4    | 1     | 9     | 0      | 0      | 0         | 12   | 0     | 12    | 0      | 0      | 35   | 7         | 1     | 43    | 180 |  |  |      |             |
| PHF          |         |            |        |      |      |       |       | 0.59   |            |      |      |       |       |        | 0.45   |           |      |       |       |        |        | 0.75 |           |       |       |     |  |  | 0.51 | 0.75        |
| %HGV         |         |            |        |      |      |       |       | 3.9%   |            |      |      |       |       |        | 27.8%  |           |      |       |       |        |        | 0.0% |           |       |       |     |  |  | 3.7% | 4.9%        |

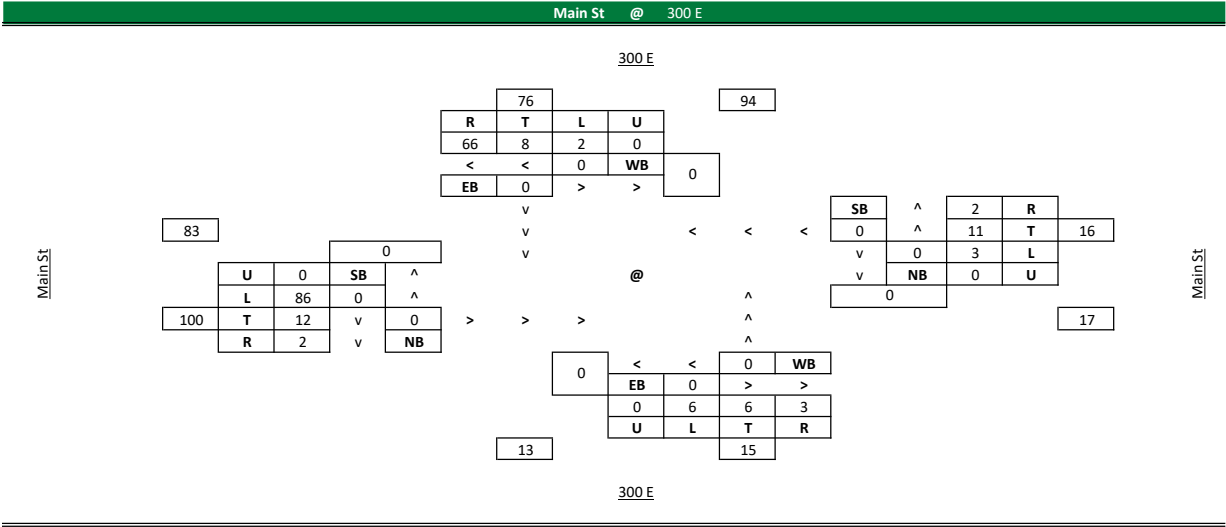
300 E



INTERSECTION: Main St @ 300 E  
DATE OF TMC: Wednesday, September 18, 2024  
TIME: 6:45 AM - 8:45 AM; 3:45 PM - 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    | 27    | 27    | 0          | 0      | 1    | 0    | 0     | 1     | 0         | 0      | 1    | 2    | 1     | 4     | 0         | 0      | 21   | 1    | 1     | 23    | 55    |
| 4:45 PM      | 5:00 PM | 0          | 0      | 0    | 2    | 14    | 16    | 0          | 0      | 1    | 2    | 0     | 3     | 0         | 0      | 1    | 3    | 0     | 4     | 0         | 0      | 25   | 4    | 1     | 30    | 53    |
| 5:00 PM      | 5:15 PM | 0          | 0      | 2    | 4    | 12    | 18    | 0          | 0      | 2    | 1    | 1     | 4     | 0         | 0      | 1    | 3    | 1     | 5     | 0         | 0      | 11   | 4    | 0     | 15    | 42    |
| 5:15 PM      | 5:30 PM | 0          | 0      | 0    | 2    | 13    | 15    | 0          | 0      | 2    | 3    | 2     | 7     | 0         | 0      | 0    | 3    | 0     | 3     | 0         | 0      | 29   | 3    | 0     | 32    | 57    |
| TOTAL        |         | 0          | 0      | 2    | 8    | 66    | 76    | 0          | 0      | 6    | 6    | 3     | 15    | 0         | 0      | 3    | 11   | 2     | 16    | 0         | 0      | 86   | 12   | 2     | 100   | 207   |
| PHF          |         | 0.70       |        |      |      |       |       | 0.54       |        |      |      |       |       | 0.80      |        |      |      |       |       | 0.78      |        |      |      |       |       | 0.91  |
| %HGV         |         | 0.0%       |        |      |      |       |       | 3.8%       |        |      |      |       |       | 0.0%      |        |      |      |       |       | 0.0%      |        |      |      |       |       | 0.3%  |



INTERSECTION: 600 S @ State St  
DATE OF TMC: Wednesday, September 25, 2024  
TIME: 7:00 AM - 9:00 AM; 3:45 PM - 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      | 1    | 4    | 0     | 5     |  | 0         | 0      | 0    | 2    | 0     | 2     |  | 0         | 0      | 1    | 1    | 0     | 2     |  | 12    |
| 7:15 AM | 7:30 AM | 0          | 0      | 0    | 6    | 8     | 14    |  | 0          | 0      | 3    | 3    | 0     | 6     |  | 0         | 0      | 0    | 3    | 0     | 3     |  | 0         | 0      | 1    | 0    | 0     | 1     |  | 24    |
| 7:30 AM | 7:45 AM | 0          | 0      | 1    | 0    | 13    | 14    |  | 0          | 0      | 5    | 6    | 0     | 11    |  | 0         | 0      | 2    | 4    | 2     | 8     |  | 0         | 0      | 2    | 2    | 4     | 8     |  | 41    |
| 7:45 AM | 8:00 AM | 0          | 0      | 1    | 2    | 7     | 10    |  | 0          | 0      | 4    | 1    | 0     | 5     |  | 0         | 0      | 0    | 3    | 0     | 3     |  | 0         | 0      | 4    | 2    | 4     | 10    |  | 28    |
| 8:00 AM | 8:15 AM | 0          | 0      | 0    | 3    | 3     | 6     |  | 0          | 0      | 1    | 0    | 0     | 1     |  | 0         | 0      | 0    | 4    | 1     | 5     |  | 0         | 0      | 4    | 0    | 2     | 6     |  | 18    |
| 8:15 AM | 8:30 AM | 0          | 0      | 0    | 3    | 2     | 5     |  | 0          | 0      | 0    | 3    | 0     | 3     |  | 0         | 0      | 1    | 0    | 0     | 1     |  | 0         | 0      | 2    | 0    | 2     | 4     |  | 13    |
| 8:30 AM | 8:45 AM | 0          | 0      | 1    | 4    | 3     | 8     |  | 0          | 0      | 2    | 5    | 1     | 8     |  | 0         | 0      | 0    | 4    | 1     | 5     |  | 0         | 0      | 3    | 1    | 1     | 5     |  | 26    |
| 8:45 AM | 9:00 AM | 0          | 0      | 0    | 4    | 3     | 7     |  | 0          | 0      | 0    | 5    | 0     | 5     |  | 0         | 0      | 0    | 1    | 1     | 2     |  | 0         | 0      | 3    | 0    | 0     | 3     |  | 17    |
| TOTAL   |         | 0          | 0      | 3    | 24   | 40    | 67    |  | 0          | 0      | 16   | 27   | 1     | 44    |  | 0         | 0      | 3    | 21   | 5     | 29    |  | 0         | 0      | 20   | 6    | 13    | 39    |  | 179   |

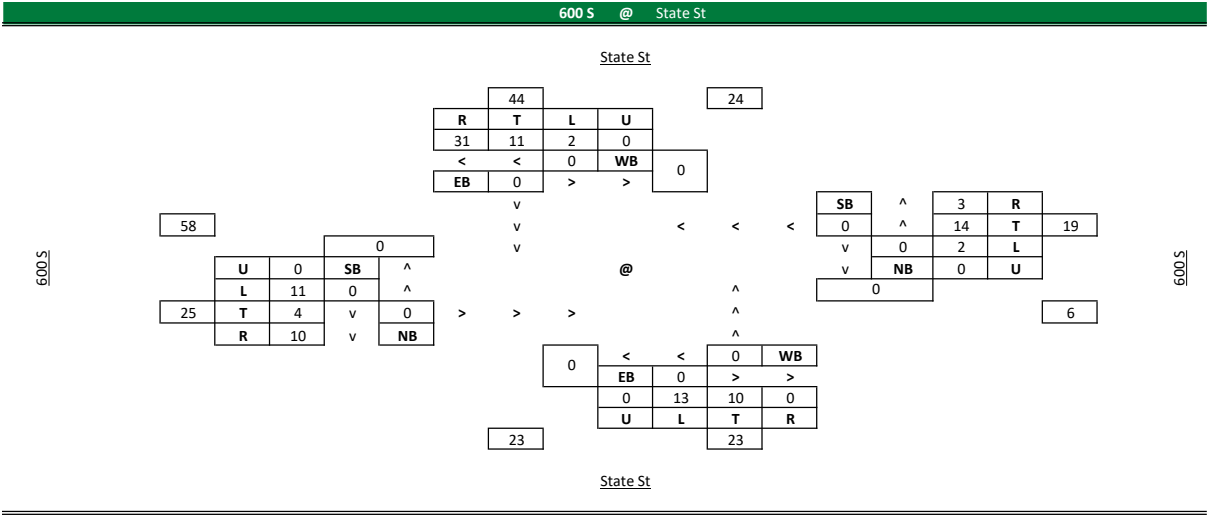
| PM Hour |         | SOUTHBOUND |        |      |      |       |       |  | NORTHBOUND |        |      |      |       |       |  | WESTBOUND |        |      |      |       |       |  | EASTBOUND |        |      |      |       |       |  | GRAND |
|---------|---------|------------|--------|------|------|-------|-------|--|------------|--------|------|------|-------|-------|--|-----------|--------|------|------|-------|-------|--|-----------|--------|------|------|-------|-------|--|-------|
| 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    | 3    | 2     | 5     |  | 0          | 0      | 1    | 5    | 0     | 6     |  | 0         | 0      | 2    | 1    | 1     | 4     |  | 0         | 0      | 4    | 4    | 3     | 11    |  | 26    |
| 4:00 PM | 4:15 PM | 0          | 0      | 0    | 0    | 0     | 0     |  | 0          | 0      | 1    | 0    | 0     | 1     |  | 0         | 0      | 0    | 1    | 0     | 1     |  | 0         | 0      | 5    | 2    | 2     | 9     |  | 11    |
| 4:15 PM | 4:30 PM | 0          | 0      | 1    | 2    | 1     | 4     |  | 0          | 0      | 1    | 4    | 0     | 5     |  | 0         | 0      | 0    | 3    | 0     | 3     |  | 0         | 0      | 2    | 0    | 0     | 2     |  | 14    |
| 4:30 PM | 4:45 PM | 0          | 0      | 1    | 1    | 4     | 6     |  | 0          | 0      | 5    | 8    | 0     | 13    |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 0         | 0      | 2    | 4    | 2     | 8     |  | 27    |
| 4:45 PM | 5:00 PM | 0          | 0      | 0    | 6    | 0     | 6     |  | 0          | 0      | 1    | 4    | 0     | 5     |  | 0         | 0      | 0    | 0    | 2     | 2     |  | 0         | 0      | 3    | 4    | 3     | 10    |  | 23    |
| 5:00 PM | 5:15 PM | 0          | 0      | 0    | 2    | 1     | 3     |  | 0          | 0      | 0    | 4    | 0     | 4     |  | 0         | 0      | 0    | 0    | 0     | 0     |  | 0         | 0      | 6    | 3    | 1     | 10    |  | 17    |
| 5:15 PM | 5:30 PM | 0          | 0      | 0    | 2    | 0     | 2     |  | 0          | 0      | 0    | 5    | 0     | 5     |  | 0         | 0      | 0    | 2    | 0     | 2     |  | 0         | 0      | 5    | 1    | 1     | 7     |  | 16    |
| 5:30 PM | 5:45 PM | 0          | 0      | 1    | 1    | 1     | 3     |  | 0          | 0      | 3    | 6    | 0     | 9     |  | 0         | 0      | 0    | 5    | 0     | 5     |  | 0         | 0      | 8    | 2    | 1     | 11    |  | 28    |
| 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      | 3    | 17   | 9     | 29    |  | 0          | 0      | 12   | 36   | 0     | 48    |  | 0         | 0      | 2    | 12   | 3     | 17    |  | 0         | 0      | 35   | 20   | 13    | 68    |  | 162   |



INTERSECTION: 600 S @ State St  
DATE OF TMC: Wednesday, September 25, 2024  
TIME: 7:00 AM - 9:00 AM; 3:45 PM - 5:45 PM  
AGENCY:



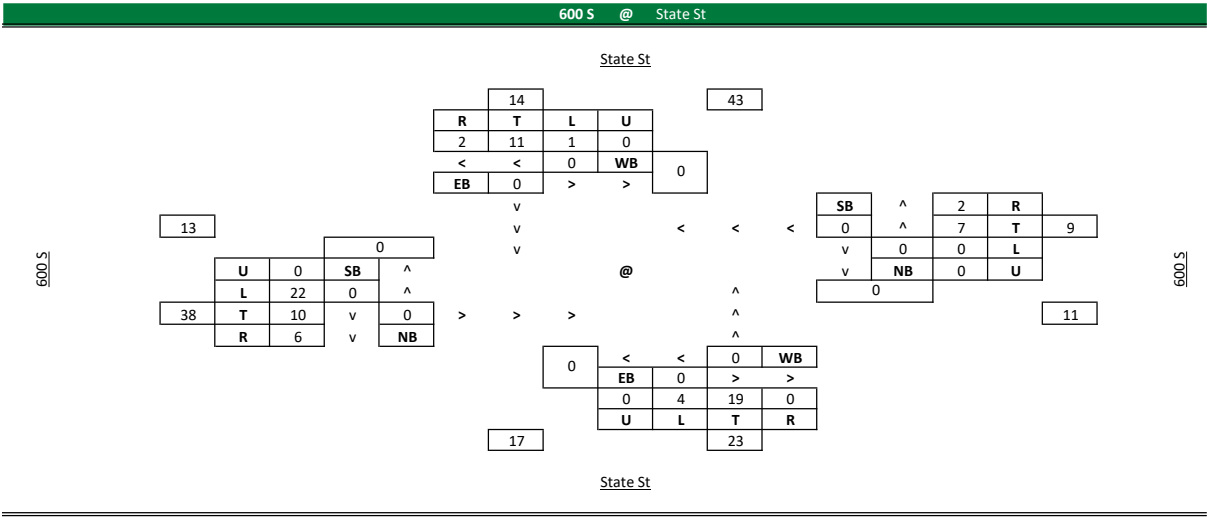
| AM Peak Hour |         | SOUTHBOUND |        |      |      |       |       |        | NORTHBOUND |      |      |       |       |        |        | WESTBOUND |      |       |       |        |        |      | EASTBOUND |       |       |      |      |       |       | GRAND |
|--------------|---------|------------|--------|------|------|-------|-------|--------|------------|------|------|-------|-------|--------|--------|-----------|------|-------|-------|--------|--------|------|-----------|-------|-------|------|------|-------|-------|-------|
| 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 | Left | Thru | Right | Total | TOTAL |
| 7:15 AM      | 7:30 AM | 0          | 0      | 0    | 6    | 8     | 14    | 0      | 0          | 3    | 3    | 0     | 6     | 0      | 0      | 0         | 3    | 0     | 3     | 0      | 0      | 1    | 0         | 0     | 1     | 0    | 0    | 0     | 1     | 24    |
| 7:30 AM      | 7:45 AM | 0          | 0      | 1    | 0    | 13    | 14    | 0      | 0          | 5    | 6    | 0     | 11    | 0      | 0      | 2         | 4    | 2     | 8     | 0      | 0      | 2    | 2         | 4     | 8     | 2    | 2    | 4     | 8     | 41    |
| 7:45 AM      | 8:00 AM | 0          | 0      | 1    | 2    | 7     | 10    | 0      | 0          | 4    | 1    | 0     | 5     | 0      | 0      | 0         | 3    | 0     | 3     | 0      | 0      | 4    | 2         | 4     | 10    | 2    | 2    | 4     | 10    | 28    |
| 8:00 AM      | 8:15 AM | 0          | 0      | 0    | 3    | 3     | 6     | 0      | 0          | 1    | 0    | 0     | 1     | 0      | 0      | 0         | 4    | 1     | 5     | 0      | 0      | 4    | 0         | 2     | 6     | 0    | 0    | 2     | 6     | 18    |
| TOTAL        |         | 0          | 0      | 2    | 11   | 31    | 44    | 0      | 0          | 13   | 10   | 0     | 23    | 0      | 0      | 2         | 14   | 3     | 19    | 0      | 0      | 11   | 4         | 10    | 25    | 0    | 0    | 10    | 25    | 111   |
| PHF          |         | 0.79       |        |      |      |       |       |        | 0.52       |      |      |       |       |        |        | 0.59      |      |       |       |        |        |      | 0.63      |       |       |      |      |       |       | 0.68  |
| %HGVI        |         | 3.0%       |        |      |      |       |       |        | 20.5%      |      |      |       |       |        |        | 37.9%     |      |       |       |        |        |      | 0.0%      |       |       |      |      |       |       | 12.3% |



INTERSECTION: 600 S @ State St  
DATE OF TMC: Wednesday, September 25, 2024  
TIME: 7:00 AM - 9:00 AM; 3:45 PM - 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    | 6    | 0     | 6     | 0          | 0      | 1    | 4    | 0     | 5     | 0         | 0      | 0    | 0    | 2     | 2     | 0         | 0      | 3    | 4    | 3     | 10    | 23    |
| 5:00 PM      | 5:15 PM | 0          | 0      | 0    | 2    | 1     | 3     | 0          | 0      | 0    | 4    | 0     | 4     | 0         | 0      | 0    | 0    | 0     | 0     | 0         | 0      | 6    | 3    | 1     | 10    | 17    |
| 5:15 PM      | 5:30 PM | 0          | 0      | 0    | 2    | 0     | 2     | 0          | 0      | 0    | 5    | 0     | 5     | 0         | 0      | 0    | 2    | 0     | 2     | 0         | 0      | 5    | 1    | 1     | 7     | 16    |
| 5:30 PM      | 5:45 PM | 0          | 0      | 1    | 1    | 1     | 3     | 0          | 0      | 3    | 6    | 0     | 9     | 0         | 0      | 0    | 5    | 0     | 5     | 0         | 0      | 8    | 2    | 1     | 11    | 28    |
| TOTAL        |         | 0          | 0      | 1    | 11   | 2     | 14    | 0          | 0      | 4    | 19   | 0     | 23    | 0         | 0      | 0    | 7    | 2     | 9     | 0         | 0      | 22   | 10   | 6     | 38    | 84    |
| PHF          |         | 0.58       |        |      |      |       |       | 0.64       |        |      |      |       |       | 0.45      |        |      |      |       |       | 0.86      |        |      |      |       |       | 0.75  |
| %HGV         |         | 3.4%       |        |      |      |       |       | 8.3%       |        |      |      |       |       | 17.6%     |        |      |      |       |       | 2.9%      |        |      |      |       |       | 6.2%  |



**2024**

| Intersection            |       | Movement | 2024 AM |             |     |                   |           | 2024 PM |             |     |                   |           |
|-------------------------|-------|----------|---------|-------------|-----|-------------------|-----------|---------|-------------|-----|-------------------|-----------|
|                         |       |          | Volume  | Delay (sec) | LOS | Queue Length (Ft) | V/C Ratio | Volume  | Delay (sec) | LOS | Queue Length (Ft) | V/C Ratio |
| 300 E / 500 N<br>(AWSC) | 500 N | EBL      | 0       | 7.6         | A   | 0.0               | 0.01      | 0       | 0           | -   | 0.0               | 0.00      |
|                         |       | EBT      | 1       |             |     |                   |           | 0       |             |     |                   |           |
|                         |       | EBR      | 1       |             |     |                   |           | 0       |             |     |                   |           |
|                         | 500 N | WBL      | 25      | 7.6         | A   | 5.0               | 0.06      | 17      | 7.4         | A   | 2.5               | 0.03      |
|                         |       | WBT      | 0       |             |     |                   |           | 0       |             |     |                   |           |
|                         |       | WBR      | 1       |             |     |                   |           | 3       |             |     |                   |           |
|                         | 300 E | NBL      | 6       | 7.2         | A   | 5.0               | 0.06      | 1       | 7.2         | A   | 7.5               | 0.09      |
|                         |       | NBT      | 20      |             |     |                   |           | 51      |             |     |                   |           |
|                         |       | NBR      | 12      |             |     |                   |           | 29      |             |     |                   |           |
|                         | 300 E | SBL      | 0       | 7.5         | A   | 7.5               | 0.10      | 3       | 7.5         | A   | 5.0               | 0.06      |
|                         |       | SBT      | 52      |             |     |                   |           | 30      |             |     |                   |           |
|                         |       | SBR      | 2       |             |     |                   |           | 0       |             |     |                   |           |
| 300 E / 300 N<br>(TWSC) | 300 N | EBL      | 3       | 10.0        | A   | 0.0               | 0.02      | 8       | 9.6         | A   | 2.5               | 0.03      |
|                         |       | EBT      | 3       |             |     |                   |           | 5       |             |     |                   |           |
|                         |       | EBR      | 0       |             |     |                   |           | 2       |             |     |                   |           |
|                         | 300 N | WBL      | 29      | 10.1        | B   | 5.0               | 0.06      | 7       | 9.5         | A   | 2.5               | 0.02      |
|                         |       | WBT      | 10      |             |     |                   |           | 3       |             |     |                   |           |
|                         |       | WBR      | 0       |             |     |                   |           | 3       |             |     |                   |           |
|                         | 300 E | NBL      | 5       | 7.5         | A   | 0.0               | 0.01      | 1       | 7.3         | A   | 0.0               | 0.00      |
|                         |       | NBT      | 36      |             |     |                   |           | 67      |             |     |                   |           |
|                         |       | NBR      | 7       |             |     |                   |           | 23      |             |     |                   |           |
|                         | 300 E | SBL      | 0       | 0.0         | A   | 0.0               | -         | 0       | 0.0         | A   | 0.0               | -         |
|                         |       | SBT      | 73      |             |     |                   |           | 43      |             |     |                   |           |
|                         |       | SBR      | 5       |             |     |                   |           | 4       |             |     |                   |           |
| 100 W / 100 N<br>(AWSC) | 100 N | EBL      | 2       | 8.9         | A   | 25.0              | 0.25      | 0       | 7.2         | A   | 5.0               | 0.07      |
|                         |       | EBT      | 61      |             |     |                   |           | 28      |             |     |                   |           |
|                         |       | EBR      | 12      |             |     |                   |           | 7       |             |     |                   |           |
|                         | 100 N | WBL      | 0       | 9.5         | A   | 35.0              | 0.32      | 1       | 7.2         | A   | 2.5               | 0.03      |
|                         |       | WBT      | 91      |             |     |                   |           | 17      |             |     |                   |           |
|                         |       | WBR      | 9       |             |     |                   |           | 0       |             |     |                   |           |
|                         | 100 W | NBL      | 10      | 10.4        | B   | 17.5              | 0.19      | 4       | 7.8         | A   | 0.0               | 0.01      |
|                         |       | NBT      | 46      |             |     |                   |           | 0       |             |     |                   |           |
|                         |       | NBR      | 0       |             |     |                   |           | 0       |             |     |                   |           |
|                         | 100 W | SBL      | 1       | 8.3         | A   | 2.5               | 0.02      | 3       | 8.1         | A   | 2.5               | 0.03      |
|                         |       | SBT      | 5       |             |     |                   |           | 10      |             |     |                   |           |
|                         |       | SBR      | 0       |             |     |                   |           | 0       |             |     |                   |           |

**2024**

| Intersection               |          | Movement | 2024 AM |             |     |                   |           | 2024 PM |             |     |                   |           |
|----------------------------|----------|----------|---------|-------------|-----|-------------------|-----------|---------|-------------|-----|-------------------|-----------|
|                            |          |          | Volume  | Delay (sec) | LOS | Queue Length (Ft) | V/C Ratio | Volume  | Delay (sec) | LOS | Queue Length (Ft) | V/C Ratio |
| 300 E / Main St<br>(AWSC)  | Main St  | EBL      | 35      | 8.1         | A   | 10.0              | 0.11      | 86      | 8.2         | A   | 12.5              | 0.16      |
|                            |          | EBT      | 7       |             |     |                   |           | 12      |             |     |                   |           |
|                            |          | EBR      | 1       |             |     |                   |           | 2       |             |     |                   |           |
|                            | Main St  | WBL      | 0       | 7.5         | A   | 2.5               | 0.02      | 3       | 7.4         | A   | 2.5               | 0.02      |
|                            |          | WBT      | 12      |             |     |                   |           | 11      |             |     |                   |           |
|                            |          | WBR      | 0       |             |     |                   |           | 2       |             |     |                   |           |
|                            | 300 E    | NBL      | 4       | 7.9         | A   | 2.5               | 0.03      | 6       | 7.5         | A   | 2.5               | 0.03      |
|                            |          | NBT      | 4       |             |     |                   |           | 6       |             |     |                   |           |
|                            |          | NBR      | 1       |             |     |                   |           | 3       |             |     |                   |           |
|                            | 300 E    | SBL      | 0       | 7.6         | A   | 17.5              | 0.20      | 2       | 7.2         | A   | 10.0              | 0.11      |
|                            |          | SBT      | 8       |             |     |                   |           | 8       |             |     |                   |           |
|                            |          | SBR      | 108     |             |     |                   |           | 66      |             |     |                   |           |
| State St / 600 S<br>(TWSC) | 600 S    | EBL      | 11      | 9.3         | A   | 2.5               | 0.05      | 22      | 9.3         | A   | 5.0               | 0.05      |
|                            |          | EBT      | 4       |             |     |                   |           | 10      |             |     |                   |           |
|                            |          | EBR      | 10      |             |     |                   |           | 6       |             |     |                   |           |
|                            | 600 S    | WBL      | 2       | 10.2        | B   | 2.5               | 0.04      | 0       | 9.5         | A   | 2.5               | 0.02      |
|                            |          | WBT      | 14      |             |     |                   |           | 7       |             |     |                   |           |
|                            |          | WBR      | 3       |             |     |                   |           | 2       |             |     |                   |           |
|                            | State St | NBL      | 13      | 7.5         | A   | 2.5               | 0.02      | 4       | 7.3         | A   | 0.0               | 0.00      |
|                            |          | NBT      | 10      |             |     |                   |           | 19      |             |     |                   |           |
|                            |          | NBR      | 0       |             |     |                   |           | 0       |             |     |                   |           |
|                            | State St | SBL      | 2       | 7.3         | A   | 0.0               | 0.00      | 1       | 7.3         | A   | 0.0               | 0.00      |
|                            |          | SBT      | 11      |             |     |                   |           | 11      |             |     |                   |           |
|                            |          | SBR      | 31      |             |     |                   |           | 2       |             |     |                   |           |

**2050**

| 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 |
| 300 E / 500 N<br>(AWSC) | 500 N | EBL      | 0       | 7.8         | A   | 2.5               | 0.02      | 0       | 0           | -   | 0.0               | 0.00      |
|                         |       | EBT      | 2       |             |     |                   |           | 0       |             |     |                   |           |
|                         |       | EBR      | 2       |             |     |                   |           | 0       |             |     |                   |           |
|                         | 500 N | WBL      | 38      | 8.0         | A   | 7.5               | 0.09      | 26      | 7.7         | A   | 5.0               | 0.05      |
|                         |       | WBT      | 0       |             |     |                   |           | 0       |             |     |                   |           |
|                         |       | WBR      | 2       |             |     |                   |           | 5       |             |     |                   |           |
|                         | 300 E | NBL      | 9       | 7.5         | A   | 7.5               | 0.09      | 2       | 7.5         | A   | 12.5              | 0.15      |
|                         |       | NBT      | 30      |             |     |                   |           | 78      |             |     |                   |           |
|                         |       | NBR      | 18      |             |     |                   |           | 44      |             |     |                   |           |
|                         | 300 E | SBL      | 0       | 7.9         | A   | 12.5              | 0.15      | 5       | 7.7         | A   | 7.5               | 0.09      |
|                         |       | SBT      | 79      |             |     |                   |           | 46      |             |     |                   |           |
|                         |       | SBR      | 3       |             |     |                   |           | 0       |             |     |                   |           |
| 300 E / 300 N<br>(TWSC) | 300 N | EBL      | 5       | 10.8        | B   | 2.5               | 0.03      | 12      | 10.3        | B   | 5.0               | 0.06      |
|                         |       | EBT      | 5       |             |     |                   |           | 8       |             |     |                   |           |
|                         |       | EBR      | 0       |             |     |                   |           | 3       |             |     |                   |           |
|                         | 300 N | WBL      | 44      | 11.2        | B   | 10.0              | 0.11      | 11      | 10.1        | B   | 2.5               | 0.04      |
|                         |       | WBT      | 15      |             |     |                   |           | 5       |             |     |                   |           |
|                         |       | WBR      | 0       |             |     |                   |           | 5       |             |     |                   |           |
|                         | 300 E | NBL      | 8       | 7.6         | A   | 0.0               | 0.01      | 2       | 7.4         | A   | 0.0               | 0.00      |
|                         |       | NBT      | 55      |             |     |                   |           | 102     |             |     |                   |           |
|                         |       | NBR      | 11      |             |     |                   |           | 35      |             |     |                   |           |
|                         | 300 E | SBL      | 0       | 0.0         | A   | 0.0               | -         | 0       | 0.0         | A   | 0.0               | -         |
|                         |       | SBT      | 111     |             |     |                   |           | 65      |             |     |                   |           |
|                         |       | SBR      | 8       |             |     |                   |           | 6       |             |     |                   |           |
| 100 W / 100 N<br>(AWSC) | 100 N | EBL      | 3       | 11.6        | B   | 52.5              | 0.42      | 0       | 7.4         | A   | 10.0              | 0.11      |
|                         |       | EBT      | 93      |             |     |                   |           | 43      |             |     |                   |           |
|                         |       | EBR      | 18      |             |     |                   |           | 11      |             |     |                   |           |
|                         | 100 N | WBL      | 0       | 13.4        | B   | 80.0              | 0.53      | 2       | 7.3         | A   | 2.5               | 0.04      |
|                         |       | WBT      | 138     |             |     |                   |           | 26      |             |     |                   |           |
|                         |       | WBR      | 14      |             |     |                   |           | 0       |             |     |                   |           |
|                         | 100 W | NBL      | 15      | 12.8        | B   | 32.5              | 0.32      | 6       | 7.9         | A   | 0.0               | 0.02      |
|                         |       | NBT      | 70      |             |     |                   |           | 0       |             |     |                   |           |
|                         |       | NBR      | 0       |             |     |                   |           | 0       |             |     |                   |           |
|                         | 100 W | SBL      | 2       | 9.3         | A   | 2.5               | 0.03      | 5       | 8.3         | A   | 5.0               | 0.05      |
|                         |       | SBT      | 8       |             |     |                   |           | 15      |             |     |                   |           |
|                         |       | SBR      | 0       |             |     |                   |           | 0       |             |     |                   |           |

**2050**

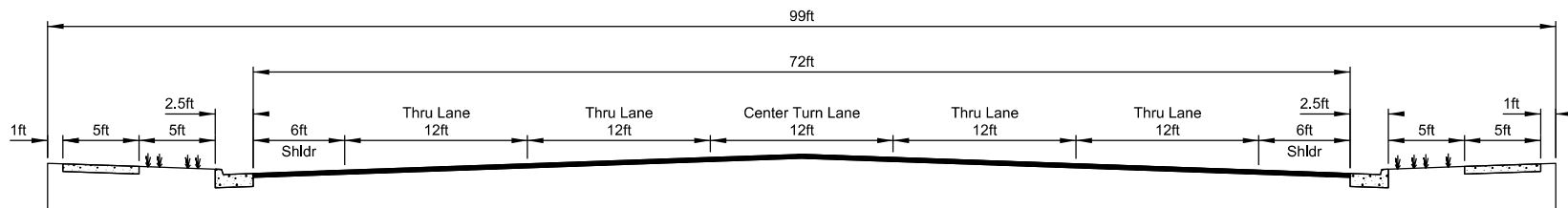
| Intersection               |          | Movement | 2050 AM |             |     |                   |           | 2050 PM |             |     |                   |           |
|----------------------------|----------|----------|---------|-------------|-----|-------------------|-----------|---------|-------------|-----|-------------------|-----------|
|                            |          |          | Volume  | Delay (sec) | LOS | Queue Length (Ft) | V/C Ratio | Volume  | Delay (sec) | LOS | Queue Length (Ft) | V/C Ratio |
| 300 E / Main St<br>(AWSC)  | Main St  | EBL      | 53      | 8.9         | A   | 15.0              | 0.17      | 131     | 9.0         | A   | 25.0              | 0.25      |
|                            |          | EBT      | 11      |             |     |                   |           | 18      |             |     |                   |           |
|                            |          | EBR      | 2       |             |     |                   |           | 3       |             |     |                   |           |
|                            | Main St  | WBL      | 0       | 7.9         | A   | 2.5               | 0.03      | 5       | 7.7         | A   | 2.5               | 0.04      |
|                            |          | WBT      | 18      |             |     |                   |           | 17      |             |     |                   |           |
|                            |          | WBR      | 0       |             |     |                   |           | 3       |             |     |                   |           |
|                            | 300 E    | NBL      | 6       | 8.3         | A   | 2.5               | 0.04      | 9       | 7.9         | A   | 5.0               | 0.06      |
|                            |          | NBT      | 6       |             |     |                   |           | 9       |             |     |                   |           |
|                            |          | NBR      | 2       |             |     |                   |           | 5       |             |     |                   |           |
|                            | 300 E    | SBL      | 0       | 8.6         | A   | 35.0              | 0.32      | 3       | 7.9         | A   | 17.5              | 0.18      |
|                            |          | SBT      | 12      |             |     |                   |           | 12      |             |     |                   |           |
|                            |          | SBR      | 164     |             |     |                   |           | 100     |             |     |                   |           |
| State St / 600 S<br>(TWSC) | 600 S    | EBL      | 17      | 9.8         | A   | 5.0               | 0.08      | 33      | 9.7         | A   | 7.5               | 0.08      |
|                            |          | EBT      | 6       |             |     |                   |           | 15      |             |     |                   |           |
|                            |          | EBR      | 15      |             |     |                   |           | 9       |             |     |                   |           |
|                            | 600 S    | WBL      | 3       | 10.8        | B   | 5.0               | 0.07      | 0       | 9.7         | A   | 2.5               | 0.04      |
|                            |          | WBT      | 21      |             |     |                   |           | 11      |             |     |                   |           |
|                            |          | WBR      | 5       |             |     |                   |           | 3       |             |     |                   |           |
|                            | State St | NBL      | 20      | 7.6         | A   | 2.5               | 0.03      | 6       | 7.4         | A   | 0.0               | 0.01      |
|                            |          | NBT      | 15      |             |     |                   |           | 29      |             |     |                   |           |
|                            |          | NBR      | 0       |             |     |                   |           | 0       |             |     |                   |           |
|                            | State St | SBL      | 3       | 7.3         | A   | 0.0               | 0.00      | 2       | 7.3         | A   | 0.0               | 0.00      |
|                            |          | SBT      | 17      |             |     |                   |           | 17      |             |     |                   |           |
|                            |          | SBR      | 47      |             |     |                   |           | 3       |             |     |                   |           |

## APPENDIX B: ARTERIAL TYPICAL SECTIONS

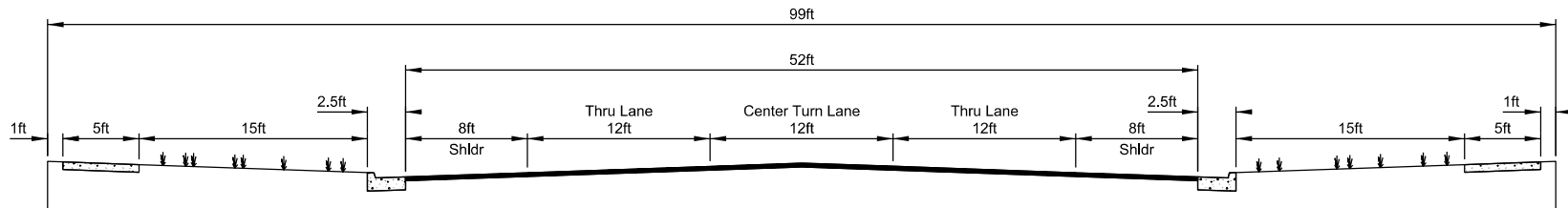
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## ATTACHMENT - TYPICAL SECTIONS

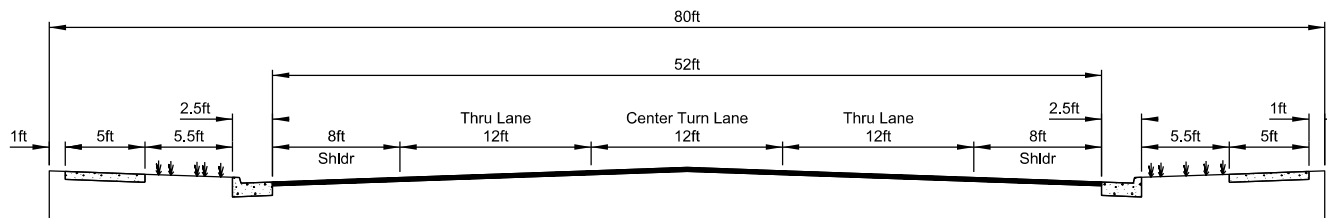
99' Right of Way  
5 Lane



99' Right of Way  
3 Lane



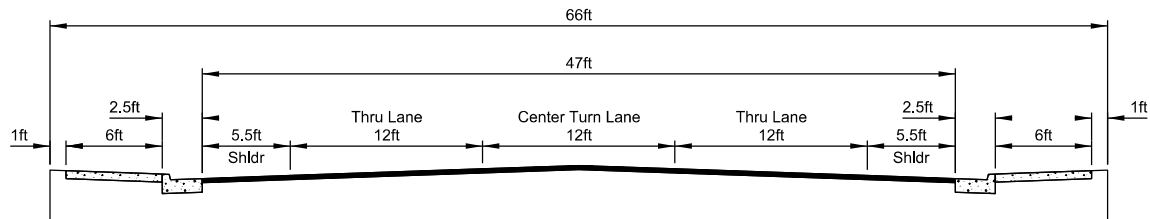
80' Right of Way



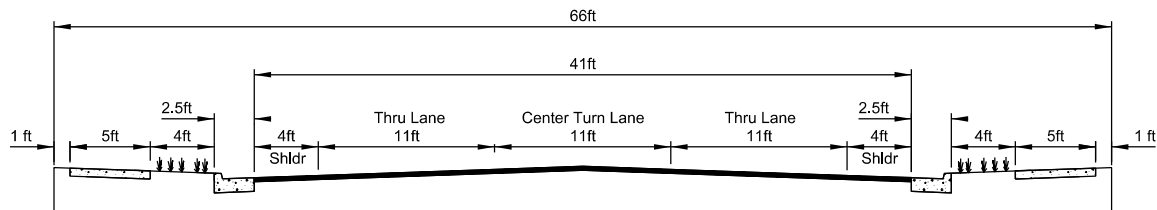


## ATTACHMENT - TYPICAL SECTIONS

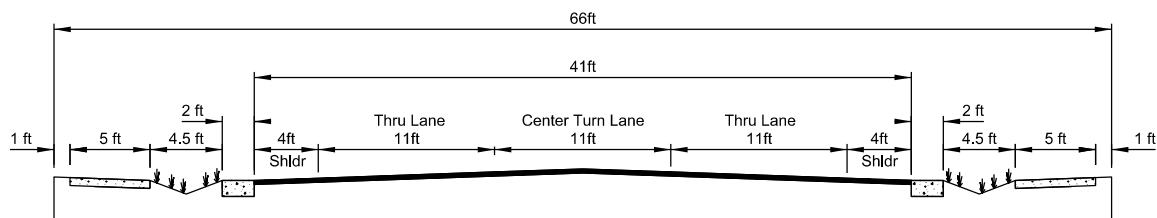
66' Right of Way  
Option 1



66' Right of Way  
Option 2



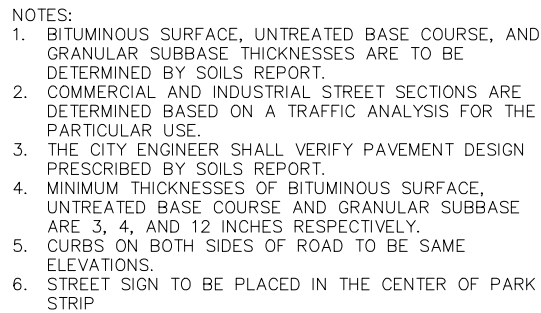
66' Right of Way  
Option 3 Ribbon Curb



## APPENDIX C: COLLECTOR AND LOCAL TYPICAL SECTIONS

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| <p><b>RICHMOND CITY</b><br/> <b>STANDARD PLANS</b></p>             | <b>SHEET</b> |
| <p><b>ROADWAY SECTIONS</b><br/> <b>48 FOOT - LOCAL - CURBS</b></p> | <b>249-N</b> |



SCALE: NTS

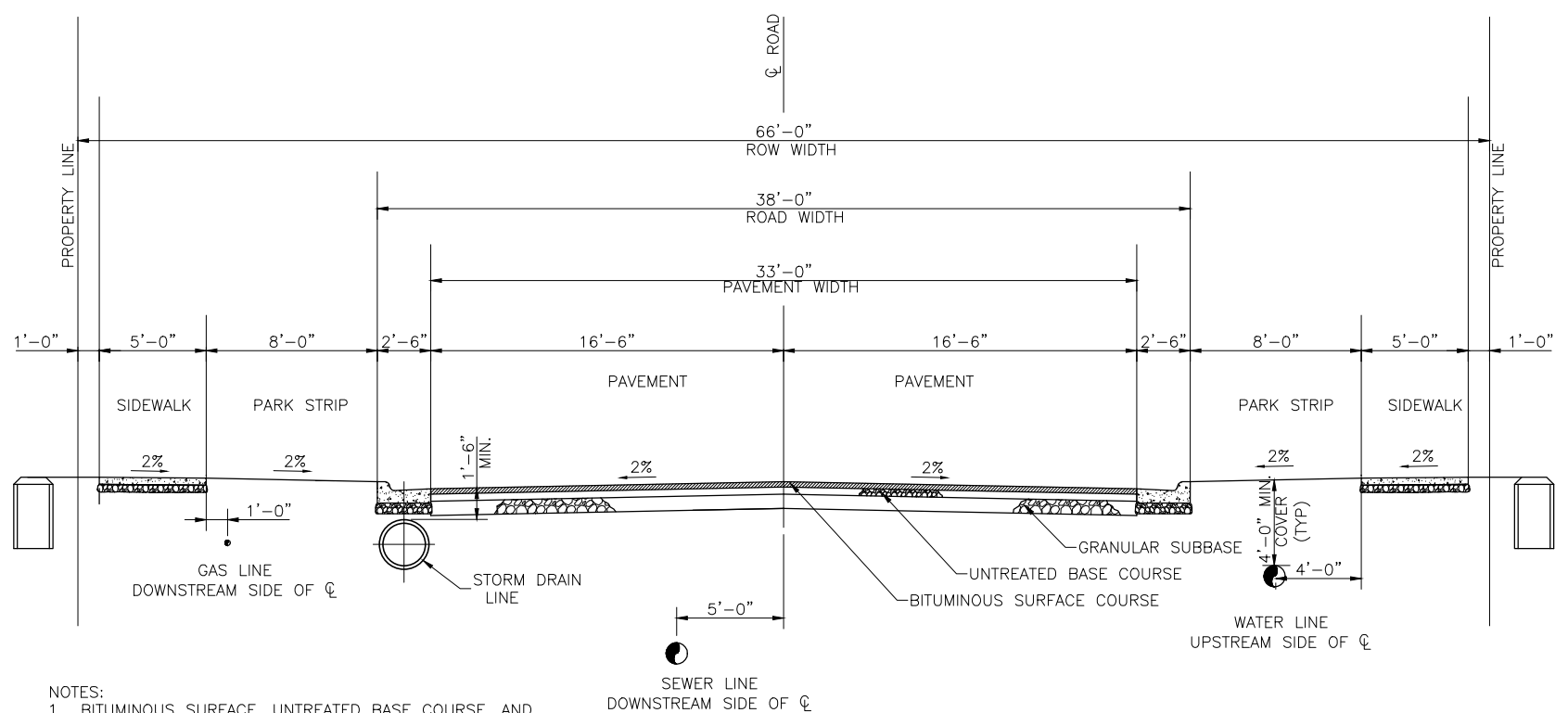
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| FILE                                                                                                                                                                                                                                   | JUB PROJ. # - |
| DRAWN BY                                                                                                                                                                                                                               | MS            |
| DESIGN BY                                                                                                                                                                                                                              | DK            |
| CHECKED BY                                                                                                                                                                                                                             | DK            |
| LAST UPDATED                                                                                                                                                                                                                           | 1/15/2013     |



RICHMOND CITY  
STANDARD PLANS  
ROADWAY SECTIONS  
66 FOOT - LOCAL - CURBS

SHEET  
249-N

2 OF 3



- NOTES:
1. BITUMINOUS SURFACE, UNTREATED BASE COURSE, AND GRANULAR SUBBASE THICKNESSES ARE TO BE DETERMINED BY SOILS REPORT.
  2. COMMERCIAL AND INDUSTRIAL STREET SECTIONS ARE DETERMINED BASED ON A TRAFFIC ANALYSIS FOR THE PARTICULAR USE.
  3. THE CITY ENGINEER SHALL VERIFY PAVEMENT DESIGN PRESCRIBED BY SOILS REPORT.
  4. MINIMUM THICKNESSES OF BITUMINOUS SURFACE, UNTREATED BASE COURSE AND GRANULAR SUBBASE ARE 3, 4, AND 12 INCHES RESPECTIVELY.
  5. CURBS ON BOTH SIDES OF ROAD TO BE SAME ELEVATIONS.

## 66 FOOT - LOCAL - CURBS

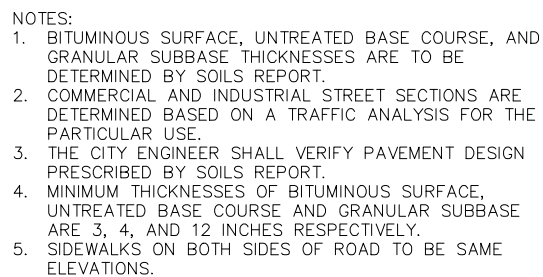
SCALE: NTS

BY APR, DATE

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| FILE:                   |
| JUB PROJ. #-:           |
| DRAWN BY: MS            |
| DESIGN BY: DK           |
| CHECKED BY: DK          |
| LAST UPDATED: 4/23/2025 |



|                                              |       |
|----------------------------------------------|-------|
| RICHMOND CITY<br>STANDARD PLANS              | SHEET |
| ROADWAY SECTIONS<br>66 FOOT - LOCAL - SWALES | 249-N |



## SCALE: NTS

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| NO.                                                                                                                                                                                                                                | REVISION DESCRIPTION | BY  |
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## APPENDIX D: PROJECT COST ESTIMATES

DRAFT

|  <b>ENGINEER'S OPINION OF PROBABLE COST</b> |                                    |          |      |                                |                        |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|------------------------|
| <b>PROJECT NAME:</b><br>Richmond TMP                                                                                         |                                    |          |      |                                | <b>DATE:</b> 1/26/2026 |
| <b>PROJECT DESCRIPTION:</b><br>Roadway Cost                                                                                  |                                    |          |      |                                |                        |
| <b>CLIENT:</b><br>City of Richmond                                                                                           |                                    |          |      |                                |                        |
| <b>J-U-B PROJ. NO.:</b> 57-24-036                                                                                            |                                    |          |      |                                |                        |
| No.                                                                                                                          | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST             |
| 300 E - 745 Feet                                                                                                             |                                    |          |      |                                |                        |
| 300 S to 200 S                                                                                                               |                                    |          |      |                                |                        |
| 1                                                                                                                            | Mobilization - 10%                 | 1        | LS   | \$76,616.53                    | \$76,616.53            |
| 2                                                                                                                            | Storm Water Pollution Prevention   | 1        | LS   | \$7,450.00                     | \$7,450.00             |
| 3                                                                                                                            | Traffic Control - 10%              | 1        | LS   | \$76,616.53                    | \$76,616.53            |
| 4                                                                                                                            | Clear and Grub                     | 1        | LS   | \$5,960.00                     | \$5,960.00             |
| 5                                                                                                                            | Dust Control & Watering            | 1        | LS   | \$2,607.50                     | \$2,607.50             |
| 6                                                                                                                            | Survey - 3%                        | 1        | LS   | \$22,984.96                    | \$22,984.96            |
| 7                                                                                                                            | Utilities                          | 1        | LS   | \$38,308.26                    | \$38,308.26            |
| 8                                                                                                                            | Drainage Pipes and System          | 1        | LS   | \$178,800.00                   | \$178,800.00           |
| 9                                                                                                                            | Roadway Excavation (Plan Quantity) | 8,970    | CY   | \$25.00                        | \$224,247.30           |
| 10                                                                                                                           | Remove Asphalt Pavement            | 2,318    | SY   | \$6.50                         | \$15,065.56            |
| 11                                                                                                                           | Relocate Sign                      | 2        | EA   | \$200.00                       | \$400.00               |
| 12                                                                                                                           | Concrete Curb and Gutter           | 3,725    | LF   | \$28.00                        | \$104,300.00           |
| 13                                                                                                                           | HMA 3"                             | 455      | TON  | \$100.00                       | \$45,482.25            |
| 14                                                                                                                           | Untreated Base Course 8"           | 883      | CY   | \$32.00                        | \$28,254.81            |
| 15                                                                                                                           | Granular Subbase 8"                | 699      | CY   | \$28.00                        | \$19,572.35            |
| 16                                                                                                                           | Concrete Sidewalk                  | 7,450    | SF   | \$15.00                        | \$111,750.00           |
| 17                                                                                                                           | 4" Paint Line                      | 2,980    | LF   | \$1.00                         | \$2,980.00             |
| 18                                                                                                                           | Sod                                | 13,410   | SF   | \$1.30                         | \$17,433.00            |
| 19                                                                                                                           | Topsoil-6 inch thick               | 1,490    | SY   | \$12.00                        | \$17,880.00            |
|                                                                                                                              |                                    |          |      | <b>SUBTOTAL</b>                | \$996,709.04           |
|                                                                                                                              |                                    |          |      | ROW Acquisition                | \$0.00                 |
|                                                                                                                              |                                    |          |      | Contingency - 35%              | \$348,848.16           |
|                                                                                                                              |                                    |          |      | Design Engineering - 10%       | \$99,670.90            |
|                                                                                                                              |                                    |          |      | Construction Engineering - 10% | \$99,670.90            |
|                                                                                                                              |                                    |          |      | Miscellaneous Item - 5%        | \$49,835.45            |
| <b>Total:</b>                                                                                                                |                                    |          |      |                                | <b>\$1,594,800.00</b>  |



|  <b>ENGINEER'S OPINION OF PROBABLE COST</b> |                                    |          |      |                                |                        |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|------------------------|
| <b>PROJECT NAME:</b><br>Richmond TMP                                                                                         |                                    |          |      |                                | <b>DATE:</b> 1/26/2026 |
| <b>PROJECT DESCRIPTION:</b><br>Roadway Cost                                                                                  |                                    |          |      |                                |                        |
| <b>CLIENT:</b><br>City of Richmond                                                                                           |                                    |          |      |                                |                        |
| <b>J-U-B PROJ. NO.:</b> 57-24-036                                                                                            |                                    |          |      |                                |                        |
| No.                                                                                                                          | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST             |
| 300 E - 735 Feet                                                                                                             |                                    |          |      |                                |                        |
| 200 S to 100 S                                                                                                               |                                    |          |      |                                |                        |
| 20                                                                                                                           | Mobilization - 10%                 | 1        | LS   | \$75,506.32                    | \$75,506.32            |
| 21                                                                                                                           | Storm Water Pollution Prevention   | 1        | LS   | \$7,350.00                     | \$7,350.00             |
| 22                                                                                                                           | Traffic Control - 10%              | 1        | LS   | \$75,506.32                    | \$75,506.32            |
| 23                                                                                                                           | Clear and Grub                     | 1        | LS   | \$5,880.00                     | \$5,880.00             |
| 24                                                                                                                           | Dust Control & Watering            | 1        | LS   | \$2,572.50                     | \$2,572.50             |
| 25                                                                                                                           | Survey - 3%                        | 1        | LS   | \$22,651.90                    | \$22,651.90            |
| 26                                                                                                                           | Utilities                          | 1        | LS   | \$37,753.16                    | \$37,753.16            |
| 27                                                                                                                           | Drainage Pipes and System          | 1        | LS   | \$176,400.00                   | \$176,400.00           |
| 28                                                                                                                           | Relocate Street Light              | 1        | EA   | \$1,500.00                     | \$1,500.00             |
| 29                                                                                                                           | Roadway Excavation (Plan Quantity) | 8,849    | CY   | \$25.00                        | \$221,237.27           |
| 30                                                                                                                           | Remove Asphalt Pavement            | 1,960    | SY   | \$6.50                         | \$12,740.00            |
| 31                                                                                                                           | Relocate Sign                      | 1        | EA   | \$200.00                       | \$200.00               |
| 32                                                                                                                           | Concrete Curb and Gutter           | 3,675    | LF   | \$28.00                        | \$102,900.00           |
| 33                                                                                                                           | HMA 3"                             | 449      | TON  | \$100.00                       | \$44,871.75            |
| 34                                                                                                                           | Untreated Base Course 8"           | 871      | CY   | \$32.00                        | \$27,875.56            |
| 35                                                                                                                           | Granular Subbase 8"                | 690      | CY   | \$28.00                        | \$19,309.63            |
| 36                                                                                                                           | Concrete Sidewalk                  | 7,350    | SF   | \$15.00                        | \$110,250.00           |
| 37                                                                                                                           | 4" Paint Line                      | 2,940    | LF   | \$1.00                         | \$2,940.00             |
| 38                                                                                                                           | Sod                                | 13,230   | SF   | \$1.30                         | \$17,199.00            |
| 39                                                                                                                           | Topsoil-6 inch thick               | 1,470    | SY   | \$12.00                        | \$17,640.00            |
|                                                                                                                              |                                    |          |      | <b>SUBTOTAL</b>                | \$982,283.40           |
|                                                                                                                              |                                    |          |      | ROW Acquisition                | \$0.00                 |
|                                                                                                                              |                                    |          |      | Contingency - 35%              | \$343,799.19           |
|                                                                                                                              |                                    |          |      | Design Engineering - 10%       | \$98,228.34            |
|                                                                                                                              |                                    |          |      | Construction Engineering - 10% | \$98,228.34            |
|                                                                                                                              |                                    |          |      | Miscellaneous Item - 5%        | \$49,114.17            |
| <b>Total:</b>                                                                                                                |                                    |          |      |                                | <b>\$1,571,700.00</b>  |

|  <b>ENGINEER'S OPINION OF PROBABLE COST</b> |                                    |          |      |                                |                       |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|-----------------------|
| <b>PROJECT NAME:</b>                                                                                                         |                                    |          |      | <b>DATE:</b> 1/26/2026         |                       |
| Richmond TMP                                                                                                                 |                                    |          |      |                                |                       |
| <b>PROJECT DESCRIPTION:</b>                                                                                                  |                                    |          |      |                                |                       |
| Roadway Cost                                                                                                                 |                                    |          |      |                                |                       |
| <b>CLIENT:</b>                                                                                                               |                                    |          |      |                                |                       |
| City of Richmond                                                                                                             |                                    |          |      |                                |                       |
| <b>J-U-B PROJ. NO.: 57-24-036</b>                                                                                            |                                    |          |      |                                |                       |
| No.                                                                                                                          | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST            |
| <b>300 E - 1480 Feet</b>                                                                                                     |                                    |          |      |                                |                       |
| <b>100 S to Main St</b>                                                                                                      |                                    |          |      |                                |                       |
| 40                                                                                                                           | Mobilization - 10%                 | 1        | LS   | \$153,034.51                   | \$153,034.51          |
| 41                                                                                                                           | Storm Water Pollution Prevention   | 1        | LS   | \$14,800.00                    | \$14,800.00           |
| 42                                                                                                                           | Traffic Control - 10%              | 1        | LS   | \$153,034.51                   | \$153,034.51          |
| 43                                                                                                                           | Clear and Grub                     | 1        | LS   | \$11,840.00                    | \$11,840.00           |
| 44                                                                                                                           | Dust Control & Watering            | 1        | LS   | \$5,180.00                     | \$5,180.00            |
| 45                                                                                                                           | Survey - 3%                        | 1        | LS   | \$45,910.35                    | \$45,910.35           |
| 46                                                                                                                           | Utilities                          | 1        | LS   | \$76,517.26                    | \$76,517.26           |
| 47                                                                                                                           | Drainage Pipes and System          | 1        | LS   | \$355,200.00                   | \$355,200.00          |
| 48                                                                                                                           | Relocate Street Light              | 1        | EA   | \$1,500.00                     | \$1,500.00            |
| 49                                                                                                                           | Roadway Excavation (Plan Quantity) | 17,819   | CY   | \$25.00                        | \$445,484.57          |
| 50                                                                                                                           | Remove Asphalt Pavement            | 4,111    | SY   | \$6.50                         | \$26,722.22           |
| 51                                                                                                                           | Relocate Sign                      | 4        | EA   | \$200.00                       | \$800.00              |
| 52                                                                                                                           | Concrete Curb and Gutter           | 7,400    | LF   | \$28.00                        | \$207,200.00          |
| 53                                                                                                                           | HMA 3"                             | 904      | TON  | \$100.00                       | \$90,354.00           |
| 54                                                                                                                           | Untreated Base Course 8"           | 1,754    | CY   | \$32.00                        | \$56,130.37           |
| 55                                                                                                                           | Granular Subbase 8"                | 1,389    | CY   | \$28.00                        | \$38,881.98           |
| 56                                                                                                                           | Concrete Driveway                  | 500      | SF   | \$20.00                        | \$10,000.00           |
| 57                                                                                                                           | Concrete Sidewalk                  | 14,800   | SF   | \$15.00                        | \$222,000.00          |
| 58                                                                                                                           | 4" Paint Line                      | 5,920    | LF   | \$1.00                         | \$5,920.00            |
| 59                                                                                                                           | Sod                                | 26,640   | SF   | \$1.30                         | \$34,632.00           |
| 60                                                                                                                           | Topsoil-6 inch thick               | 2,960    | SY   | \$12.00                        | \$35,520.00           |
|                                                                                                                              |                                    |          |      | <b>SUBTOTAL</b>                | \$1,990,661.77        |
|                                                                                                                              |                                    |          |      | ROW Acquisition                | \$0.00                |
|                                                                                                                              |                                    |          |      | Contingency - 35%              | \$696,731.62          |
|                                                                                                                              |                                    |          |      | Design Engineering - 10%       | \$199,066.18          |
|                                                                                                                              |                                    |          |      | Construction Engineering - 10% | \$199,066.18          |
|                                                                                                                              |                                    |          |      | Miscellaneous Item - 5%        | \$99,533.09           |
| <b>Total:</b>                                                                                                                |                                    |          |      |                                | <b>\$3,185,100.00</b> |

| <div>ENGINEER'S OPINION OF PROBABLE COST</div> |                                    |          |      |                                |                |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|----------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                   |                                    |          |      | DATE: 1/26/2026                |                |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                            |                                    |          |      |                                |                |
| CLIENT:<br>City of Richmond                                                                                                     |                                    |          |      |                                |                |
| J-U-B PROJ. NO.: 57-24-036                                                                                                      |                                    |          |      |                                |                |
| No.                                                                                                                             | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST     |
| 300 E - 742 Feet                                                                                                                |                                    |          |      |                                |                |
| Main St to 100 N                                                                                                                |                                    |          |      |                                |                |
| 61                                                                                                                              | Mobilization - 10%                 | 1        | LS   | \$79,096.63                    | \$79,096.63    |
| 62                                                                                                                              | Storm Water Pollution Prevention   | 1        | LS   | \$7,420.00                     | \$7,420.00     |
| 63                                                                                                                              | Traffic Control - 10%              | 1        | LS   | \$79,096.63                    | \$79,096.63    |
| 64                                                                                                                              | Clear and Grub                     | 1        | LS   | \$5,936.00                     | \$5,936.00     |
| 65                                                                                                                              | Dust Control & Watering            | 1        | LS   | \$2,597.00                     | \$2,597.00     |
| 66                                                                                                                              | Survey - 3%                        | 1        | LS   | \$23,728.99                    | \$23,728.99    |
| 67                                                                                                                              | Utilities                          | 1        | LS   | \$39,548.32                    | \$39,548.32    |
| 68                                                                                                                              | Drainage Pipes and System          | 1        | LS   | \$178,080.00                   | \$178,080.00   |
| 69                                                                                                                              | Roadway Excavation (Plan Quantity) | 8,934    | CY   | \$25.00                        | \$223,344.29   |
| 70                                                                                                                              | Remove Asphalt Pavement            | 1,814    | SY   | \$6.50                         | \$11,789.56    |
| 71                                                                                                                              | Relocate Sign                      | 5        | EA   | \$200.00                       | \$1,000.00     |
| 72                                                                                                                              | Concrete Curb and Gutter           | 3,710    | LF   | \$28.00                        | \$103,880.00   |
| 73                                                                                                                              | HMA 3"                             | 453      | TON  | \$100.00                       | \$45,299.10    |
| 74                                                                                                                              | Untreated Base Course 8"           | 879      | CY   | \$32.00                        | \$28,141.04    |
| 75                                                                                                                              | Granular Subbase 8"                | 696      | CY   | \$28.00                        | \$19,493.53    |
| 76                                                                                                                              | Concrete Driveway                  | 1,000    | SF   | \$20.00                        | \$20,000.00    |
| 77                                                                                                                              | Concrete Sidewalk                  | 7,420    | SF   | \$15.00                        | \$111,300.00   |
| 78                                                                                                                              | Concrete Curb Ramp                 | 3        | EA   | \$3,500.00                     | \$10,500.00    |
| 79                                                                                                                              | 4" Paint Line                      | 2,968    | LF   | \$1.00                         | \$2,968.00     |
| 80                                                                                                                              | Sod                                | 13,356   | SF   | \$1.30                         | \$17,362.80    |
| 81                                                                                                                              | Topsoil-6 inch thick               | 1,484    | SY   | \$12.00                        | \$17,808.00    |
|                                                                                                                                 |                                    |          |      | SUBTOTAL                       | \$1,028,389.88 |
|                                                                                                                                 |                                    |          |      | ROW Acquisition                | \$0.00         |
|                                                                                                                                 |                                    |          |      | Contingency - 35%              | \$359,936.46   |
|                                                                                                                                 |                                    |          |      | Design Engineering - 10%       | \$102,838.99   |
|                                                                                                                                 |                                    |          |      | Construction Engineering - 10% | \$102,838.99   |
|                                                                                                                                 |                                    |          |      | Miscellaneous Item - 5%        | \$51,419.49    |
|                                                                                                                                 |                                    |          |      | Total:                         | \$1,645,500.00 |

|  <b>ENGINEER'S OPINION OF PROBABLE COST</b> |                                    |          |      |                                |                       |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|-----------------------|
| <b>PROJECT NAME:</b><br>Richmond TMP                                                                                         |                                    |          |      |                                |                       |
| <b>PROJECT DESCRIPTION:</b><br>Roadway Cost                                                                                  |                                    |          |      |                                |                       |
| <b>CLIENT:</b><br>City of Richmond                                                                                           |                                    |          |      |                                |                       |
| <b>J-U-B PROJ. NO.:</b> 57-24-036                                                                                            |                                    |          |      |                                |                       |
| No.                                                                                                                          | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST            |
| <b>300 E - 728 Feet</b>                                                                                                      |                                    |          |      |                                |                       |
| <b>100 N to 200 N</b>                                                                                                        |                                    |          |      |                                |                       |
| 82                                                                                                                           | Mobilization - 10%                 | 1        | LS   | \$79,261.41                    | \$79,261.41           |
| 83                                                                                                                           | Storm Water Pollution Prevention   | 1        | LS   | \$7,280.00                     | \$7,280.00            |
| 84                                                                                                                           | Traffic Control - 10%              | 1        | LS   | \$79,261.41                    | \$79,261.41           |
| 85                                                                                                                           | Clear and Grub                     | 1        | LS   | \$5,824.00                     | \$5,824.00            |
| 86                                                                                                                           | Dust Control & Watering            | 1        | LS   | \$2,548.00                     | \$2,548.00            |
| 87                                                                                                                           | Survey - 3%                        | 1        | LS   | \$23,778.42                    | \$23,778.42           |
| 88                                                                                                                           | Utilities                          | 1        | LS   | \$39,630.70                    | \$39,630.70           |
| 89                                                                                                                           | Drainage Pipes and System          | 1        | LS   | \$174,720.00                   | \$174,720.00          |
| 90                                                                                                                           | Relocate Street Light              | 1        | EA   | \$1,500.00                     | \$1,500.00            |
| 91                                                                                                                           | Roadway Excavation (Plan Quantity) | 8,765    | CY   | \$25.00                        | \$219,130.25          |
| 92                                                                                                                           | Remove Asphalt Pavement            | 2,022    | SY   | \$6.50                         | \$13,144.44           |
| 93                                                                                                                           | Relocate Sign                      | 2        | EA   | \$200.00                       | \$400.00              |
| 94                                                                                                                           | Concrete Curb and Gutter           | 3,640    | LF   | \$28.00                        | \$101,920.00          |
| 95                                                                                                                           | HMA 3"                             | 444      | TON  | \$100.00                       | \$44,444.40           |
| 96                                                                                                                           | Untreated Base Course 8"           | 863      | CY   | \$32.00                        | \$27,610.07           |
| 97                                                                                                                           | Granular Subbase 8"                | 683      | CY   | \$28.00                        | \$19,125.73           |
| 98                                                                                                                           | Concrete Driveway                  | 1,500    | SF   | \$20.00                        | \$30,000.00           |
| 99                                                                                                                           | Concrete Sidewalk                  | 7,280    | SF   | \$15.00                        | \$109,200.00          |
| 100                                                                                                                          | Concrete Curb Ramp                 | 4        | EA   | \$3,500.00                     | \$14,000.00           |
| 101                                                                                                                          | 4" Paint Line                      | 2,912    | LF   | \$1.00                         | \$2,912.00            |
| 102                                                                                                                          | Sod                                | 13,104   | SF   | \$1.30                         | \$17,035.20           |
| 103                                                                                                                          | Topsoil-6 inch thick               | 1,456    | SY   | \$12.00                        | \$17,472.00           |
|                                                                                                                              |                                    |          |      | <b>SUBTOTAL</b>                | <b>\$1,030,198.04</b> |
|                                                                                                                              |                                    |          |      | ROW Acquisition                | \$0.00                |
|                                                                                                                              |                                    |          |      | Contingency - 35%              | \$360,569.31          |
|                                                                                                                              |                                    |          |      | Design Engineering - 10%       | \$103,019.80          |
|                                                                                                                              |                                    |          |      | Construction Engineering - 10% | \$103,019.80          |
|                                                                                                                              |                                    |          |      | Miscellaneous Item - 5%        | \$51,509.90           |
| <b>Total:</b>                                                                                                                |                                    |          |      |                                | <b>\$1,648,400.00</b> |

|  <b>ENGINEER'S OPINION OF PROBABLE COST</b> |                                    |          |      |                                |                        |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|------------------------|
| <b>PROJECT NAME:</b><br>Richmond TMP                                                                                         |                                    |          |      |                                | <b>DATE:</b> 1/26/2026 |
| <b>PROJECT DESCRIPTION:</b><br>Roadway Cost                                                                                  |                                    |          |      |                                |                        |
| <b>CLIENT:</b><br>City of Richmond                                                                                           |                                    |          |      |                                |                        |
| <b>J-U-B PROJ. NO.:</b> 57-24-036                                                                                            |                                    |          |      |                                |                        |
| No.                                                                                                                          | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST             |
| <b>300 E - 750 Feet</b>                                                                                                      |                                    |          |      |                                |                        |
| <b>200 N to 300 N</b>                                                                                                        |                                    |          |      |                                |                        |
| 104                                                                                                                          | Mobilization - 10%                 | 1        | LS   | \$79,817.96                    | \$79,817.96            |
| 105                                                                                                                          | Storm Water Pollution Prevention   | 1        | LS   | \$7,500.00                     | \$7,500.00             |
| 106                                                                                                                          | Traffic Control - 10%              | 1        | LS   | \$79,817.96                    | \$79,817.96            |
| 107                                                                                                                          | Clear and Grub                     | 1        | LS   | \$6,000.00                     | \$6,000.00             |
| 108                                                                                                                          | Dust Control & Watering            | 1        | LS   | \$2,625.00                     | \$2,625.00             |
| 109                                                                                                                          | Survey - 3%                        | 1        | LS   | \$23,945.39                    | \$23,945.39            |
| 110                                                                                                                          | Utilities                          | 1        | LS   | \$39,908.98                    | \$39,908.98            |
| 111                                                                                                                          | Drainage Pipes and System          | 1        | LS   | \$180,000.00                   | \$180,000.00           |
| 112                                                                                                                          | Relocate Street Light              | 3        | EA   | \$1,500.00                     | \$4,500.00             |
| 113                                                                                                                          | Roadway Excavation (Plan Quantity) | 9,030    | CY   | \$25.00                        | \$225,752.31           |
| 114                                                                                                                          | Remove Asphalt Pavement            | 2,083    | SY   | \$6.50                         | \$13,541.67            |
| 115                                                                                                                          | Relocate Sign                      | 2        | EA   | \$200.00                       | \$400.00               |
| 116                                                                                                                          | Concrete Curb and Gutter           | 3,750    | LF   | \$28.00                        | \$105,000.00           |
| 117                                                                                                                          | HMA 3"                             | 458      | TON  | \$100.00                       | \$45,787.50            |
| 118                                                                                                                          | Untreated Base Course 8"           | 889      | CY   | \$32.00                        | \$28,444.44            |
| 119                                                                                                                          | Granular Subbase 8"                | 704      | CY   | \$28.00                        | \$19,703.70            |
| 120                                                                                                                          | Concrete Driveway                  | 500      | SF   | \$20.00                        | \$10,000.00            |
| 121                                                                                                                          | Concrete Sidewalk                  | 7,500    | SF   | \$15.00                        | \$112,500.00           |
| 122                                                                                                                          | Concrete Curb Ramp                 | 4        | EA   | \$3,500.00                     | \$14,000.00            |
| 123                                                                                                                          | 4" Paint Line                      | 3,000    | LF   | \$1.00                         | \$3,000.00             |
| 124                                                                                                                          | Sod                                | 13,500   | SF   | \$1.30                         | \$17,550.00            |
| 125                                                                                                                          | Topsoil-6 inch thick               | 1,500    | SY   | \$12.00                        | \$18,000.00            |
|                                                                                                                              |                                    |          |      | <b>SUBTOTAL</b>                | \$1,037,794.93         |
|                                                                                                                              |                                    |          |      | ROW Acquisition                | \$0.00                 |
|                                                                                                                              |                                    |          |      | Contingency - 35%              | \$363,228.22           |
|                                                                                                                              |                                    |          |      | Design Engineering - 10%       | \$103,779.49           |
|                                                                                                                              |                                    |          |      | Construction Engineering - 10% | \$103,779.49           |
|                                                                                                                              |                                    |          |      | Miscellaneous Item - 5%        | \$51,889.75            |
| <b>Total:</b>                                                                                                                |                                    |          |      |                                | <b>\$1,660,500.00</b>  |

| <div> <b>ENGINEER'S OPINION OF PROBABLE COST</b></div> |                                    |          |      |                                |                       |
|-----------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|-----------------------|
| <b>PROJECT NAME:</b><br>Richmond TMP                                                                                                    |                                    |          |      | <b>DATE:</b> 1/26/2026         |                       |
| <b>PROJECT DESCRIPTION:</b><br>Roadway Cost                                                                                             |                                    |          |      |                                |                       |
| <b>CLIENT:</b><br>City of Richmond                                                                                                      |                                    |          |      |                                |                       |
| J-U-B PROJ. NO.: 57-24-036                                                                                                              |                                    |          |      |                                |                       |
| No.                                                                                                                                     | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST            |
| 300 E - 1390 Feet                                                                                                                       |                                    |          |      |                                |                       |
| 300 N to 500 N                                                                                                                          |                                    |          |      |                                |                       |
| 126                                                                                                                                     | Mobilization - 10%                 | 1        | LS   | \$143,523.16                   | \$143,523.16          |
| 127                                                                                                                                     | Storm Water Pollution Prevention   | 1        | LS   | \$13,900.00                    | \$13,900.00           |
| 128                                                                                                                                     | Traffic Control - 10%              | 1        | LS   | \$143,523.16                   | \$143,523.16          |
| 129                                                                                                                                     | Clear and Grub                     | 1        | LS   | \$11,120.00                    | \$11,120.00           |
| 130                                                                                                                                     | Dust Control & Watering            | 1        | LS   | \$4,865.00                     | \$4,865.00            |
| 131                                                                                                                                     | Survey - 3%                        | 1        | LS   | \$43,056.95                    | \$43,056.95           |
| 132                                                                                                                                     | Utilities                          | 1        | LS   | \$71,761.58                    | \$71,761.58           |
| 133                                                                                                                                     | Drainage Pipes and System          | 1        | LS   | \$333,600.00                   | \$333,600.00          |
| 134                                                                                                                                     | Relocate Street Light              | 1        | EA   | \$1,500.00                     | \$1,500.00            |
| 135                                                                                                                                     | Roadway Excavation (Plan Quantity) | 16,736   | CY   | \$25.00                        | \$418,394.29          |
| 136                                                                                                                                     | Remove Asphalt Pavement            | 3,861    | SY   | \$6.50                         | \$25,097.22           |
| 137                                                                                                                                     | Relocate Sign                      | 5        | EA   | \$200.00                       | \$1,000.00            |
| 138                                                                                                                                     | Concrete Curb and Gutter           | 6,950    | LF   | \$28.00                        | \$194,600.00          |
| 139                                                                                                                                     | HMA 3"                             | 849      | TON  | \$100.00                       | \$84,859.50           |
| 140                                                                                                                                     | Untreated Base Course 8"           | 1,647    | CY   | \$32.00                        | \$52,717.04           |
| 141                                                                                                                                     | Granular Subbase 8"                | 1,304    | CY   | \$28.00                        | \$36,517.53           |
| 142                                                                                                                                     | Concrete Sidewalk                  | 13,900   | SF   | \$15.00                        | \$208,500.00          |
| 143                                                                                                                                     | Concrete Curb Ramp                 | 2        | EA   | \$3,500.00                     | \$7,000.00            |
| 144                                                                                                                                     | 4" Paint Line                      | 5,560    | LF   | \$1.00                         | \$5,560.00            |
| 145                                                                                                                                     | Sod                                | 25,020   | SF   | \$1.30                         | \$32,526.00           |
| 146                                                                                                                                     | Topsoil-6 inch thick               | 2,780    | SY   | \$12.00                        | \$33,360.00           |
|                                                                                                                                         |                                    |          |      | <b>SUBTOTAL</b>                | \$1,866,981.42        |
|                                                                                                                                         |                                    |          |      | ROW Acquisition                | \$0.00                |
|                                                                                                                                         |                                    |          |      | Contingency - 35%              | \$653,443.50          |
|                                                                                                                                         |                                    |          |      | Design Engineering - 10%       | \$186,698.14          |
|                                                                                                                                         |                                    |          |      | Construction Engineering - 10% | \$186,698.14          |
|                                                                                                                                         |                                    |          |      | Miscellaneous Item - 5%        | \$93,349.07           |
|                                                                                                                                         |                                    |          |      | <b>Total:</b>                  | <b>\$2,987,200.00</b> |

|  <b>ENGINEER'S OPINION OF PROBABLE COST</b> |                                    |          |      |                                |                       |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|-----------------------|
| <b>PROJECT NAME:</b>                                                                                                         |                                    |          |      | <b>DATE:</b> 1/26/2026         |                       |
| Richmond TMP                                                                                                                 |                                    |          |      |                                |                       |
| <b>PROJECT DESCRIPTION:</b>                                                                                                  |                                    |          |      |                                |                       |
| Roadway Cost                                                                                                                 |                                    |          |      |                                |                       |
| <b>CLIENT:</b>                                                                                                               |                                    |          |      |                                |                       |
| City of Richmond                                                                                                             |                                    |          |      |                                |                       |
| <b>J-U-B PROJ. NO.: 57-24-036</b>                                                                                            |                                    |          |      |                                |                       |
| No.                                                                                                                          | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST            |
| <b>300 S - 720 Feet</b>                                                                                                      |                                    |          |      |                                |                       |
| <b>SR-91 to 100 W</b>                                                                                                        |                                    |          |      |                                |                       |
| 1                                                                                                                            | Mobilization - 10%                 | 1        | LS   | \$78,190.84                    | \$78,190.84           |
| 2                                                                                                                            | Storm Water Pollution Prevention   | 1        | LS   | \$7,200.00                     | \$7,200.00            |
| 3                                                                                                                            | Traffic Control - 10%              | 1        | LS   | \$78,190.84                    | \$78,190.84           |
| 4                                                                                                                            | Clear and Grub                     | 1        | LS   | \$5,760.00                     | \$5,760.00            |
| 5                                                                                                                            | Dust Control & Watering            | 1        | LS   | \$2,520.00                     | \$2,520.00            |
| 6                                                                                                                            | Survey - 3%                        | 1        | LS   | \$23,457.25                    | \$23,457.25           |
| 7                                                                                                                            | Utilities                          | 1        | LS   | \$39,095.42                    | \$39,095.42           |
| 8                                                                                                                            | Drainage Pipes and System          | 1        | LS   | \$172,800.00                   | \$172,800.00          |
| 9                                                                                                                            | Relocate Street Light              | 2        | EA   | \$1,500.00                     | \$3,000.00            |
| 10                                                                                                                           | Roadway Excavation (Plan Quantity) | 8,669    | CY   | \$25.00                        | \$216,722.22          |
| 11                                                                                                                           | Remove Asphalt Pavement            | 2,000    | SY   | \$6.50                         | \$13,000.00           |
| 12                                                                                                                           | Relocate Sign                      | 7        | EA   | \$200.00                       | \$1,400.00            |
| 13                                                                                                                           | Concrete Curb and Gutter           | 3,600    | LF   | \$28.00                        | \$100,800.00          |
| 14                                                                                                                           | HMA 3"                             | 440      | TON  | \$100.00                       | \$43,956.00           |
| 15                                                                                                                           | Untreated Base Course 8"           | 853      | CY   | \$32.00                        | \$27,306.67           |
| 16                                                                                                                           | Granular Subbase 8"                | 676      | CY   | \$28.00                        | \$18,915.56           |
| 17                                                                                                                           | Concrete Driveway                  | 1,250    | SF   | \$20.00                        | \$25,000.00           |
| 18                                                                                                                           | Concrete Sidewalk                  | 7,200    | SF   | \$15.00                        | \$108,000.00          |
| 19                                                                                                                           | Concrete Curb Ramp                 | 4        | EA   | \$3,500.00                     | \$14,000.00           |
| 20                                                                                                                           | 4" Paint Line                      | 2,880    | LF   | \$1.00                         | \$2,880.00            |
| 21                                                                                                                           | Sod                                | 12,960   | SF   | \$1.30                         | \$16,848.00           |
| 22                                                                                                                           | Topsoil-6 inch thick               | 1,440    | SY   | \$12.00                        | \$17,280.00           |
|                                                                                                                              |                                    |          |      | <b>SUBTOTAL</b>                | \$1,016,322.81        |
|                                                                                                                              |                                    |          |      | ROW Acquisition                | \$0.00                |
|                                                                                                                              |                                    |          |      | Contingency - 35%              | \$355,712.98          |
|                                                                                                                              |                                    |          |      | Design Engineering - 10%       | \$101,632.28          |
|                                                                                                                              |                                    |          |      | Construction Engineering - 10% | \$101,632.28          |
|                                                                                                                              |                                    |          |      | Miscellaneous Item - 5%        | \$50,816.14           |
| <b>Total:</b>                                                                                                                |                                    |          |      |                                | <b>\$1,626,200.00</b> |

| <div>ENGINEER'S OPINION OF PROBABLE COST</div> |                                    |          |      |                                |                |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|----------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                   |                                    |          |      | DATE: 1/26/2026                |                |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                            |                                    |          |      |                                |                |
| CLIENT:<br>City of Richmond                                                                                                     |                                    |          |      |                                |                |
| J-U-B PROJ. NO.: 57-24-036                                                                                                      |                                    |          |      |                                |                |
| No.                                                                                                                             | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST     |
| 300 S - 755 Feet                                                                                                                |                                    |          |      |                                |                |
| 100 W to State St                                                                                                               |                                    |          |      |                                |                |
| 23                                                                                                                              | Mobilization - 10%                 | 1        | LS   | \$78,867.23                    | \$78,867.23    |
| 24                                                                                                                              | Storm Water Pollution Prevention   | 1        | LS   | \$7,550.00                     | \$7,550.00     |
| 25                                                                                                                              | Traffic Control - 10%              | 1        | LS   | \$78,867.23                    | \$78,867.23    |
| 26                                                                                                                              | Clear and Grub                     | 1        | LS   | \$6,040.00                     | \$6,040.00     |
| 27                                                                                                                              | Dust Control & Watering            | 1        | LS   | \$2,642.50                     | \$2,642.50     |
| 28                                                                                                                              | Survey - 3%                        | 1        | LS   | \$23,660.17                    | \$23,660.17    |
| 29                                                                                                                              | Utilities                          | 1        | LS   | \$39,433.62                    | \$39,433.62    |
| 30                                                                                                                              | Drainage Pipes and System          | 1        | LS   | \$181,200.00                   | \$181,200.00   |
| 31                                                                                                                              | Roadway Excavation (Plan Quantity) | 9,090    | CY   | \$25.00                        | \$227,257.33   |
| 32                                                                                                                              | Remove Asphalt Pavement            | 1,846    | SY   | \$6.50                         | \$11,996.11    |
| 33                                                                                                                              | Relocate Sign                      | 2        | EA   | \$200.00                       | \$400.00       |
| 34                                                                                                                              | Concrete Curb and Gutter           | 3,775    | LF   | \$28.00                        | \$105,700.00   |
| 35                                                                                                                              | HMA 3"                             | 461      | TON  | \$100.00                       | \$46,092.75    |
| 36                                                                                                                              | Untreated Base Course 8"           | 895      | CY   | \$32.00                        | \$28,634.07    |
| 37                                                                                                                              | Granular Subbase 8"                | 708      | CY   | \$28.00                        | \$19,835.06    |
| 38                                                                                                                              | Concrete Driveway                  | 250      | SF   | \$20.00                        | \$5,000.00     |
| 39                                                                                                                              | Concrete Sidewalk                  | 7,550    | SF   | \$15.00                        | \$113,250.00   |
| 40                                                                                                                              | Concrete Curb Ramp                 | 3        | EA   | \$3,500.00                     | \$10,500.00    |
| 41                                                                                                                              | 4" Paint Line                      | 3,020    | LF   | \$1.00                         | \$3,020.00     |
| 42                                                                                                                              | Sod                                | 13,590   | SF   | \$1.30                         | \$17,667.00    |
| 43                                                                                                                              | Topsoil-6 inch thick               | 1,510    | SY   | \$12.00                        | \$18,120.00    |
|                                                                                                                                 |                                    |          |      | SUBTOTAL                       | \$1,025,733.08 |
|                                                                                                                                 |                                    |          |      | ROW Acquisition                | \$0.00         |
|                                                                                                                                 |                                    |          |      | Contingency - 35%              | \$359,006.58   |
|                                                                                                                                 |                                    |          |      | Design Engineering - 10%       | \$102,573.31   |
|                                                                                                                                 |                                    |          |      | Construction Engineering - 10% | \$102,573.31   |
|                                                                                                                                 |                                    |          |      | Miscellaneous Item - 5%        | \$51,286.65    |
|                                                                                                                                 |                                    |          |      | Total:                         | \$1,641,200.00 |



|  <b>ENGINEER'S OPINION OF PROBABLE COST</b> |                                    |          |      |                                |                       |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|-----------------------|
| <b>PROJECT NAME:</b>                                                                                                         |                                    |          |      | <b>DATE:</b> 1/26/2026         |                       |
| Richmond TMP                                                                                                                 |                                    |          |      |                                |                       |
| <b>PROJECT DESCRIPTION:</b>                                                                                                  |                                    |          |      |                                |                       |
| Roadway Cost                                                                                                                 |                                    |          |      |                                |                       |
| <b>CLIENT:</b>                                                                                                               |                                    |          |      |                                |                       |
| City of Richmond                                                                                                             |                                    |          |      |                                |                       |
| <b>J-U-B PROJ. NO.: 57-24-036</b>                                                                                            |                                    |          |      |                                |                       |
| No.                                                                                                                          | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST            |
| <b>300 S - 762 Feet</b>                                                                                                      |                                    |          |      |                                |                       |
| State St to 100 E                                                                                                            |                                    |          |      |                                |                       |
| 44                                                                                                                           | Mobilization - 10%                 | 1        | LS   | \$79,138.74                    | \$79,138.74           |
| 45                                                                                                                           | Storm Water Pollution Prevention   | 1        | LS   | \$7,620.00                     | \$7,620.00            |
| 46                                                                                                                           | Traffic Control - 10%              | 1        | LS   | \$79,138.74                    | \$79,138.74           |
| 47                                                                                                                           | Clear and Grub                     | 1        | LS   | \$6,096.00                     | \$6,096.00            |
| 48                                                                                                                           | Dust Control & Watering            | 1        | LS   | \$2,667.00                     | \$2,667.00            |
| 49                                                                                                                           | Survey - 3%                        | 1        | LS   | \$23,741.62                    | \$23,741.62           |
| 50                                                                                                                           | Utilities                          | 1        | LS   | \$39,569.37                    | \$39,569.37           |
| 51                                                                                                                           | Drainage Pipes and System          | 1        | LS   | \$182,880.00                   | \$182,880.00          |
| 52                                                                                                                           | Roadway Excavation (Plan Quantity) | 9,175    | CY   | \$25.00                        | \$229,364.35          |
| 53                                                                                                                           | Remove Asphalt Pavement            | 1,947    | SY   | \$6.50                         | \$12,657.67           |
| 54                                                                                                                           | Relocate Sign                      | 2        | EA   | \$200.00                       | \$400.00              |
| 55                                                                                                                           | Concrete Curb and Gutter           | 3,810    | LF   | \$28.00                        | \$106,680.00          |
| 56                                                                                                                           | HMA 3"                             | 465      | TON  | \$100.00                       | \$46,520.10           |
| 57                                                                                                                           | Untreated Base Course 8"           | 903      | CY   | \$32.00                        | \$28,899.56           |
| 58                                                                                                                           | Granular Subbase 8"                | 715      | CY   | \$28.00                        | \$20,018.96           |
| 59                                                                                                                           | Concrete Sidewalk                  | 7,620    | SF   | \$15.00                        | \$114,300.00          |
| 60                                                                                                                           | Concrete Curb Ramp                 | 3        | EA   | \$3,500.00                     | \$10,500.00           |
| 61                                                                                                                           | 4" Paint Line                      | 3,048    | LF   | \$1.00                         | \$3,048.00            |
| 62                                                                                                                           | Sod                                | 13,716   | SF   | \$1.30                         | \$17,830.80           |
| 63                                                                                                                           | Topsoil-6 inch thick               | 1,524    | SY   | \$12.00                        | \$18,288.00           |
|                                                                                                                              |                                    |          |      | <b>SUBTOTAL</b>                | \$1,029,358.92        |
|                                                                                                                              |                                    |          |      | ROW Acquisition                | \$0.00                |
|                                                                                                                              |                                    |          |      | Contingency - 35%              | \$360,275.62          |
|                                                                                                                              |                                    |          |      | Design Engineering - 10%       | \$102,935.89          |
|                                                                                                                              |                                    |          |      | Construction Engineering - 10% | \$102,935.89          |
|                                                                                                                              |                                    |          |      | Miscellaneous Item - 5%        | \$51,467.95           |
| <b>Total:</b>                                                                                                                |                                    |          |      |                                | <b>\$1,647,000.00</b> |

| <div>ENGINEER'S OPINION OF PROBABLE COST</div> |                                    |          |      |                                |                |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|----------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                   |                                    |          |      | DATE: 1/26/2026                |                |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                            |                                    |          |      |                                |                |
| CLIENT:<br>City of Richmond                                                                                                     |                                    |          |      |                                |                |
| J-U-B PROJ. NO.: 57-24-036                                                                                                      |                                    |          |      |                                |                |
| No.                                                                                                                             | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST     |
| 300 S - 731 Feet                                                                                                                |                                    |          |      |                                |                |
| 100 E to 200 E                                                                                                                  |                                    |          |      |                                |                |
| 64                                                                                                                              | Mobilization - 10%                 | 1        | LS   | \$75,560.74                    | \$75,560.74    |
| 65                                                                                                                              | Storm Water Pollution Prevention   | 1        | LS   | \$7,310.00                     | \$7,310.00     |
| 66                                                                                                                              | Traffic Control - 10%              | 1        | LS   | \$75,560.74                    | \$75,560.74    |
| 67                                                                                                                              | Clear and Grub                     | 1        | LS   | \$5,848.00                     | \$5,848.00     |
| 68                                                                                                                              | Dust Control & Watering            | 1        | LS   | \$2,558.50                     | \$2,558.50     |
| 69                                                                                                                              | Survey - 3%                        | 1        | LS   | \$22,668.22                    | \$22,668.22    |
| 70                                                                                                                              | Utilities                          | 1        | LS   | \$37,780.37                    | \$37,780.37    |
| 71                                                                                                                              | Drainage Pipes and System          | 1        | LS   | \$175,440.00                   | \$175,440.00   |
| 72                                                                                                                              | Roadway Excavation (Plan Quantity) | 8,801    | CY   | \$25.00                        | \$220,033.26   |
| 73                                                                                                                              | Remove Asphalt Pavement            | 1,787    | SY   | \$6.50                         | \$11,614.78    |
| 74                                                                                                                              | Relocate Sign                      | 2        | EA   | \$200.00                       | \$400.00       |
| 75                                                                                                                              | Concrete Curb and Gutter           | 3,655    | LF   | \$28.00                        | \$102,340.00   |
| 76                                                                                                                              | HMA 3"                             | 446      | TON  | \$100.00                       | \$44,627.55    |
| 77                                                                                                                              | Untreated Base Course 8"           | 866      | CY   | \$32.00                        | \$27,723.85    |
| 78                                                                                                                              | Granular Subbase 8"                | 686      | CY   | \$28.00                        | \$19,204.54    |
| 79                                                                                                                              | Concrete Sidewalk                  | 7,310    | SF   | \$15.00                        | \$109,650.00   |
| 80                                                                                                                              | Concrete Curb Ramp                 | 2        | EA   | \$3,500.00                     | \$7,000.00     |
| 81                                                                                                                              | 4" Paint Line                      | 2,924    | LF   | \$1.00                         | \$2,924.00     |
| 82                                                                                                                              | Sod                                | 13,158   | SF   | \$1.30                         | \$17,105.40    |
| 83                                                                                                                              | Topsoil-6 inch thick               | 1,462    | SY   | \$12.00                        | \$17,544.00    |
|                                                                                                                                 |                                    |          |      | SUBTOTAL                       | \$982,893.95   |
|                                                                                                                                 |                                    |          |      | ROW Acquisition                | \$0.00         |
|                                                                                                                                 |                                    |          |      | Contingency - 35%              | \$344,012.88   |
|                                                                                                                                 |                                    |          |      | Design Engineering - 10%       | \$98,289.39    |
|                                                                                                                                 |                                    |          |      | Construction Engineering - 10% | \$98,289.39    |
|                                                                                                                                 |                                    |          |      | Miscellaneous Item - 5%        | \$49,144.70    |
| Total:                                                                                                                          |                                    |          |      |                                | \$1,572,700.00 |

| <div>ENGINEER'S OPINION OF PROBABLE COST</div> |                                    |          |      |                                |                |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|----------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                   |                                    |          |      | DATE: 1/26/2026                |                |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                            |                                    |          |      |                                |                |
| CLIENT:<br>City of Richmond                                                                                                     |                                    |          |      |                                |                |
| J-U-B PROJ. NO.: 57-24-036                                                                                                      |                                    |          |      |                                |                |
| No.                                                                                                                             | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST     |
| 300 S - 709 Feet                                                                                                                |                                    |          |      |                                |                |
| 200 E to 300 E                                                                                                                  |                                    |          |      |                                |                |
| 84                                                                                                                              | Mobilization - 10%                 | 1        | LS   | \$74,614.55                    | \$74,614.55    |
| 85                                                                                                                              | Storm Water Pollution Prevention   | 1        | LS   | \$7,090.00                     | \$7,090.00     |
| 86                                                                                                                              | Traffic Control - 10%              | 1        | LS   | \$74,614.55                    | \$74,614.55    |
| 87                                                                                                                              | Clear and Grub                     | 1        | LS   | \$5,672.00                     | \$5,672.00     |
| 88                                                                                                                              | Dust Control & Watering            | 1        | LS   | \$2,481.50                     | \$2,481.50     |
| 89                                                                                                                              | Survey - 3%                        | 1        | LS   | \$22,384.37                    | \$22,384.37    |
| 90                                                                                                                              | Utilities                          | 1        | LS   | \$37,307.28                    | \$37,307.28    |
| 91                                                                                                                              | Drainage Pipes and System          | 1        | LS   | \$170,160.00                   | \$170,160.00   |
| 92                                                                                                                              | Roadway Excavation (Plan Quantity) | 8,536    | CY   | \$25.00                        | \$213,411.19   |
| 93                                                                                                                              | Remove Asphalt Pavement            | 1,773    | SY   | \$6.50                         | \$11,521.25    |
| 94                                                                                                                              | Relocate Sign                      | 1        | EA   | \$200.00                       | \$200.00       |
| 95                                                                                                                              | Concrete Curb and Gutter           | 3,545    | LF   | \$28.00                        | \$99,260.00    |
| 96                                                                                                                              | HMA 3"                             | 433      | TON  | \$100.00                       | \$43,284.45    |
| 97                                                                                                                              | Untreated Base Course 8"           | 840      | CY   | \$32.00                        | \$26,889.48    |
| 98                                                                                                                              | Granular Subbase 8"                | 665      | CY   | \$28.00                        | \$18,626.57    |
| 99                                                                                                                              | Concrete Driveway                  | 1,000    | SF   | \$20.00                        | \$20,000.00    |
| 100                                                                                                                             | Concrete Sidewalk                  | 7,090    | SF   | \$15.00                        | \$106,350.00   |
| 101                                                                                                                             | 4" Paint Line                      | 2,836    | LF   | \$1.00                         | \$2,836.00     |
| 102                                                                                                                             | Sod                                | 12,762   | SF   | \$1.30                         | \$16,590.60    |
| 103                                                                                                                             | Topsoil-6 inch thick               | 1,418    | SY   | \$12.00                        | \$17,016.00    |
|                                                                                                                                 |                                    |          |      | SUBTOTAL                       | \$970,309.79   |
|                                                                                                                                 |                                    |          |      | ROW Acquisition                | \$0.00         |
|                                                                                                                                 |                                    |          |      | Contingency - 35%              | \$339,608.43   |
|                                                                                                                                 |                                    |          |      | Design Engineering - 10%       | \$97,030.98    |
|                                                                                                                                 |                                    |          |      | Construction Engineering - 10% | \$97,030.98    |
|                                                                                                                                 |                                    |          |      | Miscellaneous Item - 5%        | \$48,515.49    |
| Total:                                                                                                                          |                                    |          |      |                                | \$1,552,500.00 |

| <div>ENGINEER'S OPINION OF PROBABLE COST</div> |                                    |          |      |                                |                |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|----------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                   |                                    |          |      | DATE: 1/26/2026                |                |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                            |                                    |          |      |                                |                |
| CLIENT:<br>City of Richmond                                                                                                     |                                    |          |      |                                |                |
| J-U-B PROJ. NO.: 57-24-036                                                                                                      |                                    |          |      |                                |                |
| No.                                                                                                                             | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST     |
| State St - 1537 Feet                                                                                                            |                                    |          |      |                                |                |
| 9400 N (Boundary) to 800 S                                                                                                      |                                    |          |      |                                |                |
| 1                                                                                                                               | Mobilization - 10%                 | 1        | LS   | \$189,088.33                   | \$189,088.33   |
| 2                                                                                                                               | Storm Water Pollution Prevention   | 1        | LS   | \$15,370.00                    | \$15,370.00    |
| 3                                                                                                                               | Traffic Control - 10%              | 1        | LS   | \$189,088.33                   | \$189,088.33   |
| 4                                                                                                                               | Clear and Grub                     | 1        | LS   | \$12,296.00                    | \$12,296.00    |
| 5                                                                                                                               | Dust Control & Watering            | 1        | LS   | \$5,379.50                     | \$5,379.50     |
| 6                                                                                                                               | Survey - 3%                        | 1        | LS   | \$56,726.50                    | \$56,726.50    |
| 7                                                                                                                               | Utilities                          | 1        | LS   | \$94,544.16                    | \$94,544.16    |
| 8                                                                                                                               | Drainage Pipes and System          | 1        | LS   | \$368,880.00                   | \$368,880.00   |
| 9                                                                                                                               | Roadway Excavation (Plan Quantity) | 26,537   | CY   | \$25.00                        | \$663,424.23   |
| 10                                                                                                                              | Remove Asphalt Pavement            | 3,757    | SY   | \$6.50                         | \$24,421.22    |
| 11                                                                                                                              | Relocate Sign                      | 3        | EA   | \$200.00                       | \$600.00       |
| 12                                                                                                                              | Concrete Curb and Gutter           | 7,685    | LF   | \$28.00                        | \$215,180.00   |
| 13                                                                                                                              | HMA 3"                             | 1,479    | TON  | \$100.00                       | \$147,859.40   |
| 14                                                                                                                              | Untreated Base Course 8"           | 2,543    | CY   | \$32.00                        | \$81,366.12    |
| 15                                                                                                                              | Granular Subbase 8"                | 2,163    | CY   | \$28.00                        | \$60,569.19    |
| 16                                                                                                                              | Concrete Driveway                  | 1,750    | SF   | \$20.00                        | \$35,000.00    |
| 17                                                                                                                              | Concrete Sidewalk                  | 15,370   | SF   | \$15.00                        | \$230,550.00   |
| 18                                                                                                                              | Concrete Curb Ramp                 | 1        | EA   | \$3,500.00                     | \$3,500.00     |
| 19                                                                                                                              | 4" Paint Line                      | 6,917    | LF   | \$1.00                         | \$6,916.50     |
| 20                                                                                                                              | Sod                                | 19,981   | SF   | \$1.30                         | \$25,975.30    |
| 21                                                                                                                              | Topsoil-6 inch thick               | 2,220    | SY   | \$12.00                        | \$26,641.33    |
|                                                                                                                                 |                                    |          |      | SUBTOTAL                       | \$2,453,376.11 |
|                                                                                                                                 |                                    |          |      | ROW Acquisition                | \$0.00         |
|                                                                                                                                 |                                    |          |      | Contingency - 35%              | \$858,681.64   |
|                                                                                                                                 |                                    |          |      | Design Engineering - 10%       | \$245,337.61   |
|                                                                                                                                 |                                    |          |      | Construction Engineering - 10% | \$245,337.61   |
|                                                                                                                                 |                                    |          |      | Miscellaneous Item - 5%        | \$122,668.81   |
|                                                                                                                                 |                                    |          |      | Total:                         | \$3,925,500.00 |

| <div>ENGINEER'S OPINION OF PROBABLE COST</div> |                                    |          |      |                                |                |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|----------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                   |                                    |          |      | DATE: 1/26/2026                |                |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                            |                                    |          |      |                                |                |
| CLIENT:<br>City of Richmond                                                                                                     |                                    |          |      |                                |                |
| J-U-B PROJ. NO.: 57-24-036                                                                                                      |                                    |          |      |                                |                |
| No.                                                                                                                             | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST     |
| State St - 1138 Feet                                                                                                            |                                    |          |      |                                |                |
| 800 S to 600 S                                                                                                                  |                                    |          |      |                                |                |
| 22                                                                                                                              | Mobilization - 10%                 | 1        | LS   | \$139,516.66                   | \$139,516.66   |
| 23                                                                                                                              | Storm Water Pollution Prevention   | 1        | LS   | \$11,380.00                    | \$11,380.00    |
| 24                                                                                                                              | Traffic Control - 10%              | 1        | LS   | \$139,516.66                   | \$139,516.66   |
| 25                                                                                                                              | Clear and Grub                     | 1        | LS   | \$9,104.00                     | \$9,104.00     |
| 26                                                                                                                              | Dust Control & Watering            | 1        | LS   | \$3,983.00                     | \$3,983.00     |
| 27                                                                                                                              | Survey - 3%                        | 1        | LS   | \$41,855.00                    | \$41,855.00    |
| 28                                                                                                                              | Utilities                          | 1        | LS   | \$69,758.33                    | \$69,758.33    |
| 29                                                                                                                              | Drainage Pipes and System          | 1        | LS   | \$273,120.00                   | \$273,120.00   |
| 30                                                                                                                              | Roadway Excavation (Plan Quantity) | 19,648   | CY   | \$25.00                        | \$491,201.54   |
| 31                                                                                                                              | Remove Asphalt Pavement            | 2,782    | SY   | \$6.50                         | \$18,081.56    |
| 32                                                                                                                              | Relocate Sign                      | 3        | EA   | \$200.00                       | \$600.00       |
| 33                                                                                                                              | Concrete Curb and Gutter           | 5,690    | LF   | \$28.00                        | \$159,320.00   |
| 34                                                                                                                              | HMA 3"                             | 1,095    | TON  | \$100.00                       | \$109,475.60   |
| 35                                                                                                                              | Untreated Base Course 8"           | 1,883    | CY   | \$32.00                        | \$60,243.75    |
| 36                                                                                                                              | Granular Subbase 8"                | 1,602    | CY   | \$28.00                        | \$44,845.63    |
| 37                                                                                                                              | Concrete Driveway                  | 1,000    | SF   | \$20.00                        | \$20,000.00    |
| 38                                                                                                                              | Concrete Sidewalk                  | 11,380   | SF   | \$15.00                        | \$170,700.00   |
| 39                                                                                                                              | Concrete Curb Ramp                 | 1        | EA   | \$3,500.00                     | \$3,500.00     |
| 40                                                                                                                              | 4" Paint Line                      | 5,121    | LF   | \$1.00                         | \$5,121.00     |
| 41                                                                                                                              | Sod                                | 14,794   | SF   | \$1.30                         | \$19,232.20    |
| 42                                                                                                                              | Topsoil-6 inch thick               | 1,644    | SY   | \$12.00                        | \$19,725.33    |
|                                                                                                                                 |                                    |          |      | SUBTOTAL                       | \$1,810,280.27 |
|                                                                                                                                 |                                    |          |      | ROW Acquisition                | \$0.00         |
|                                                                                                                                 |                                    |          |      | Contingency - 35%              | \$633,598.09   |
|                                                                                                                                 |                                    |          |      | Design Engineering - 10%       | \$181,028.03   |
|                                                                                                                                 |                                    |          |      | Construction Engineering - 10% | \$181,028.03   |
|                                                                                                                                 |                                    |          |      | Miscellaneous Item - 5%        | \$90,514.01    |
|                                                                                                                                 |                                    |          |      | Total:                         | \$2,896,500.00 |

| <div>ENGINEER'S OPINION OF PROBABLE COST</div> |                                    |          |      |                                |                |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|----------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                   |                                    |          |      | DATE: 1/26/2026                |                |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                            |                                    |          |      |                                |                |
| CLIENT:<br>City of Richmond                                                                                                     |                                    |          |      |                                |                |
| J-U-B PROJ. NO.: 57-24-036                                                                                                      |                                    |          |      |                                |                |
| No.                                                                                                                             | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST     |
| State St - 842 Feet                                                                                                             |                                    |          |      |                                |                |
| 600 S to 470 S                                                                                                                  |                                    |          |      |                                |                |
| 43                                                                                                                              | Mobilization - 10%                 | 1        | LS   | \$103,488.53                   | \$103,488.53   |
| 44                                                                                                                              | Storm Water Pollution Prevention   | 1        | LS   | \$8,420.00                     | \$8,420.00     |
| 45                                                                                                                              | Traffic Control - 10%              | 1        | LS   | \$103,488.53                   | \$103,488.53   |
| 46                                                                                                                              | Clear and Grub                     | 1        | LS   | \$6,736.00                     | \$6,736.00     |
| 47                                                                                                                              | Dust Control & Watering            | 1        | LS   | \$2,947.00                     | \$2,947.00     |
| 48                                                                                                                              | Survey - 3%                        | 1        | LS   | \$31,046.56                    | \$31,046.56    |
| 49                                                                                                                              | Utilities                          | 1        | LS   | \$51,744.26                    | \$51,744.26    |
| 50                                                                                                                              | Drainage Pipes and System          | 1        | LS   | \$202,080.00                   | \$202,080.00   |
| 51                                                                                                                              | Roadway Excavation (Plan Quantity) | 14,537   | CY   | \$25.00                        | \$363,437.35   |
| 52                                                                                                                              | Remove Asphalt Pavement            | 2,526    | SY   | \$6.50                         | \$16,419.00    |
| 53                                                                                                                              | Relocate Sign                      | 2        | EA   | \$200.00                       | \$400.00       |
| 54                                                                                                                              | Concrete Curb and Gutter           | 4,210    | LF   | \$28.00                        | \$117,880.00   |
| 55                                                                                                                              | HMA 3"                             | 810      | TON  | \$100.00                       | \$81,000.40    |
| 56                                                                                                                              | Untreated Base Course 8"           | 1,393    | CY   | \$32.00                        | \$44,574.02    |
| 57                                                                                                                              | Granular Subbase 8"                | 1,185    | CY   | \$28.00                        | \$33,181.04    |
| 58                                                                                                                              | Concrete Driveway                  | 500      | SF   | \$20.00                        | \$10,000.00    |
| 59                                                                                                                              | Concrete Sidewalk                  | 8,420    | SF   | \$15.00                        | \$126,300.00   |
| 60                                                                                                                              | Concrete Curb Ramp                 | 2        | EA   | \$3,500.00                     | \$7,000.00     |
| 61                                                                                                                              | 4" Paint Line                      | 3,789    | LF   | \$1.00                         | \$3,789.00     |
| 62                                                                                                                              | Sod                                | 10,946   | SF   | \$1.30                         | \$14,229.80    |
| 63                                                                                                                              | Topsoil-6 inch thick               | 1,216    | SY   | \$12.00                        | \$14,594.67    |
|                                                                                                                                 |                                    |          |      | SUBTOTAL                       | \$1,342,756.15 |
|                                                                                                                                 |                                    |          |      | ROW Acquisition                | \$0.00         |
|                                                                                                                                 |                                    |          |      | Contingency - 35%              | \$469,964.65   |
|                                                                                                                                 |                                    |          |      | Design Engineering - 10%       | \$134,275.62   |
|                                                                                                                                 |                                    |          |      | Construction Engineering - 10% | \$134,275.62   |
|                                                                                                                                 |                                    |          |      | Miscellaneous Item - 5%        | \$67,137.81    |
|                                                                                                                                 |                                    |          |      | Total:                         | \$2,148,500.00 |

|  <b>ENGINEER'S OPINION OF PROBABLE COST</b> |                                    |          |      |                                |                       |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|-----------------------|
| <b>PROJECT NAME:</b> Richmond TMP <span style="float: right;"><b>DATE:</b> 1/26/2026</span>                                  |                                    |          |      |                                |                       |
| <b>PROJECT DESCRIPTION:</b> Roadway Cost                                                                                     |                                    |          |      |                                |                       |
| <b>CLIENT:</b> City of Richmond                                                                                              |                                    |          |      |                                |                       |
| <b>J-U-B PROJ. NO.:</b> 57-24-036                                                                                            |                                    |          |      |                                |                       |
| No.                                                                                                                          | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST            |
| <b>State St - 481 Feet</b>                                                                                                   |                                    |          |      |                                |                       |
| 470 S to 400 S                                                                                                               |                                    |          |      |                                |                       |
| 64                                                                                                                           | Mobilization - 10%                 | 1        | LS   | \$59,346.32                    | \$59,346.32           |
| 65                                                                                                                           | Storm Water Pollution Prevention   | 1        | LS   | \$4,810.00                     | \$4,810.00            |
| 66                                                                                                                           | Traffic Control - 10%              | 1        | LS   | \$59,346.32                    | \$59,346.32           |
| 67                                                                                                                           | Clear and Grub                     | 1        | LS   | \$3,848.00                     | \$3,848.00            |
| 68                                                                                                                           | Dust Control & Watering            | 1        | LS   | \$1,683.50                     | \$1,683.50            |
| 69                                                                                                                           | Survey - 3%                        | 1        | LS   | \$17,803.90                    | \$17,803.90           |
| 70                                                                                                                           | Utilities                          | 1        | LS   | \$29,673.16                    | \$29,673.16           |
| 71                                                                                                                           | Drainage Pipes and System          | 1        | LS   | \$115,440.00                   | \$115,440.00          |
| 72                                                                                                                           | Relocate Street Light              | 1        | EA   | \$1,500.00                     | \$1,500.00            |
| 73                                                                                                                           | Roadway Excavation (Plan Quantity) | 8,305    | CY   | \$25.00                        | \$207,616.82          |
| 74                                                                                                                           | Remove Asphalt Pavement            | 1,122    | SY   | \$6.50                         | \$7,295.17            |
| 75                                                                                                                           | Relocate Sign                      | 4        | EA   | \$200.00                       | \$800.00              |
| 76                                                                                                                           | Concrete Curb and Gutter           | 2,405    | LF   | \$28.00                        | \$67,340.00           |
| 77                                                                                                                           | HMA 3"                             | 463      | TON  | \$100.00                       | \$46,272.20           |
| 78                                                                                                                           | Untreated Base Course 8"           | 796      | CY   | \$32.00                        | \$25,463.31           |
| 79                                                                                                                           | Granular Subbase 8"                | 677      | CY   | \$28.00                        | \$18,954.96           |
| 80                                                                                                                           | Concrete Driveway                  | 250      | SF   | \$20.00                        | \$5,000.00            |
| 81                                                                                                                           | Concrete Sidewalk                  | 4,810    | SF   | \$15.00                        | \$72,150.00           |
| 82                                                                                                                           | Concrete Curb Ramp                 | 2        | EA   | \$3,500.00                     | \$7,000.00            |
| 83                                                                                                                           | 4" Paint Line                      | 2,165    | LF   | \$1.00                         | \$2,164.50            |
| 84                                                                                                                           | Sod                                | 6,253    | SF   | \$1.30                         | \$8,128.90            |
| 85                                                                                                                           | Topsoil-6 inch thick               | 695      | SY   | \$12.00                        | \$8,337.33            |
|                                                                                                                              |                                    |          |      | <b>SUBTOTAL</b>                | \$769,974.39          |
|                                                                                                                              |                                    |          |      | ROW Acquisition                | \$0.00                |
|                                                                                                                              |                                    |          |      | Contingency - 35%              | \$269,491.04          |
|                                                                                                                              |                                    |          |      | Design Engineering - 10%       | \$76,997.44           |
|                                                                                                                              |                                    |          |      | Construction Engineering - 10% | \$76,997.44           |
|                                                                                                                              |                                    |          |      | Miscellaneous Item - 5%        | \$38,498.72           |
| <b>Total:</b>                                                                                                                |                                    |          |      |                                | <b>\$1,232,000.00</b> |

|  <b>ENGINEER'S OPINION OF PROBABLE COST</b> |                                    |          |      |                                |                       |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|-----------------------|
| <b>PROJECT NAME:</b><br>Richmond TMP                                                                                         |                                    |          |      |                                |                       |
| <b>PROJECT DESCRIPTION:</b><br>Roadway Cost                                                                                  |                                    |          |      |                                |                       |
| <b>CLIENT:</b><br>City of Richmond                                                                                           |                                    |          |      |                                |                       |
| <b>J-U-B PROJ. NO.:</b> 57-24-036                                                                                            |                                    |          |      |                                |                       |
| No.                                                                                                                          | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST            |
| <b>State St - 734 Feet</b>                                                                                                   |                                    |          |      |                                |                       |
| <b>400 S to 300 S</b>                                                                                                        |                                    |          |      |                                |                       |
| 86                                                                                                                           | Mobilization - 10%                 | 1        | LS   | \$90,878.61                    | \$90,878.61           |
| 87                                                                                                                           | Storm Water Pollution Prevention   | 1        | LS   | \$7,340.00                     | \$7,340.00            |
| 88                                                                                                                           | Traffic Control - 10%              | 1        | LS   | \$90,878.61                    | \$90,878.61           |
| 89                                                                                                                           | Clear and Grub                     | 1        | LS   | \$5,872.00                     | \$5,872.00            |
| 90                                                                                                                           | Dust Control & Watering            | 1        | LS   | \$2,569.00                     | \$2,569.00            |
| 91                                                                                                                           | Survey - 3%                        | 1        | LS   | \$27,263.58                    | \$27,263.58           |
| 92                                                                                                                           | Utilities                          | 1        | LS   | \$45,439.31                    | \$45,439.31           |
| 93                                                                                                                           | Drainage Pipes and System          | 1        | LS   | \$176,160.00                   | \$176,160.00          |
| 94                                                                                                                           | Relocate Street Light              | 1        | EA   | \$1,500.00                     | \$1,500.00            |
| 95                                                                                                                           | Roadway Excavation (Plan Quantity) | 12,673   | CY   | \$25.00                        | \$316,820.68          |
| 96                                                                                                                           | Remove Asphalt Pavement            | 1,957    | SY   | \$6.50                         | \$12,722.67           |
| 97                                                                                                                           | Relocate Sign                      | 7        | EA   | \$200.00                       | \$1,400.00            |
| 98                                                                                                                           | Concrete Curb and Gutter           | 3,670    | LF   | \$28.00                        | \$102,760.00          |
| 99                                                                                                                           | HMA 3"                             | 706      | TON  | \$100.00                       | \$70,610.80           |
| 100                                                                                                                          | Untreated Base Course 8"           | 1,214    | CY   | \$32.00                        | \$38,856.69           |
| 101                                                                                                                          | Granular Subbase 8"                | 1,033    | CY   | \$28.00                        | \$28,925.04           |
| 102                                                                                                                          | Concrete Driveway                  | 500      | SF   | \$20.00                        | \$10,000.00           |
| 103                                                                                                                          | Concrete Sidewalk                  | 7,340    | SF   | \$15.00                        | \$110,100.00          |
| 104                                                                                                                          | Concrete Curb Ramp                 | 3        | EA   | \$3,500.00                     | \$10,500.00           |
| 105                                                                                                                          | 4" Paint Line                      | 3,303    | LF   | \$1.00                         | \$3,303.00            |
| 106                                                                                                                          | Sod                                | 9,542    | SF   | \$1.30                         | \$12,404.60           |
| 107                                                                                                                          | Topsoil-6 inch thick               | 1,060    | SY   | \$12.00                        | \$12,722.67           |
|                                                                                                                              |                                    |          |      | <b>SUBTOTAL</b>                | <b>\$1,179,027.26</b> |
|                                                                                                                              |                                    |          |      | ROW Acquisition                | \$0.00                |
|                                                                                                                              |                                    |          |      | Contingency - 35%              | \$412,659.54          |
|                                                                                                                              |                                    |          |      | Design Engineering - 10%       | \$117,902.73          |
|                                                                                                                              |                                    |          |      | Construction Engineering - 10% | \$117,902.73          |
|                                                                                                                              |                                    |          |      | Miscellaneous Item - 5%        | \$58,951.36           |
|                                                                                                                              |                                    |          |      | <b>Total:</b>                  | <b>\$1,886,500.00</b> |



| <div><div><div>J-U-B ENGINEERS, INC.</div></div><div>ENGINEER'S OPINION OF PROBABLE COST</div></div> |                                    |          |      |                                |                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|----------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                                                                         |                                    |          |      | DATE: 1/26/2026                |                |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                                                                                  |                                    |          |      |                                |                |
| CLIENT:<br>City of Richmond                                                                                                                                                           |                                    |          |      |                                |                |
| J-U-B PROJ. NO.: 57-24-036                                                                                                                                                            |                                    |          |      |                                |                |
| No.                                                                                                                                                                                   | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST     |
| State St - 737 Feet                                                                                                                                                                   |                                    |          |      |                                |                |
| 300 S to 200 S                                                                                                                                                                        |                                    |          |      |                                |                |
| 108                                                                                                                                                                                   | Mobilization - 10%                 | 1        | LS   | \$90,140.49                    | \$90,140.49    |
| 109                                                                                                                                                                                   | Storm Water Pollution Prevention   | 1        | LS   | \$7,370.00                     | \$7,370.00     |
| 110                                                                                                                                                                                   | Traffic Control - 10%              | 1        | LS   | \$90,140.49                    | \$90,140.49    |
| 111                                                                                                                                                                                   | Clear and Grub                     | 1        | LS   | \$5,896.00                     | \$5,896.00     |
| 112                                                                                                                                                                                   | Dust Control & Watering            | 1        | LS   | \$2,579.50                     | \$2,579.50     |
| 113                                                                                                                                                                                   | Survey - 3%                        | 1        | LS   | \$27,042.15                    | \$27,042.15    |
| 114                                                                                                                                                                                   | Utilities                          | 1        | LS   | \$45,070.24                    | \$45,070.24    |
| 115                                                                                                                                                                                   | Drainage Pipes and System          | 1        | LS   | \$176,880.00                   | \$176,880.00   |
| 116                                                                                                                                                                                   | Roadway Excavation (Plan Quantity) | 12,725   | CY   | \$25.00                        | \$318,115.59   |
| 117                                                                                                                                                                                   | Remove Asphalt Pavement            | 1,965    | SY   | \$6.50                         | \$12,774.67    |
| 118                                                                                                                                                                                   | Relocate Sign                      | 2        | EA   | \$200.00                       | \$400.00       |
| 119                                                                                                                                                                                   | Concrete Curb and Gutter           | 3,685    | LF   | \$28.00                        | \$103,180.00   |
| 120                                                                                                                                                                                   | HMA 3"                             | 709      | TON  | \$100.00                       | \$70,899.40    |
| 121                                                                                                                                                                                   | Untreated Base Course 8"           | 1,219    | CY   | \$32.00                        | \$39,015.51    |
| 122                                                                                                                                                                                   | Granular Subbase 8"                | 1,037    | CY   | \$28.00                        | \$29,043.26    |
| 123                                                                                                                                                                                   | Concrete Driveway                  | 250      | SF   | \$20.00                        | \$5,000.00     |
| 124                                                                                                                                                                                   | Concrete Sidewalk                  | 7,370    | SF   | \$15.00                        | \$110,550.00   |
| 125                                                                                                                                                                                   | Concrete Curb Ramp                 | 2        | EA   | \$3,500.00                     | \$7,000.00     |
| 126                                                                                                                                                                                   | 4" Paint Line                      | 3,317    | LF   | \$1.00                         | \$3,316.50     |
| 127                                                                                                                                                                                   | Sod                                | 9,581    | SF   | \$1.30                         | \$12,455.30    |
| 128                                                                                                                                                                                   | Topsoil-6 inch thick               | 1,065    | SY   | \$12.00                        | \$12,774.67    |
|                                                                                                                                                                                       |                                    |          |      | SUBTOTAL                       | \$1,169,643.75 |
|                                                                                                                                                                                       |                                    |          |      | ROW Acquisition                | \$0.00         |
|                                                                                                                                                                                       |                                    |          |      | Contingency - 35%              | \$409,375.31   |
|                                                                                                                                                                                       |                                    |          |      | Design Engineering - 10%       | \$116,964.38   |
|                                                                                                                                                                                       |                                    |          |      | Construction Engineering - 10% | \$116,964.38   |
|                                                                                                                                                                                       |                                    |          |      | Miscellaneous Item - 5%        | \$58,482.19    |
|                                                                                                                                                                                       |                                    |          |      | Total:                         | \$1,871,500.00 |

| <div>ENGINEER'S OPINION OF PROBABLE COST</div> |                                    |          |      |                                |                |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|----------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                   |                                    |          |      | DATE: 1/26/2026                |                |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                            |                                    |          |      |                                |                |
| CLIENT:<br>City of Richmond                                                                                                     |                                    |          |      |                                |                |
| J-U-B PROJ. NO.: 57-24-036                                                                                                      |                                    |          |      |                                |                |
| No.                                                                                                                             | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST     |
| State St - 749 Feet                                                                                                             |                                    |          |      |                                |                |
| 200 S to 100 S                                                                                                                  |                                    |          |      |                                |                |
| 129                                                                                                                             | Mobilization - 10%                 | 1        | LS   | \$91,902.08                    | \$91,902.08    |
| 130                                                                                                                             | Storm Water Pollution Prevention   | 1        | LS   | \$7,490.00                     | \$7,490.00     |
| 131                                                                                                                             | Traffic Control - 10%              | 1        | LS   | \$91,902.08                    | \$91,902.08    |
| 132                                                                                                                             | Clear and Grub                     | 1        | LS   | \$5,992.00                     | \$5,992.00     |
| 133                                                                                                                             | Dust Control & Watering            | 1        | LS   | \$2,621.50                     | \$2,621.50     |
| 134                                                                                                                             | Survey - 3%                        | 1        | LS   | \$27,570.62                    | \$27,570.62    |
| 135                                                                                                                             | Utilities                          | 1        | LS   | \$45,951.04                    | \$45,951.04    |
| 136                                                                                                                             | Drainage Pipes and System          | 1        | LS   | \$179,760.00                   | \$179,760.00   |
| 137                                                                                                                             | Roadway Excavation (Plan Quantity) | 12,932   | CY   | \$25.00                        | \$323,295.22   |
| 138                                                                                                                             | Remove Asphalt Pavement            | 2,081    | SY   | \$6.50                         | \$13,523.61    |
| 139                                                                                                                             | Relocate Sign                      | 5        | EA   | \$200.00                       | \$1,000.00     |
| 140                                                                                                                             | Concrete Curb and Gutter           | 3,745    | LF   | \$28.00                        | \$104,860.00   |
| 141                                                                                                                             | HMA 3"                             | 721      | TON  | \$100.00                       | \$72,053.80    |
| 142                                                                                                                             | Untreated Base Course 8"           | 1,239    | CY   | \$32.00                        | \$39,650.77    |
| 143                                                                                                                             | Granular Subbase 8"                | 1,054    | CY   | \$28.00                        | \$29,516.15    |
| 144                                                                                                                             | Concrete Sidewalk                  | 7,490    | SF   | \$15.00                        | \$112,350.00   |
| 145                                                                                                                             | Concrete Curb Ramp                 | 4        | EA   | \$3,500.00                     | \$14,000.00    |
| 146                                                                                                                             | 4" Paint Line                      | 3,371    | LF   | \$1.00                         | \$3,370.50     |
| 147                                                                                                                             | Sod                                | 9,737    | SF   | \$1.30                         | \$12,658.10    |
| 148                                                                                                                             | Topsoil-6 inch thick               | 1,082    | SY   | \$12.00                        | \$12,982.67    |
|                                                                                                                                 |                                    |          |      | SUBTOTAL                       | \$1,192,450.13 |
|                                                                                                                                 |                                    |          |      | ROW Acquisition                | \$0.00         |
|                                                                                                                                 |                                    |          |      | Contingency - 35%              | \$417,357.55   |
|                                                                                                                                 |                                    |          |      | Design Engineering - 10%       | \$119,245.01   |
|                                                                                                                                 |                                    |          |      | Construction Engineering - 10% | \$119,245.01   |
|                                                                                                                                 |                                    |          |      | Miscellaneous Item - 5%        | \$59,622.51    |
| Total:                                                                                                                          |                                    |          |      |                                | \$1,908,000.00 |

| <div>ENGINEER'S OPINION OF PROBABLE COST</div> |                                    |          |      |                                |                |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|----------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                   |                                    |          |      | DATE: 1/26/2026                |                |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                            |                                    |          |      |                                |                |
| CLIENT:<br>City of Richmond                                                                                                     |                                    |          |      |                                |                |
| J-U-B PROJ. NO.: 57-24-036                                                                                                      |                                    |          |      |                                |                |
| No.                                                                                                                             | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST     |
| State St - 713 Feet                                                                                                             |                                    |          |      |                                |                |
| 100 S to Main St                                                                                                                |                                    |          |      |                                |                |
| 149                                                                                                                             | Mobilization - 10%                 | 1        | LS   | \$91,225.27                    | \$91,225.27    |
| 150                                                                                                                             | Storm Water Pollution Prevention   | 1        | LS   | \$7,130.00                     | \$7,130.00     |
| 151                                                                                                                             | Traffic Control - 10%              | 1        | LS   | \$91,225.27                    | \$91,225.27    |
| 152                                                                                                                             | Clear and Grub                     | 1        | LS   | \$5,704.00                     | \$5,704.00     |
| 153                                                                                                                             | Dust Control & Watering            | 1        | LS   | \$2,495.50                     | \$2,495.50     |
| 154                                                                                                                             | Survey - 3%                        | 1        | LS   | \$27,367.58                    | \$27,367.58    |
| 155                                                                                                                             | Utilities                          | 1        | LS   | \$45,612.64                    | \$45,612.64    |
| 156                                                                                                                             | Drainage Pipes and System          | 1        | LS   | \$171,120.00                   | \$171,120.00   |
| 157                                                                                                                             | Relocate Street Light              | 2        | EA   | \$1,500.00                     | \$3,000.00     |
| 158                                                                                                                             | Roadway Excavation (Plan Quantity) | 12,310   | CY   | \$25.00                        | \$307,756.33   |
| 159                                                                                                                             | Remove Asphalt Pavement            | 5,070    | SY   | \$6.50                         | \$32,956.44    |
| 160                                                                                                                             | Relocate Sign                      | 3        | EA   | \$200.00                       | \$600.00       |
| 161                                                                                                                             | Concrete Curb and Gutter           | 3,565    | LF   | \$28.00                        | \$99,820.00    |
| 162                                                                                                                             | HMA 3"                             | 686      | TON  | \$100.00                       | \$68,590.60    |
| 163                                                                                                                             | Untreated Base Course 8"           | 1,180    | CY   | \$32.00                        | \$37,744.99    |
| 164                                                                                                                             | Granular Subbase 8"                | 1,003    | CY   | \$28.00                        | \$28,097.48    |
| 165                                                                                                                             | Concrete Sidewalk                  | 7,130    | SF   | \$15.00                        | \$106,950.00   |
| 166                                                                                                                             | Concrete Curb Ramp                 | 8        | EA   | \$3,500.00                     | \$28,000.00    |
| 167                                                                                                                             | 4" Paint Line                      | 3,209    | LF   | \$1.00                         | \$3,208.50     |
| 168                                                                                                                             | Sod                                | 9,269    | SF   | \$1.30                         | \$12,049.70    |
| 169                                                                                                                             | Topsoil-6 inch thick               | 1,030    | SY   | \$12.00                        | \$12,358.67    |
|                                                                                                                                 |                                    |          |      | SUBTOTAL                       | \$1,183,012.97 |
|                                                                                                                                 |                                    |          |      | ROW Acquisition                | \$0.00         |
|                                                                                                                                 |                                    |          |      | Contingency - 35%              | \$414,054.54   |
|                                                                                                                                 |                                    |          |      | Design Engineering - 10%       | \$118,301.30   |
|                                                                                                                                 |                                    |          |      | Construction Engineering - 10% | \$118,301.30   |
|                                                                                                                                 |                                    |          |      | Miscellaneous Item - 5%        | \$59,150.65    |
|                                                                                                                                 |                                    |          |      | Total:                         | \$1,892,900.00 |

| <div>ENGINEER'S OPINION OF PROBABLE COST</div> |                                    |          |      |                                |                |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|----------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                   |                                    |          |      | DATE: 1/26/2026                |                |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                            |                                    |          |      |                                |                |
| CLIENT:<br>City of Richmond                                                                                                     |                                    |          |      |                                |                |
| J-U-B PROJ. NO.: 57-24-036                                                                                                      |                                    |          |      |                                |                |
| No.                                                                                                                             | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST     |
| State St - 717 Feet                                                                                                             |                                    |          |      |                                |                |
| Main St to 100 N                                                                                                                |                                    |          |      |                                |                |
| 170                                                                                                                             | Mobilization - 10%                 | 1        | LS   | \$89,912.26                    | \$89,912.26    |
| 171                                                                                                                             | Storm Water Pollution Prevention   | 1        | LS   | \$7,170.00                     | \$7,170.00     |
| 172                                                                                                                             | Traffic Control - 10%              | 1        | LS   | \$89,912.26                    | \$89,912.26    |
| 173                                                                                                                             | Clear and Grub                     | 1        | LS   | \$5,736.00                     | \$5,736.00     |
| 174                                                                                                                             | Dust Control & Watering            | 1        | LS   | \$2,509.50                     | \$2,509.50     |
| 175                                                                                                                             | Survey - 3%                        | 1        | LS   | \$26,973.68                    | \$26,973.68    |
| 176                                                                                                                             | Utilities                          | 1        | LS   | \$44,956.13                    | \$44,956.13    |
| 177                                                                                                                             | Drainage Pipes and System          | 1        | LS   | \$172,080.00                   | \$172,080.00   |
| 178                                                                                                                             | Relocate Street Light              | 1        | EA   | \$1,500.00                     | \$1,500.00     |
| 179                                                                                                                             | Roadway Excavation (Plan Quantity) | 12,379   | CY   | \$25.00                        | \$309,482.87   |
| 180                                                                                                                             | Remove Asphalt Pavement            | 2,549    | SY   | \$6.50                         | \$16,570.67    |
| 181                                                                                                                             | Relocate Sign                      | 3        | EA   | \$200.00                       | \$600.00       |
| 182                                                                                                                             | Concrete Curb and Gutter           | 3,585    | LF   | \$28.00                        | \$100,380.00   |
| 183                                                                                                                             | HMA 3"                             | 690      | TON  | \$100.00                       | \$68,975.40    |
| 184                                                                                                                             | Untreated Base Course 8"           | 1,186    | CY   | \$32.00                        | \$37,956.74    |
| 185                                                                                                                             | Granular Subbase 8"                | 1,009    | CY   | \$28.00                        | \$28,255.11    |
| 186                                                                                                                             | Concrete Sidewalk                  | 7,170    | SF   | \$15.00                        | \$107,550.00   |
| 187                                                                                                                             | Concrete Curb Ramp                 | 8        | EA   | \$3,500.00                     | \$28,000.00    |
| 188                                                                                                                             | 4" Paint Line                      | 3,227    | LF   | \$1.00                         | \$3,226.50     |
| 189                                                                                                                             | Sod                                | 9,321    | SF   | \$1.30                         | \$12,117.30    |
| 190                                                                                                                             | Topsoil-6 inch thick               | 1,036    | SY   | \$12.00                        | \$12,428.00    |
|                                                                                                                                 |                                    |          |      | SUBTOTAL                       | \$1,166,292.41 |
|                                                                                                                                 |                                    |          |      | ROW Acquisition                | \$0.00         |
|                                                                                                                                 |                                    |          |      | Contingency - 35%              | \$408,202.34   |
|                                                                                                                                 |                                    |          |      | Design Engineering - 10%       | \$116,629.24   |
|                                                                                                                                 |                                    |          |      | Construction Engineering - 10% | \$116,629.24   |
|                                                                                                                                 |                                    |          |      | Miscellaneous Item - 5%        | \$58,314.62    |
|                                                                                                                                 |                                    |          |      | Total:                         | \$1,866,100.00 |

| <div>ENGINEER'S OPINION OF PROBABLE COST</div> |                                    |          |      |                                |                |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|----------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                   |                                    |          |      | DATE: 1/26/2026                |                |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                            |                                    |          |      |                                |                |
| CLIENT:<br>City of Richmond                                                                                                     |                                    |          |      |                                |                |
| J-U-B PROJ. NO.: 57-24-036                                                                                                      |                                    |          |      |                                |                |
| No.                                                                                                                             | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST     |
| State St - 742 Feet                                                                                                             |                                    |          |      |                                |                |
| 100 N to 200 N                                                                                                                  |                                    |          |      |                                |                |
| 191                                                                                                                             | Mobilization - 10%                 | 1        | LS   | \$91,923.61                    | \$91,923.61    |
| 192                                                                                                                             | Storm Water Pollution Prevention   | 1        | LS   | \$7,420.00                     | \$7,420.00     |
| 193                                                                                                                             | Traffic Control - 10%              | 1        | LS   | \$91,923.61                    | \$91,923.61    |
| 194                                                                                                                             | Clear and Grub                     | 1        | LS   | \$5,936.00                     | \$5,936.00     |
| 195                                                                                                                             | Dust Control & Watering            | 1        | LS   | \$2,597.00                     | \$2,597.00     |
| 196                                                                                                                             | Survey - 3%                        | 1        | LS   | \$27,577.08                    | \$27,577.08    |
| 197                                                                                                                             | Utilities                          | 1        | LS   | \$45,961.81                    | \$45,961.81    |
| 198                                                                                                                             | Drainage Pipes and System          | 1        | LS   | \$178,080.00                   | \$178,080.00   |
| 199                                                                                                                             | Roadway Excavation (Plan Quantity) | 12,811   | CY   | \$25.00                        | \$320,273.77   |
| 200                                                                                                                             | Remove Asphalt Pavement            | 1,979    | SY   | \$6.50                         | \$12,861.33    |
| 201                                                                                                                             | Relocate Sign                      | 1        | EA   | \$200.00                       | \$200.00       |
| 202                                                                                                                             | Concrete Curb and Gutter           | 3,710    | LF   | \$28.00                        | \$103,880.00   |
| 203                                                                                                                             | HMA 3"                             | 714      | TON  | \$100.00                       | \$71,380.40    |
| 204                                                                                                                             | Untreated Base Course 8"           | 1,228    | CY   | \$32.00                        | \$39,280.20    |
| 205                                                                                                                             | Granular Subbase 8"                | 1,044    | CY   | \$28.00                        | \$29,240.30    |
| 206                                                                                                                             | Concrete Driveway                  | 500      | SF   | \$20.00                        | \$10,000.00    |
| 207                                                                                                                             | Concrete Sidewalk                  | 7,420    | SF   | \$15.00                        | \$111,300.00   |
| 208                                                                                                                             | Concrete Curb Ramp                 | 4        | EA   | \$3,500.00                     | \$14,000.00    |
| 209                                                                                                                             | 4" Paint Line                      | 3,339    | LF   | \$1.00                         | \$3,339.00     |
| 210                                                                                                                             | Sod                                | 9,646    | SF   | \$1.30                         | \$12,539.80    |
| 211                                                                                                                             | Topsoil-6 inch thick               | 1,072    | SY   | \$12.00                        | \$12,861.33    |
|                                                                                                                                 |                                    |          |      | SUBTOTAL                       | \$1,192,575.24 |
|                                                                                                                                 |                                    |          |      | ROW Acquisition                | \$0.00         |
|                                                                                                                                 |                                    |          |      | Contingency - 35%              | \$417,401.33   |
|                                                                                                                                 |                                    |          |      | Design Engineering - 10%       | \$119,257.52   |
|                                                                                                                                 |                                    |          |      | Construction Engineering - 10% | \$119,257.52   |
|                                                                                                                                 |                                    |          |      | Miscellaneous Item - 5%        | \$59,628.76    |
|                                                                                                                                 |                                    |          |      | Total:                         | \$1,908,200.00 |

|  <b>ENGINEER'S OPINION OF PROBABLE COST</b> |                                    |          |      |                                |                       |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|-----------------------|
| <b>PROJECT NAME:</b> Richmond TMP <span style="float: right;"><b>DATE:</b> 1/26/2026</span>                                  |                                    |          |      |                                |                       |
| <b>PROJECT DESCRIPTION:</b> Roadway Cost                                                                                     |                                    |          |      |                                |                       |
| <b>CLIENT:</b> City of Richmond                                                                                              |                                    |          |      |                                |                       |
| <b>J-U-B PROJ. NO.:</b> 57-24-036                                                                                            |                                    |          |      |                                |                       |
| No.                                                                                                                          | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST            |
| <b>State St - 776 Feet</b>                                                                                                   |                                    |          |      |                                |                       |
| 200 N to 300 N                                                                                                               |                                    |          |      |                                |                       |
| 212                                                                                                                          | Mobilization - 10%                 | 1        | LS   | \$95,400.90                    | \$95,400.90           |
| 213                                                                                                                          | Storm Water Pollution Prevention   | 1        | LS   | \$7,760.00                     | \$7,760.00            |
| 214                                                                                                                          | Traffic Control - 10%              | 1        | LS   | \$95,400.90                    | \$95,400.90           |
| 215                                                                                                                          | Clear and Grub                     | 1        | LS   | \$6,208.00                     | \$6,208.00            |
| 216                                                                                                                          | Dust Control & Watering            | 1        | LS   | \$2,716.00                     | \$2,716.00            |
| 217                                                                                                                          | Survey - 3%                        | 1        | LS   | \$28,620.27                    | \$28,620.27           |
| 218                                                                                                                          | Utilities                          | 1        | LS   | \$47,700.45                    | \$47,700.45           |
| 219                                                                                                                          | Drainage Pipes and System          | 1        | LS   | \$186,240.00                   | \$186,240.00          |
| 220                                                                                                                          | Relocate Street Light              | 1        | EA   | \$1,500.00                     | \$1,500.00            |
| 221                                                                                                                          | Roadway Excavation (Plan Quantity) | 13,398   | CY   | \$25.00                        | \$334,949.38          |
| 222                                                                                                                          | Remove Asphalt Pavement            | 2,156    | SY   | \$6.50                         | \$14,011.11           |
| 223                                                                                                                          | Relocate Sign                      | 2        | EA   | \$200.00                       | \$400.00              |
| 224                                                                                                                          | Concrete Curb and Gutter           | 3,880    | LF   | \$28.00                        | \$108,640.00          |
| 225                                                                                                                          | HMA 3"                             | 747      | TON  | \$100.00                       | \$74,651.20           |
| 226                                                                                                                          | Untreated Base Course 8"           | 1,284    | CY   | \$32.00                        | \$41,080.10           |
| 227                                                                                                                          | Granular Subbase 8"                | 1,092    | CY   | \$28.00                        | \$30,580.15           |
| 228                                                                                                                          | Concrete Driveway                  | 250      | SF   | \$20.00                        | \$5,000.00            |
| 229                                                                                                                          | Concrete Sidewalk                  | 7,760    | SF   | \$15.00                        | \$116,400.00          |
| 230                                                                                                                          | Concrete Curb Ramp                 | 3        | EA   | \$3,500.00                     | \$10,500.00           |
| 231                                                                                                                          | 4" Paint Line                      | 3,492    | LF   | \$1.00                         | \$3,492.00            |
| 232                                                                                                                          | Sod                                | 10,088   | SF   | \$1.30                         | \$13,114.40           |
| 233                                                                                                                          | Topsoil-6 inch thick               | 1,121    | SY   | \$12.00                        | \$13,450.67           |
|                                                                                                                              |                                    |          |      | <b>SUBTOTAL</b>                | \$1,237,815.53        |
|                                                                                                                              |                                    |          |      | ROW Acquisition                | \$0.00                |
|                                                                                                                              |                                    |          |      | Contingency - 35%              | \$433,235.44          |
|                                                                                                                              |                                    |          |      | Design Engineering - 10%       | \$123,781.55          |
|                                                                                                                              |                                    |          |      | Construction Engineering - 10% | \$123,781.55          |
|                                                                                                                              |                                    |          |      | Miscellaneous Item - 5%        | \$61,890.78           |
| <b>Total:</b>                                                                                                                |                                    |          |      |                                | <b>\$1,980,600.00</b> |

|  |                                       | ENGINEER'S OPINION OF PROBABLE COST |      |                                |                       |
|-----------------------------------------------------------------------------------|---------------------------------------|-------------------------------------|------|--------------------------------|-----------------------|
| PROJECT NAME:                                                                     |                                       |                                     |      |                                | DATE: 1/26/2026       |
| Richmond TMP                                                                      |                                       |                                     |      |                                |                       |
| PROJECT DESCRIPTION:                                                              |                                       |                                     |      |                                |                       |
| Roadway Cost                                                                      |                                       |                                     |      |                                |                       |
| CLIENT:                                                                           |                                       |                                     |      |                                |                       |
| City of Richmond                                                                  |                                       |                                     |      |                                |                       |
| J-U-B PROJ. NO.: 57-24-036                                                        |                                       |                                     |      |                                |                       |
| No.                                                                               | ITEM                                  | QUANTITY                            | UNIT | UNIT COST                      | TOTAL COST            |
| State St - 1185 Feet                                                              |                                       |                                     |      |                                |                       |
| 300 N to 450 N                                                                    |                                       |                                     |      |                                |                       |
| 234                                                                               | Mobilization - 10%                    | 1                                   | LS   | \$144,283.61                   | \$144,283.61          |
| 235                                                                               | Storm Water Pollution Prevention      | 1                                   | LS   | \$11,850.00                    | \$11,850.00           |
| 236                                                                               | Traffic Control - 10%                 | 1                                   | LS   | \$144,283.61                   | \$144,283.61          |
| 237                                                                               | Clear and Grub                        | 1                                   | LS   | \$9,480.00                     | \$9,480.00            |
| 238                                                                               | Dust Control & Watering               | 1                                   | LS   | \$4,147.50                     | \$4,147.50            |
| 239                                                                               | Survey - 3%                           | 1                                   | LS   | \$43,285.08                    | \$43,285.08           |
| 240                                                                               | Utilities                             | 1                                   | LS   | \$72,141.81                    | \$72,141.81           |
| 241                                                                               | Drainage Pipes and System             | 1                                   | LS   | \$284,400.00                   | \$284,400.00          |
| 242                                                                               | Roadway Excavation (Plan Quantity)    | 20,460                              | CY   | \$25.00                        | \$511,488.43          |
| 243                                                                               | Remove Asphalt Pavement               | 3,094                               | SY   | \$6.50                         | \$20,112.08           |
| 244                                                                               | Remove Concrete Curb and Gutter       | 180                                 | LF   | \$5.00                         | \$900.00              |
| 245                                                                               | Remove Concrete Sidewalk and Driveway | 1,080                               | SF   | \$2.00                         | \$2,160.00            |
| 246                                                                               | Relocate Sign                         | 4                                   | EA   | \$200.00                       | \$800.00              |
| 247                                                                               | Concrete Curb and Gutter              | 5,925                               | LF   | \$28.00                        | \$165,900.00          |
| 248                                                                               | HMA 3"                                | 1,140                               | TON  | \$100.00                       | \$113,997.00          |
| 249                                                                               | Untreated Base Course 8"              | 1,960                               | CY   | \$32.00                        | \$62,731.85           |
| 250                                                                               | Granular Subbase 8"                   | 1,668                               | CY   | \$28.00                        | \$46,697.78           |
| 251                                                                               | Concrete Driveway                     | 500                                 | SF   | \$20.00                        | \$10,000.00           |
| 252                                                                               | Concrete Sidewalk                     | 11,850                              | SF   | \$15.00                        | \$177,750.00          |
| 253                                                                               | 4" Paint Line                         | 5,333                               | LF   | \$1.00                         | \$5,332.50            |
| 254                                                                               | Sod                                   | 15,405                              | SF   | \$1.30                         | \$20,026.50           |
| 255                                                                               | Topsoil-6 inch thick                  | 1,712                               | SY   | \$12.00                        | \$20,540.00           |
|                                                                                   |                                       |                                     |      | <b>SUBTOTAL</b>                | \$1,872,307.76        |
|                                                                                   |                                       |                                     |      | ROW Acquisition                | \$0.00                |
|                                                                                   |                                       |                                     |      | Contingency - 35%              | \$655,307.72          |
|                                                                                   |                                       |                                     |      | Design Engineering - 10%       | \$187,230.78          |
|                                                                                   |                                       |                                     |      | Construction Engineering - 10% | \$187,230.78          |
|                                                                                   |                                       |                                     |      | Miscellaneous Item - 5%        | \$93,615.39           |
| <b>Total:</b>                                                                     |                                       |                                     |      |                                | <b>\$2,995,700.00</b> |

|  <b>ENGINEER'S OPINION OF PROBABLE COST</b> |                                    |          |      |                                |                       |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|-----------------------|
| <b>PROJECT NAME:</b>                                                                                                         |                                    |          |      | <b>DATE:</b> 1/26/2026         |                       |
| Richmond TMP                                                                                                                 |                                    |          |      |                                |                       |
| <b>PROJECT DESCRIPTION:</b>                                                                                                  |                                    |          |      |                                |                       |
| Roadway Cost                                                                                                                 |                                    |          |      |                                |                       |
| <b>CLIENT:</b>                                                                                                               |                                    |          |      |                                |                       |
| City of Richmond                                                                                                             |                                    |          |      |                                |                       |
| <b>J-U-B PROJ. NO.: 57-24-036</b>                                                                                            |                                    |          |      |                                |                       |
| No.                                                                                                                          | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST            |
| <b>500 N - 830 Feet</b>                                                                                                      |                                    |          |      |                                |                       |
| Cherry Creek Pkwy to 535 N                                                                                                   |                                    |          |      |                                |                       |
| 1                                                                                                                            | Mobilization - 10%                 | 1        | LS   | \$86,103.50                    | \$86,103.50           |
| 2                                                                                                                            | Storm Water Pollution Prevention   | 1        | LS   | \$8,300.00                     | \$8,300.00            |
| 3                                                                                                                            | Traffic Control - 10%              | 1        | LS   | \$86,103.50                    | \$86,103.50           |
| 4                                                                                                                            | Clear and Grub                     | 1        | LS   | \$6,640.00                     | \$6,640.00            |
| 5                                                                                                                            | Dust Control & Watering            | 1        | LS   | \$2,905.00                     | \$2,905.00            |
| 6                                                                                                                            | Survey - 3%                        | 1        | LS   | \$25,831.05                    | \$25,831.05           |
| 7                                                                                                                            | Drainage Pipes and System          | 1        | LS   | \$199,200.00                   | \$199,200.00          |
| 8                                                                                                                            | Roadway Excavation (Plan Quantity) | 9,993    | CY   | \$25.00                        | \$249,832.56          |
| 9                                                                                                                            | Remove Asphalt Pavement            | 2,490    | SY   | \$6.50                         | \$16,185.00           |
| 10                                                                                                                           | Concrete Curb and Gutter           | 4,150    | LF   | \$28.00                        | \$116,200.00          |
| 11                                                                                                                           | HMA 3"                             | 507      | TON  | \$100.00                       | \$50,671.50           |
| 12                                                                                                                           | Untreated Base Course 8"           | 984      | CY   | \$32.00                        | \$31,478.52           |
| 13                                                                                                                           | Granular Subbase 8"                | 779      | CY   | \$28.00                        | \$21,805.43           |
| 14                                                                                                                           | Concrete Driveway                  | 250      | SF   | \$20.00                        | \$5,000.00            |
| 15                                                                                                                           | Concrete Sidewalk                  | 8,300    | SF   | \$15.00                        | \$124,500.00          |
| 16                                                                                                                           | Concrete Curb Ramp                 | 1        | EA   | \$3,500.00                     | \$3,500.00            |
| 17                                                                                                                           | 4" Paint Line                      | 3,320    | LF   | \$1.00                         | \$3,320.00            |
| 18                                                                                                                           | Sod                                | 14,940   | SF   | \$1.30                         | \$19,422.00           |
| 19                                                                                                                           | Topsoil-6 inch thick               | 1,660    | SY   | \$12.00                        | \$19,920.00           |
|                                                                                                                              |                                    |          |      | <b>SUBTOTAL</b>                | \$1,076,918.07        |
|                                                                                                                              |                                    |          |      | ROW Acquisition                | \$0.00                |
|                                                                                                                              |                                    |          |      | Contingency - 35%              | \$376,921.32          |
|                                                                                                                              |                                    |          |      | Design Engineering - 10%       | \$107,691.81          |
|                                                                                                                              |                                    |          |      | Construction Engineering - 10% | \$107,691.81          |
|                                                                                                                              |                                    |          |      | Miscellaneous Item - 5%        | \$53,845.90           |
| <b>Total:</b>                                                                                                                |                                    |          |      |                                | <b>\$1,723,100.00</b> |



|  <b>ENGINEER'S OPINION OF PROBABLE COST</b> |                                    |          |      |                                |                       |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|-----------------------|
| <b>PROJECT NAME:</b>                                                                                                         |                                    |          |      | <b>DATE:</b> 1/26/2026         |                       |
| Richmond TMP                                                                                                                 |                                    |          |      |                                |                       |
| <b>PROJECT DESCRIPTION:</b>                                                                                                  |                                    |          |      |                                |                       |
| Roadway Cost                                                                                                                 |                                    |          |      |                                |                       |
| <b>CLIENT:</b>                                                                                                               |                                    |          |      |                                |                       |
| City of Richmond                                                                                                             |                                    |          |      |                                |                       |
| <b>J-U-B PROJ. NO.: 57-24-036</b>                                                                                            |                                    |          |      |                                |                       |
| No.                                                                                                                          | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST            |
| <b>500 N - 532 Feet</b>                                                                                                      |                                    |          |      |                                |                       |
| <b>535 N to 300 E</b>                                                                                                        |                                    |          |      |                                |                       |
| 20                                                                                                                           | Mobilization - 10%                 | 1        | LS   | \$54,913.37                    | \$54,913.37           |
| 21                                                                                                                           | Storm Water Pollution Prevention   | 1        | LS   | \$5,320.00                     | \$5,320.00            |
| 22                                                                                                                           | Traffic Control - 10%              | 1        | LS   | \$54,913.37                    | \$54,913.37           |
| 23                                                                                                                           | Clear and Grub                     | 1        | LS   | \$4,256.00                     | \$4,256.00            |
| 24                                                                                                                           | Dust Control & Watering            | 1        | LS   | \$1,862.00                     | \$1,862.00            |
| 25                                                                                                                           | Survey - 3%                        | 1        | LS   | \$16,474.01                    | \$16,474.01           |
| 26                                                                                                                           | Drainage Pipes and System          | 1        | LS   | \$127,680.00                   | \$127,680.00          |
| 27                                                                                                                           | Roadway Excavation (Plan Quantity) | 6,405    | CY   | \$25.00                        | \$160,133.64          |
| 28                                                                                                                           | Remove Asphalt Pavement            | 2,010    | SY   | \$6.50                         | \$13,063.56           |
| 29                                                                                                                           | Concrete Curb and Gutter           | 2,660    | LF   | \$28.00                        | \$74,480.00           |
| 30                                                                                                                           | HMA 3"                             | 325      | TON  | \$100.00                       | \$32,478.60           |
| 31                                                                                                                           | Untreated Base Course 8"           | 631      | CY   | \$32.00                        | \$20,176.59           |
| 32                                                                                                                           | Granular Subbase 8"                | 499      | CY   | \$28.00                        | \$13,976.49           |
| 33                                                                                                                           | Concrete Sidewalk                  | 5,320    | SF   | \$15.00                        | \$79,800.00           |
| 34                                                                                                                           | 4" Paint Line                      | 2,128    | LF   | \$1.00                         | \$2,128.00            |
| 35                                                                                                                           | Sod                                | 9,576    | SF   | \$1.30                         | \$12,448.80           |
| 36                                                                                                                           | Topsoil-6 inch thick               | 1,064    | SY   | \$12.00                        | \$12,768.00           |
|                                                                                                                              |                                    |          |      | <b>SUBTOTAL</b>                | \$686,872.43          |
|                                                                                                                              |                                    |          |      | ROW Acquisition                | \$0.00                |
|                                                                                                                              |                                    |          |      | Contingency - 35%              | \$240,405.35          |
|                                                                                                                              |                                    |          |      | Design Engineering - 10%       | \$68,687.24           |
|                                                                                                                              |                                    |          |      | Construction Engineering - 10% | \$68,687.24           |
|                                                                                                                              |                                    |          |      | Miscellaneous Item - 5%        | \$34,343.62           |
| <b>Total:</b>                                                                                                                |                                    |          |      |                                | <b>\$1,099,000.00</b> |

|  <b>ENGINEER'S OPINION OF PROBABLE COST</b> |                                    |          |      |                                |                       |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|-----------------------|
| <b>PROJECT NAME:</b>                                                                                                         |                                    |          |      | <b>DATE:</b> 1/26/2026         |                       |
| Richmond TMP                                                                                                                 |                                    |          |      |                                |                       |
| <b>PROJECT DESCRIPTION:</b>                                                                                                  |                                    |          |      |                                |                       |
| Roadway Cost                                                                                                                 |                                    |          |      |                                |                       |
| <b>CLIENT:</b>                                                                                                               |                                    |          |      |                                |                       |
| City of Richmond                                                                                                             |                                    |          |      |                                |                       |
| <b>J-U-B PROJ. NO.: 57-24-036</b>                                                                                            |                                    |          |      |                                |                       |
| No.                                                                                                                          | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST            |
| <b>500 N - 510 Feet</b>                                                                                                      |                                    |          |      |                                |                       |
| 300 E to Sunburst Ln                                                                                                         |                                    |          |      |                                |                       |
| 37                                                                                                                           | Mobilization - 10%                 | 1        | LS   | \$52,642.51                    | \$52,642.51           |
| 38                                                                                                                           | Storm Water Pollution Prevention   | 1        | LS   | \$5,100.00                     | \$5,100.00            |
| 39                                                                                                                           | Traffic Control - 10%              | 1        | LS   | \$52,642.51                    | \$52,642.51           |
| 40                                                                                                                           | Clear and Grub                     | 1        | LS   | \$4,080.00                     | \$4,080.00            |
| 41                                                                                                                           | Dust Control & Watering            | 1        | LS   | \$1,785.00                     | \$1,785.00            |
| 42                                                                                                                           | Survey - 3%                        | 1        | LS   | \$15,792.75                    | \$15,792.75           |
| 43                                                                                                                           | Drainage Pipes and System          | 1        | LS   | \$122,400.00                   | \$122,400.00          |
| 44                                                                                                                           | Roadway Excavation (Plan Quantity) | 6,140    | CY   | \$25.00                        | \$153,511.57          |
| 45                                                                                                                           | Remove Asphalt Pavement            | 1,927    | SY   | \$6.50                         | \$12,523.33           |
| 46                                                                                                                           | Concrete Curb and Gutter           | 2,550    | LF   | \$28.00                        | \$71,400.00           |
| 47                                                                                                                           | HMA 3"                             | 311      | TON  | \$100.00                       | \$31,135.50           |
| 48                                                                                                                           | Untreated Base Course 8"           | 604      | CY   | \$32.00                        | \$19,342.22           |
| 49                                                                                                                           | Granular Subbase 8"                | 479      | CY   | \$28.00                        | \$13,398.52           |
| 50                                                                                                                           | Concrete Sidewalk                  | 5,100    | SF   | \$15.00                        | \$76,500.00           |
| 51                                                                                                                           | 4" Paint Line                      | 2,040    | LF   | \$1.00                         | \$2,040.00            |
| 52                                                                                                                           | Sod                                | 9,180    | SF   | \$1.30                         | \$11,934.00           |
| 53                                                                                                                           | Topsoil-6 inch thick               | 1,020    | SY   | \$12.00                        | \$12,240.00           |
|                                                                                                                              |                                    |          |      | <b>SUBTOTAL</b>                | \$658,467.93          |
|                                                                                                                              |                                    |          |      | ROW Acquisition                | \$0.00                |
|                                                                                                                              |                                    |          |      | Contingency - 35%              | \$230,463.78          |
|                                                                                                                              |                                    |          |      | Design Engineering - 10%       | \$65,846.79           |
|                                                                                                                              |                                    |          |      | Construction Engineering - 10% | \$65,846.79           |
|                                                                                                                              |                                    |          |      | Miscellaneous Item - 5%        | \$32,923.40           |
| <b>Total:</b>                                                                                                                |                                    |          |      |                                | <b>\$1,053,600.00</b> |

| <div> <b>ENGINEER'S OPINION OF PROBABLE COST</b></div> |                                    |          |      |                                |                       |
|-----------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|-----------------------|
| <b>PROJECT NAME:</b><br>Richmond TMP                                                                                                    |                                    |          |      | <b>DATE:</b> 1/26/2026         |                       |
| <b>PROJECT DESCRIPTION:</b><br>Roadway Cost                                                                                             |                                    |          |      |                                |                       |
| <b>CLIENT:</b><br>City of Richmond                                                                                                      |                                    |          |      |                                |                       |
| J-U-B PROJ. NO.: 57-24-036                                                                                                              |                                    |          |      |                                |                       |
| No.                                                                                                                                     | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST            |
| 500 N - 1000 Feet                                                                                                                       |                                    |          |      |                                |                       |
| Sunburst Ln to 500 E (Boundary)                                                                                                         |                                    |          |      |                                |                       |
| 54                                                                                                                                      | Mobilization - 10%                 | 1        | LS   | \$103,693.95                   | \$103,693.95          |
| 55                                                                                                                                      | Storm Water Pollution Prevention   | 1        | LS   | \$10,000.00                    | \$10,000.00           |
| 56                                                                                                                                      | Traffic Control - 10%              | 1        | LS   | \$103,693.95                   | \$103,693.95          |
| 57                                                                                                                                      | Clear and Grub                     | 1        | LS   | \$8,000.00                     | \$8,000.00            |
| 58                                                                                                                                      | Dust Control & Watering            | 1        | LS   | \$3,500.00                     | \$3,500.00            |
| 59                                                                                                                                      | Survey - 3%                        | 1        | LS   | \$31,108.19                    | \$31,108.19           |
| 60                                                                                                                                      | Utilities                          | 1        | LS   | \$51,846.98                    | \$51,846.98           |
| 61                                                                                                                                      | Drainage Pipes and System          | 1        | LS   | \$240,000.00                   | \$240,000.00          |
| 62                                                                                                                                      | Relocate Street Light              | 2        | EA   | \$1,500.00                     | \$3,000.00            |
| 63                                                                                                                                      | Roadway Excavation (Plan Quantity) | 12,040   | CY   | \$25.00                        | \$301,003.09          |
| 64                                                                                                                                      | Remove Asphalt Pavement            | 3,444    | SY   | \$6.50                         | \$22,388.89           |
| 65                                                                                                                                      | Relocate Sign                      | 2        | EA   | \$200.00                       | \$400.00              |
| 66                                                                                                                                      | Concrete Curb and Gutter           | 5,000    | LF   | \$28.00                        | \$140,000.00          |
| 67                                                                                                                                      | HMA 3"                             | 611      | TON  | \$100.00                       | \$61,050.00           |
| 68                                                                                                                                      | Untreated Base Course 8"           | 1,185    | CY   | \$32.00                        | \$37,925.93           |
| 69                                                                                                                                      | Granular Subbase 8"                | 938      | CY   | \$28.00                        | \$26,271.60           |
| 70                                                                                                                                      | Concrete Sidewalk                  | 10,000   | SF   | \$15.00                        | \$150,000.00          |
| 71                                                                                                                                      | Concrete Curb Ramp                 | 1        | EA   | \$3,500.00                     | \$3,500.00            |
| 72                                                                                                                                      | 4" Paint Line                      | 4,000    | LF   | \$1.00                         | \$4,000.00            |
| 73                                                                                                                                      | Sod                                | 18,000   | SF   | \$1.30                         | \$23,400.00           |
| 74                                                                                                                                      | Topsoil-6 inch thick               | 2,000    | SY   | \$12.00                        | \$24,000.00           |
|                                                                                                                                         |                                    |          |      | <b>SUBTOTAL</b>                | \$1,348,782.57        |
|                                                                                                                                         |                                    |          |      | ROW Acquisition                | \$0.00                |
|                                                                                                                                         |                                    |          |      | Contingency - 35%              | \$472,073.90          |
|                                                                                                                                         |                                    |          |      | Design Engineering - 10%       | \$134,878.26          |
|                                                                                                                                         |                                    |          |      | Construction Engineering - 10% | \$134,878.26          |
|                                                                                                                                         |                                    |          |      | Miscellaneous Item - 5%        | \$67,439.13           |
|                                                                                                                                         |                                    |          |      | <b>Total:</b>                  | <b>\$2,158,100.00</b> |

|  <b>ENGINEER'S OPINION OF PROBABLE COST</b> |                                    |          |      |                                |                       |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|-----------------------|
| <b>PROJECT NAME:</b><br>Richmond TMP                                                                                         |                                    |          |      |                                |                       |
| <b>DATE:</b> 1/26/2026                                                                                                       |                                    |          |      |                                |                       |
| <b>PROJECT DESCRIPTION:</b><br>Roadway Cost                                                                                  |                                    |          |      |                                |                       |
| <b>CLIENT:</b><br>City of Richmond                                                                                           |                                    |          |      |                                |                       |
| <b>J-U-B PROJ. NO.:</b> 57-24-036                                                                                            |                                    |          |      |                                |                       |
| No.                                                                                                                          | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST            |
| <b>500 N - 1010 Feet</b>                                                                                                     |                                    |          |      |                                |                       |
| Lower Richmond Rd to Cherry Creek Pkwy                                                                                       |                                    |          |      |                                |                       |
| 75                                                                                                                           | Mobilization - 10%                 | 1        | LS   | \$101,772.71                   | \$101,772.71          |
| 76                                                                                                                           | Storm Water Pollution Prevention   | 1        | LS   | \$10,100.00                    | \$10,100.00           |
| 77                                                                                                                           | Traffic Control - 10%              | 1        | LS   | \$101,772.71                   | \$101,772.71          |
| 78                                                                                                                           | Clear and Grub                     | 1        | LS   | \$8,080.00                     | \$8,080.00            |
| 79                                                                                                                           | Dust Control & Watering            | 1        | LS   | \$3,535.00                     | \$3,535.00            |
| 80                                                                                                                           | Survey - 3%                        | 1        | LS   | \$30,531.81                    | \$30,531.81           |
| 81                                                                                                                           | Drainage Pipes and System          | 1        | LS   | \$242,400.00                   | \$242,400.00          |
| 82                                                                                                                           | Roadway Excavation (Plan Quantity) | 12,161   | CY   | \$25.00                        | \$304,013.12          |
| 83                                                                                                                           | Concrete Curb and Gutter           | 5,050    | LF   | \$28.00                        | \$141,400.00          |
| 84                                                                                                                           | HMA 3"                             | 617      | TON  | \$100.00                       | \$61,660.50           |
| 85                                                                                                                           | Untreated Base Course 8"           | 1,197    | CY   | \$32.00                        | \$38,305.19           |
| 86                                                                                                                           | Granular Subbase 8"                | 948      | CY   | \$28.00                        | \$26,534.32           |
| 87                                                                                                                           | Concrete Sidewalk                  | 10,100   | SF   | \$15.00                        | \$151,500.00          |
| 88                                                                                                                           | 4" Paint Line                      | 4,040    | LF   | \$1.00                         | \$4,040.00            |
| 89                                                                                                                           | Sod                                | 18,180   | SF   | \$1.30                         | \$23,634.00           |
| 90                                                                                                                           | Topsoil-6 inch thick               | 2,020    | SY   | \$12.00                        | \$24,240.00           |
|                                                                                                                              |                                    |          |      | <b>SUBTOTAL</b>                | \$1,273,519.36        |
|                                                                                                                              |                                    |          |      | ROW Acquisition                | \$0.00                |
|                                                                                                                              |                                    |          |      | Contingency - 35%              | \$445,731.78          |
|                                                                                                                              |                                    |          |      | Design Engineering - 10%       | \$127,351.94          |
|                                                                                                                              |                                    |          |      | Construction Engineering - 10% | \$127,351.94          |
|                                                                                                                              |                                    |          |      | Miscellaneous Item - 5%        | \$63,675.97           |
| <b>Total:</b>                                                                                                                |                                    |          |      |                                | <b>\$2,037,700.00</b> |

| <div>ENGINEER'S OPINION OF PROBABLE COST</div> |                                    |          |      |                                |                |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|----------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                   |                                    |          |      | DATE: 1/26/2026                |                |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                            |                                    |          |      |                                |                |
| CLIENT:<br>City of Richmond                                                                                                     |                                    |          |      |                                |                |
| J-U-B PROJ. NO.: 57-24-036                                                                                                      |                                    |          |      |                                |                |
| No.                                                                                                                             | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST     |
| E Main St - 741 Feet                                                                                                            |                                    |          |      |                                |                |
| SR-91 to 100 W                                                                                                                  |                                    |          |      |                                |                |
| 1                                                                                                                               | Mobilization - 10%                 | 1        | LS   | \$99,026.62                    | \$99,026.62    |
| 2                                                                                                                               | Storm Water Pollution Prevention   | 1        | LS   | \$7,410.00                     | \$7,410.00     |
| 3                                                                                                                               | Traffic Control - 10%              | 1        | LS   | \$99,026.62                    | \$99,026.62    |
| 4                                                                                                                               | Clear and Grub                     | 1        | LS   | \$5,928.00                     | \$5,928.00     |
| 5                                                                                                                               | Dust Control & Watering            | 1        | LS   | \$2,593.50                     | \$2,593.50     |
| 6                                                                                                                               | Survey - 3%                        | 1        | LS   | \$29,707.99                    | \$29,707.99    |
| 7                                                                                                                               | Utilities                          | 1        | LS   | \$49,513.31                    | \$49,513.31    |
| 8                                                                                                                               | Drainage Pipes and System          | 1        | LS   | \$177,840.00                   | \$177,840.00   |
| 9                                                                                                                               | Relocate Street Light              | 12       | EA   | \$1,500.00                     | \$18,000.00    |
| 10                                                                                                                              | Roadway Excavation (Plan Quantity) | 12,794   | CY   | \$25.00                        | \$319,842.13   |
| 11                                                                                                                              | Remove Asphalt Pavement            | 5,105    | SY   | \$6.50                         | \$33,180.33    |
| 12                                                                                                                              | Relocate Sign                      | 3        | EA   | \$200.00                       | \$600.00       |
| 13                                                                                                                              | Concrete Curb and Gutter           | 3,705    | LF   | \$28.00                        | \$103,740.00   |
| 14                                                                                                                              | HMA 3"                             | 713      | TON  | \$100.00                       | \$71,284.20    |
| 15                                                                                                                              | Untreated Base Course 8"           | 1,226    | CY   | \$32.00                        | \$39,227.26    |
| 16                                                                                                                              | Granular Subbase 8"                | 1,043    | CY   | \$28.00                        | \$29,200.89    |
| 17                                                                                                                              | Concrete Driveway                  | 2,000    | SF   | \$20.00                        | \$40,000.00    |
| 18                                                                                                                              | Concrete Sidewalk                  | 7,410    | SF   | \$15.00                        | \$111,150.00   |
| 19                                                                                                                              | Concrete Curb Ramp                 | 5        | EA   | \$3,500.00                     | \$17,500.00    |
| 20                                                                                                                              | 4" Paint Line                      | 3,335    | LF   | \$1.00                         | \$3,334.50     |
| 21                                                                                                                              | Sod                                | 9,633    | SF   | \$1.30                         | \$12,522.90    |
| 22                                                                                                                              | Topsoil-6 inch thick               | 1,070    | SY   | \$12.00                        | \$12,844.00    |
|                                                                                                                                 |                                    |          |      | SUBTOTAL                       | \$1,283,472.25 |
|                                                                                                                                 |                                    |          |      | ROW Acquisition                | \$0.00         |
|                                                                                                                                 |                                    |          |      | Contingency - 35%              | \$449,215.29   |
|                                                                                                                                 |                                    |          |      | Design Engineering - 10%       | \$128,347.23   |
|                                                                                                                                 |                                    |          |      | Construction Engineering - 10% | \$128,347.23   |
|                                                                                                                                 |                                    |          |      | Miscellaneous Item - 5%        | \$64,173.61    |
|                                                                                                                                 |                                    |          |      | Total:                         | \$2,053,600.00 |

|  <b>ENGINEER'S OPINION OF PROBABLE COST</b> |                                    |          |      |                                |                       |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|-----------------------|
| <b>PROJECT NAME:</b><br>Richmond TMP                                                                                         |                                    |          |      |                                |                       |
| <b>PROJECT DESCRIPTION:</b><br>Roadway Cost                                                                                  |                                    |          |      |                                |                       |
| <b>CLIENT:</b><br>City of Richmond                                                                                           |                                    |          |      |                                |                       |
| <b>J-U-B PROJ. NO.:</b> 57-24-036                                                                                            |                                    |          |      |                                |                       |
| No.                                                                                                                          | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST            |
| <b>E Main St - 750 Feet</b>                                                                                                  |                                    |          |      |                                |                       |
| <b>100 W to State St</b>                                                                                                     |                                    |          |      |                                |                       |
| 23                                                                                                                           | Mobilization - 10%                 | 1        | LS   | \$99,193.61                    | \$99,193.61           |
| 24                                                                                                                           | Storm Water Pollution Prevention   | 1        | LS   | \$7,500.00                     | \$7,500.00            |
| 25                                                                                                                           | Traffic Control - 10%              | 1        | LS   | \$99,193.61                    | \$99,193.61           |
| 26                                                                                                                           | Clear and Grub                     | 1        | LS   | \$6,000.00                     | \$6,000.00            |
| 27                                                                                                                           | Dust Control & Watering            | 1        | LS   | \$2,625.00                     | \$2,625.00            |
| 28                                                                                                                           | Survey - 3%                        | 1        | LS   | \$29,758.08                    | \$29,758.08           |
| 29                                                                                                                           | Utilities                          | 1        | LS   | \$49,596.81                    | \$49,596.81           |
| 30                                                                                                                           | Drainage Pipes and System          | 1        | LS   | \$180,000.00                   | \$180,000.00          |
| 31                                                                                                                           | Relocate Street Light              | 6        | EA   | \$1,500.00                     | \$9,000.00            |
| 32                                                                                                                           | Roadway Excavation (Plan Quantity) | 12,949   | CY   | \$25.00                        | \$323,726.85          |
| 33                                                                                                                           | Remove Asphalt Pavement            | 5,500    | SY   | \$6.50                         | \$35,750.00           |
| 34                                                                                                                           | Relocate Sign                      | 5        | EA   | \$200.00                       | \$1,000.00            |
| 35                                                                                                                           | Concrete Curb and Gutter           | 3,750    | LF   | \$28.00                        | \$105,000.00          |
| 36                                                                                                                           | HMA 3"                             | 722      | TON  | \$100.00                       | \$72,150.00           |
| 37                                                                                                                           | Untreated Base Course 8"           | 1,241    | CY   | \$32.00                        | \$39,703.70           |
| 38                                                                                                                           | Granular Subbase 8"                | 1,056    | CY   | \$28.00                        | \$29,555.56           |
| 39                                                                                                                           | Concrete Driveway                  | 1,500    | SF   | \$20.00                        | \$30,000.00           |
| 40                                                                                                                           | Concrete Sidewalk                  | 7,500    | SF   | \$15.00                        | \$112,500.00          |
| 41                                                                                                                           | Concrete Curb Ramp                 | 7        | EA   | \$3,500.00                     | \$24,500.00           |
| 42                                                                                                                           | 4" Paint Line                      | 3,375    | LF   | \$1.00                         | \$3,375.00            |
| 43                                                                                                                           | Sod                                | 9,750    | SF   | \$1.30                         | \$12,675.00           |
| 44                                                                                                                           | Topsoil-6 inch thick               | 1,083    | SY   | \$12.00                        | \$13,000.00           |
|                                                                                                                              |                                    |          |      | <b>SUBTOTAL</b>                | \$1,285,803.22        |
|                                                                                                                              |                                    |          |      | ROW Acquisition                | \$0.00                |
|                                                                                                                              |                                    |          |      | Contingency - 35%              | \$450,031.13          |
|                                                                                                                              |                                    |          |      | Design Engineering - 10%       | \$128,580.32          |
|                                                                                                                              |                                    |          |      | Construction Engineering - 10% | \$128,580.32          |
|                                                                                                                              |                                    |          |      | Miscellaneous Item - 5%        | \$64,290.16           |
|                                                                                                                              |                                    |          |      | <b>Total:</b>                  | <b>\$2,057,300.00</b> |

| <div>ENGINEER'S OPINION OF PROBABLE COST</div> |                                    |          |      |                                |                |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|----------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                   |                                    |          |      | DATE: 1/26/2026                |                |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                            |                                    |          |      |                                |                |
| CLIENT:<br>City of Richmond                                                                                                     |                                    |          |      |                                |                |
| J-U-B PROJ. NO.: 57-24-036                                                                                                      |                                    |          |      |                                |                |
| No.                                                                                                                             | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST     |
| E Main St - 758 Feet                                                                                                            |                                    |          |      |                                |                |
| State St to 100 E                                                                                                               |                                    |          |      |                                |                |
| 45                                                                                                                              | Mobilization - 10%                 | 1        | LS   | \$101,358.13                   | \$101,358.13   |
| 46                                                                                                                              | Storm Water Pollution Prevention   | 1        | LS   | \$7,580.00                     | \$7,580.00     |
| 47                                                                                                                              | Traffic Control - 10%              | 1        | LS   | \$101,358.13                   | \$101,358.13   |
| 48                                                                                                                              | Clear and Grub                     | 1        | LS   | \$6,064.00                     | \$6,064.00     |
| 49                                                                                                                              | Dust Control & Watering            | 1        | LS   | \$2,653.00                     | \$2,653.00     |
| 50                                                                                                                              | Survey - 3%                        | 1        | LS   | \$30,407.44                    | \$30,407.44    |
| 51                                                                                                                              | Utilities                          | 1        | LS   | \$50,679.07                    | \$50,679.07    |
| 52                                                                                                                              | Drainage Pipes and System          | 1        | LS   | \$181,920.00                   | \$181,920.00   |
| 53                                                                                                                              | Roadway Excavation (Plan Quantity) | 13,087   | CY   | \$25.00                        | \$327,179.94   |
| 54                                                                                                                              | Remove Asphalt Pavement            | 5,474    | SY   | \$6.50                         | \$35,583.89    |
| 55                                                                                                                              | Relocate Sign                      | 4        | EA   | \$200.00                       | \$800.00       |
| 56                                                                                                                              | Concrete Curb and Gutter           | 3,790    | LF   | \$28.00                        | \$106,120.00   |
| 57                                                                                                                              | HMA 3"                             | 729      | TON  | \$100.00                       | \$72,919.60    |
| 58                                                                                                                              | Untreated Base Course 8"           | 1,254    | CY   | \$32.00                        | \$40,127.21    |
| 59                                                                                                                              | Granular Subbase 8"                | 1,067    | CY   | \$28.00                        | \$29,870.81    |
| 60                                                                                                                              | Concrete Driveway                  | 2,750    | SF   | \$20.00                        | \$55,000.00    |
| 61                                                                                                                              | Concrete Sidewalk                  | 7,580    | SF   | \$15.00                        | \$113,700.00   |
| 62                                                                                                                              | Concrete Curb Ramp                 | 6        | EA   | \$3,500.00                     | \$21,000.00    |
| 63                                                                                                                              | 4" Paint Line                      | 3,411    | LF   | \$1.00                         | \$3,411.00     |
| 64                                                                                                                              | Sod                                | 9,854    | SF   | \$1.30                         | \$12,810.20    |
| 65                                                                                                                              | Topsoil-6 inch thick               | 1,095    | SY   | \$12.00                        | \$13,138.67    |
|                                                                                                                                 |                                    |          |      | SUBTOTAL                       | \$1,313,681.09 |
|                                                                                                                                 |                                    |          |      | ROW Acquisition                | \$0.00         |
|                                                                                                                                 |                                    |          |      | Contingency - 35%              | \$459,788.38   |
|                                                                                                                                 |                                    |          |      | Design Engineering - 10%       | \$131,368.11   |
|                                                                                                                                 |                                    |          |      | Construction Engineering - 10% | \$131,368.11   |
|                                                                                                                                 |                                    |          |      | Miscellaneous Item - 5%        | \$65,684.05    |
|                                                                                                                                 |                                    |          |      | Total:                         | \$2,101,900.00 |

| <div>ENGINEER'S OPINION OF PROBABLE COST</div> |                                    |          |      |                                |                |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|----------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                   |                                    |          |      | DATE: 1/26/2026                |                |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                            |                                    |          |      |                                |                |
| CLIENT:<br>City of Richmond                                                                                                     |                                    |          |      |                                |                |
| J-U-B PROJ. NO.: 57-24-036                                                                                                      |                                    |          |      |                                |                |
| No.                                                                                                                             | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST     |
| E Main St - 745 Feet                                                                                                            |                                    |          |      |                                |                |
| 100 E to 200 E                                                                                                                  |                                    |          |      |                                |                |
| 66                                                                                                                              | Mobilization - 10%                 | 1        | LS   | \$94,448.32                    | \$94,448.32    |
| 67                                                                                                                              | Storm Water Pollution Prevention   | 1        | LS   | \$7,450.00                     | \$7,450.00     |
| 68                                                                                                                              | Traffic Control - 10%              | 1        | LS   | \$94,448.32                    | \$94,448.32    |
| 69                                                                                                                              | Clear and Grub                     | 1        | LS   | \$5,960.00                     | \$5,960.00     |
| 70                                                                                                                              | Dust Control & Watering            | 1        | LS   | \$2,607.50                     | \$2,607.50     |
| 71                                                                                                                              | Survey - 3%                        | 1        | LS   | \$28,334.50                    | \$28,334.50    |
| 72                                                                                                                              | Utilities                          | 1        | LS   | \$47,224.16                    | \$47,224.16    |
| 73                                                                                                                              | Drainage Pipes and System          | 1        | LS   | \$178,800.00                   | \$178,800.00   |
| 74                                                                                                                              | Roadway Excavation (Plan Quantity) | 12,863   | CY   | \$25.00                        | \$321,568.67   |
| 75                                                                                                                              | Remove Asphalt Pavement            | 2,483    | SY   | \$6.50                         | \$16,141.67    |
| 76                                                                                                                              | Relocate Sign                      | 3        | EA   | \$200.00                       | \$600.00       |
| 77                                                                                                                              | Concrete Curb and Gutter           | 3,725    | LF   | \$28.00                        | \$104,300.00   |
| 78                                                                                                                              | HMA 3"                             | 717      | TON  | \$100.00                       | \$71,669.00    |
| 79                                                                                                                              | Untreated Base Course 8"           | 1,232    | CY   | \$32.00                        | \$39,439.01    |
| 80                                                                                                                              | Granular Subbase 8"                | 1,049    | CY   | \$28.00                        | \$29,358.52    |
| 81                                                                                                                              | Concrete Driveway                  | 1,750    | SF   | \$20.00                        | \$35,000.00    |
| 82                                                                                                                              | Concrete Sidewalk                  | 7,450    | SF   | \$15.00                        | \$111,750.00   |
| 83                                                                                                                              | Concrete Curb Ramp                 | 2        | EA   | \$3,500.00                     | \$7,000.00     |
| 84                                                                                                                              | 4" Paint Line                      | 3,353    | LF   | \$1.00                         | \$3,352.50     |
| 85                                                                                                                              | Sod                                | 9,685    | SF   | \$1.30                         | \$12,590.50    |
| 86                                                                                                                              | Topsoil-6 inch thick               | 1,076    | SY   | \$12.00                        | \$12,913.33    |
|                                                                                                                                 |                                    |          |      | SUBTOTAL                       | \$1,224,956.00 |
|                                                                                                                                 |                                    |          |      | ROW Acquisition                | \$0.00         |
|                                                                                                                                 |                                    |          |      | Contingency - 35%              | \$428,734.60   |
|                                                                                                                                 |                                    |          |      | Design Engineering - 10%       | \$122,495.60   |
|                                                                                                                                 |                                    |          |      | Construction Engineering - 10% | \$122,495.60   |
|                                                                                                                                 |                                    |          |      | Miscellaneous Item - 5%        | \$61,247.80    |
|                                                                                                                                 |                                    |          |      | Total:                         | \$1,960,000.00 |



| <div> <b>ENGINEER'S OPINION OF PROBABLE COST</b></div> |                                    |          |      |                                |                       |
|-----------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|-----------------------|
| <b>PROJECT NAME:</b><br>Richmond TMP                                                                                                    |                                    |          |      | <b>DATE:</b> 1/26/2026         |                       |
| <b>PROJECT DESCRIPTION:</b><br>Roadway Cost                                                                                             |                                    |          |      |                                |                       |
| <b>CLIENT:</b><br>City of Richmond                                                                                                      |                                    |          |      |                                |                       |
| J-U-B PROJ. NO.: 57-24-036                                                                                                              |                                    |          |      |                                |                       |
| No.                                                                                                                                     | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST            |
| E Main St - 738 Feet                                                                                                                    |                                    |          |      |                                |                       |
| 200 E to 300 E                                                                                                                          |                                    |          |      |                                |                       |
| 87                                                                                                                                      | Mobilization - 10%                 | 1        | LS   | \$91,564.31                    | \$91,564.31           |
| 88                                                                                                                                      | Storm Water Pollution Prevention   | 1        | LS   | \$7,380.00                     | \$7,380.00            |
| 89                                                                                                                                      | Traffic Control - 10%              | 1        | LS   | \$91,564.31                    | \$91,564.31           |
| 90                                                                                                                                      | Clear and Grub                     | 1        | LS   | \$5,904.00                     | \$5,904.00            |
| 91                                                                                                                                      | Dust Control & Watering            | 1        | LS   | \$2,583.00                     | \$2,583.00            |
| 92                                                                                                                                      | Survey - 3%                        | 1        | LS   | \$27,469.29                    | \$27,469.29           |
| 93                                                                                                                                      | Utilities                          | 1        | LS   | \$45,782.16                    | \$45,782.16           |
| 94                                                                                                                                      | Drainage Pipes and System          | 1        | LS   | \$177,120.00                   | \$177,120.00          |
| 95                                                                                                                                      | Roadway Excavation (Plan Quantity) | 12,742   | CY   | \$25.00                        | \$318,547.22          |
| 96                                                                                                                                      | Remove Asphalt Pavement            | 2,296    | SY   | \$6.50                         | \$14,924.00           |
| 97                                                                                                                                      | Relocate Sign                      | 4        | EA   | \$200.00                       | \$800.00              |
| 98                                                                                                                                      | Concrete Curb and Gutter           | 3,690    | LF   | \$28.00                        | \$103,320.00          |
| 99                                                                                                                                      | HMA 3"                             | 710      | TON  | \$100.00                       | \$70,995.60           |
| 100                                                                                                                                     | Untreated Base Course 8"           | 1,221    | CY   | \$32.00                        | \$39,068.44           |
| 101                                                                                                                                     | Granular Subbase 8"                | 1,039    | CY   | \$28.00                        | \$29,082.67           |
| 102                                                                                                                                     | Concrete Driveway                  | 250      | SF   | \$20.00                        | \$5,000.00            |
| 103                                                                                                                                     | Concrete Sidewalk                  | 7,380    | SF   | \$15.00                        | \$110,700.00          |
| 104                                                                                                                                     | Concrete Curb Ramp                 | 5        | EA   | \$3,500.00                     | \$17,500.00           |
| 105                                                                                                                                     | 4" Paint Line                      | 3,321    | LF   | \$1.00                         | \$3,321.00            |
| 106                                                                                                                                     | Sod                                | 9,594    | SF   | \$1.30                         | \$12,472.20           |
| 107                                                                                                                                     | Topsoil-6 inch thick               | 1,066    | SY   | \$12.00                        | \$12,792.00           |
|                                                                                                                                         |                                    |          |      | <b>SUBTOTAL</b>                | \$1,187,890.21        |
|                                                                                                                                         |                                    |          |      | ROW Acquisition                | \$0.00                |
|                                                                                                                                         |                                    |          |      | Contingency - 35%              | \$415,761.57          |
|                                                                                                                                         |                                    |          |      | Design Engineering - 10%       | \$118,789.02          |
|                                                                                                                                         |                                    |          |      | Construction Engineering - 10% | \$118,789.02          |
|                                                                                                                                         |                                    |          |      | Miscellaneous Item - 5%        | \$59,394.51           |
|                                                                                                                                         |                                    |          |      | <b>Total:</b>                  | <b>\$1,900,700.00</b> |

| <div><div><div>J-U-B ENGINEERS, INC.</div></div><div>ENGINEER'S OPINION OF PROBABLE COST</div></div> |                                    |          |      |                                |                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|----------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                                                                         |                                    |          |      | DATE: 1/26/2026                |                |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                                                                                  |                                    |          |      |                                |                |
| CLIENT:<br>City of Richmond                                                                                                                                                           |                                    |          |      |                                |                |
| J-U-B PROJ. NO.: 57-24-036                                                                                                                                                            |                                    |          |      |                                |                |
| No.                                                                                                                                                                                   | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST     |
| E Main St - 1002 Feet                                                                                                                                                                 |                                    |          |      |                                |                |
| 300 E to 400 E                                                                                                                                                                        |                                    |          |      |                                |                |
| 108                                                                                                                                                                                   | Mobilization - 10%                 | 1        | LS   | \$121,770.80                   | \$121,770.80   |
| 109                                                                                                                                                                                   | Storm Water Pollution Prevention   | 1        | LS   | \$10,020.00                    | \$10,020.00    |
| 110                                                                                                                                                                                   | Traffic Control - 10%              | 1        | LS   | \$121,770.80                   | \$121,770.80   |
| 111                                                                                                                                                                                   | Clear and Grub                     | 1        | LS   | \$8,016.00                     | \$8,016.00     |
| 112                                                                                                                                                                                   | Dust Control & Watering            | 1        | LS   | \$3,507.00                     | \$3,507.00     |
| 113                                                                                                                                                                                   | Survey - 3%                        | 1        | LS   | \$36,531.24                    | \$36,531.24    |
| 114                                                                                                                                                                                   | Utilities                          | 1        | LS   | \$60,885.40                    | \$60,885.40    |
| 115                                                                                                                                                                                   | Drainage Pipes and System          | 1        | LS   | \$240,480.00                   | \$240,480.00   |
| 116                                                                                                                                                                                   | Roadway Excavation (Plan Quantity) | 17,300   | CY   | \$25.00                        | \$432,499.07   |
| 117                                                                                                                                                                                   | Remove Asphalt Pavement            | 2,895    | SY   | \$6.50                         | \$18,815.33    |
| 118                                                                                                                                                                                   | Relocate Sign                      | 3        | EA   | \$200.00                       | \$600.00       |
| 119                                                                                                                                                                                   | Concrete Curb and Gutter           | 5,010    | LF   | \$28.00                        | \$140,280.00   |
| 120                                                                                                                                                                                   | HMA 3"                             | 964      | TON  | \$100.00                       | \$96,392.40    |
| 121                                                                                                                                                                                   | Untreated Base Course 8"           | 1,658    | CY   | \$32.00                        | \$53,044.15    |
| 122                                                                                                                                                                                   | Granular Subbase 8"                | 1,410    | CY   | \$28.00                        | \$39,486.22    |
| 123                                                                                                                                                                                   | Concrete Sidewalk                  | 10,020   | SF   | \$15.00                        | \$150,300.00   |
| 124                                                                                                                                                                                   | Concrete Curb Ramp                 | 2        | EA   | \$3,500.00                     | \$7,000.00     |
| 125                                                                                                                                                                                   | 4" Paint Line                      | 4,509    | LF   | \$1.00                         | \$4,509.00     |
| 126                                                                                                                                                                                   | Sod                                | 13,026   | SF   | \$1.30                         | \$16,933.80    |
| 127                                                                                                                                                                                   | Topsoil-6 inch thick               | 1,447    | SY   | \$12.00                        | \$17,368.00    |
|                                                                                                                                                                                       |                                    |          |      | SUBTOTAL                       | \$1,580,209.21 |
|                                                                                                                                                                                       |                                    |          |      | ROW Acquisition                | \$0.00         |
|                                                                                                                                                                                       |                                    |          |      | Contingency - 35%              | \$553,073.22   |
|                                                                                                                                                                                       |                                    |          |      | Design Engineering - 10%       | \$158,020.92   |
|                                                                                                                                                                                       |                                    |          |      | Construction Engineering - 10% | \$158,020.92   |
|                                                                                                                                                                                       |                                    |          |      | Miscellaneous Item - 5%        | \$79,010.46    |
| Total:                                                                                                                                                                                |                                    |          |      |                                | \$2,528,400.00 |

| <div>ENGINEER'S OPINION OF PROBABLE COST</div> |                                    |          |      |                                |                |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|----------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                   |                                    |          |      | DATE: 1/26/2026                |                |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                            |                                    |          |      |                                |                |
| CLIENT:<br>City of Richmond                                                                                                     |                                    |          |      |                                |                |
| J-U-B PROJ. NO.: 57-24-036                                                                                                      |                                    |          |      |                                |                |
| No.                                                                                                                             | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST     |
| E Main St - 700 Feet                                                                                                            |                                    |          |      |                                |                |
| 400 E to 500 E                                                                                                                  |                                    |          |      |                                |                |
| 128                                                                                                                             | Mobilization - 10%                 | 1        | LS   | \$84,325.70                    | \$84,325.70    |
| 129                                                                                                                             | Storm Water Pollution Prevention   | 1        | LS   | \$7,000.00                     | \$7,000.00     |
| 130                                                                                                                             | Traffic Control - 10%              | 1        | LS   | \$84,325.70                    | \$84,325.70    |
| 131                                                                                                                             | Clear and Grub                     | 1        | LS   | \$5,600.00                     | \$5,600.00     |
| 132                                                                                                                             | Dust Control & Watering            | 1        | LS   | \$2,450.00                     | \$2,450.00     |
| 133                                                                                                                             | Survey - 3%                        | 1        | LS   | \$25,297.71                    | \$25,297.71    |
| 134                                                                                                                             | Utilities                          | 1        | LS   | \$42,162.85                    | \$42,162.85    |
| 135                                                                                                                             | Drainage Pipes and System          | 1        | LS   | \$168,000.00                   | \$168,000.00   |
| 136                                                                                                                             | Roadway Excavation (Plan Quantity) | 12,086   | CY   | \$25.00                        | \$302,145.06   |
| 137                                                                                                                             | Remove Asphalt Pavement            | 1,633    | SY   | \$6.50                         | \$10,616.67    |
| 138                                                                                                                             | Relocate Sign                      | 2        | EA   | \$200.00                       | \$400.00       |
| 139                                                                                                                             | Concrete Curb and Gutter           | 3,500    | LF   | \$28.00                        | \$98,000.00    |
| 140                                                                                                                             | HMA 3"                             | 673      | TON  | \$100.00                       | \$67,340.00    |
| 141                                                                                                                             | Untreated Base Course 8"           | 1,158    | CY   | \$32.00                        | \$37,056.79    |
| 142                                                                                                                             | Granular Subbase 8"                | 985      | CY   | \$28.00                        | \$27,585.19    |
| 143                                                                                                                             | Concrete Sidewalk                  | 7,000    | SF   | \$15.00                        | \$105,000.00   |
| 144                                                                                                                             | 4" Paint Line                      | 3,150    | LF   | \$1.00                         | \$3,150.00     |
| 145                                                                                                                             | Sod                                | 9,100    | SF   | \$1.30                         | \$11,830.00    |
| 146                                                                                                                             | Topsoil-6 inch thick               | 1,011    | SY   | \$12.00                        | \$12,133.33    |
|                                                                                                                                 |                                    |          |      | SUBTOTAL                       | \$1,094,419.01 |
|                                                                                                                                 |                                    |          |      | ROW Acquisition                | \$0.00         |
|                                                                                                                                 |                                    |          |      | Contingency - 35%              | \$383,046.65   |
|                                                                                                                                 |                                    |          |      | Design Engineering - 10%       | \$109,441.90   |
|                                                                                                                                 |                                    |          |      | Construction Engineering - 10% | \$109,441.90   |
|                                                                                                                                 |                                    |          |      | Miscellaneous Item - 5%        | \$54,720.95    |
| Total:                                                                                                                          |                                    |          |      |                                | \$1,751,100.00 |

| <div>ENGINEER'S OPINION OF PROBABLE COST</div> |                                    |          |      |                                |              |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|--------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                   |                                    |          |      | DATE: 1/26/2026                |              |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                            |                                    |          |      |                                |              |
| CLIENT:<br>City of Richmond                                                                                                     |                                    |          |      |                                |              |
| J-U-B PROJ. NO.: 57-24-036                                                                                                      |                                    |          |      |                                |              |
| No.                                                                                                                             | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST   |
| E Main St - 190 Feet                                                                                                            |                                    |          |      |                                |              |
| 500 E to 650 E                                                                                                                  |                                    |          |      |                                |              |
| 147                                                                                                                             | Mobilization - 10%                 | 1        | LS   | \$22,952.44                    | \$22,952.44  |
| 148                                                                                                                             | Storm Water Pollution Prevention   | 1        | LS   | \$1,900.00                     | \$1,900.00   |
| 149                                                                                                                             | Traffic Control - 10%              | 1        | LS   | \$22,952.44                    | \$22,952.44  |
| 150                                                                                                                             | Clear and Grub                     | 1        | LS   | \$1,520.00                     | \$1,520.00   |
| 151                                                                                                                             | Dust Control & Watering            | 1        | LS   | \$665.00                       | \$665.00     |
| 152                                                                                                                             | Survey - 3%                        | 1        | LS   | \$6,885.73                     | \$6,885.73   |
| 153                                                                                                                             | Drainage Pipes and System          | 1        | LS   | \$45,600.00                    | \$45,600.00  |
| 154                                                                                                                             | Roadway Excavation (Plan Quantity) | 3,280    | CY   | \$25.00                        | \$82,010.80  |
| 155                                                                                                                             | Remove Asphalt Pavement            | 528      | SY   | \$6.50                         | \$3,430.56   |
| 156                                                                                                                             | Relocate Sign                      | 1        | EA   | \$200.00                       | \$200.00     |
| 157                                                                                                                             | Concrete Curb and Gutter           | 950      | LF   | \$28.00                        | \$26,600.00  |
| 158                                                                                                                             | HMA 3"                             | 183      | TON  | \$100.00                       | \$18,278.00  |
| 159                                                                                                                             | Untreated Base Course 8"           | 314      | CY   | \$32.00                        | \$10,058.27  |
| 160                                                                                                                             | Granular Subbase 8"                | 267      | CY   | \$28.00                        | \$7,487.41   |
| 161                                                                                                                             | Concrete Sidewalk                  | 1,900    | SF   | \$15.00                        | \$28,500.00  |
| 162                                                                                                                             | 4" Paint Line                      | 855      | LF   | \$1.00                         | \$855.00     |
| 163                                                                                                                             | Sod                                | 2,470    | SF   | \$1.30                         | \$3,211.00   |
| 164                                                                                                                             | Topsoil-6 inch thick               | 274      | SY   | \$12.00                        | \$3,293.33   |
|                                                                                                                                 |                                    |          |      | SUBTOTAL                       | \$286,399.98 |
|                                                                                                                                 |                                    |          |      | ROW Acquisition                | \$0.00       |
|                                                                                                                                 |                                    |          |      | Contingency - 35%              | \$100,239.99 |
|                                                                                                                                 |                                    |          |      | Design Engineering - 10%       | \$28,640.00  |
|                                                                                                                                 |                                    |          |      | Construction Engineering - 10% | \$28,640.00  |
|                                                                                                                                 |                                    |          |      | Miscellaneous Item - 5%        | \$14,320.00  |
|                                                                                                                                 |                                    |          |      | Total:                         | \$458,300.00 |

|  <b>ENGINEER'S OPINION OF PROBABLE COST</b> |                                    |          |      |                                |                       |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|-----------------------|
| <b>PROJECT NAME:</b>                                                                                                         |                                    |          |      | <b>DATE:</b> 1/26/2026         |                       |
| Richmond TMP                                                                                                                 |                                    |          |      |                                |                       |
| <b>PROJECT DESCRIPTION:</b>                                                                                                  |                                    |          |      |                                |                       |
| Roadway Cost                                                                                                                 |                                    |          |      |                                |                       |
| <b>CLIENT:</b>                                                                                                               |                                    |          |      |                                |                       |
| City of Richmond                                                                                                             |                                    |          |      |                                |                       |
| <b>J-U-B PROJ. NO.: 57-24-036</b>                                                                                            |                                    |          |      |                                |                       |
| No.                                                                                                                          | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST            |
| <b>300 N - 600 Feet</b>                                                                                                      |                                    |          |      |                                |                       |
| State St to 100 E                                                                                                            |                                    |          |      |                                |                       |
| 1                                                                                                                            | Mobilization - 10%                 | 1        | LS   | \$61,649.04                    | \$61,649.04           |
| 2                                                                                                                            | Storm Water Pollution Prevention   | 1        | LS   | \$6,000.00                     | \$6,000.00            |
| 3                                                                                                                            | Traffic Control - 10%              | 1        | LS   | \$61,649.04                    | \$61,649.04           |
| 4                                                                                                                            | Clear and Grub                     | 1        | LS   | \$4,800.00                     | \$4,800.00            |
| 5                                                                                                                            | Dust Control & Watering            | 1        | LS   | \$2,100.00                     | \$2,100.00            |
| 6                                                                                                                            | Survey - 3%                        | 1        | LS   | \$18,494.71                    | \$18,494.71           |
| 7                                                                                                                            | Utilities                          | 1        | LS   | \$30,824.52                    | \$30,824.52           |
| 8                                                                                                                            | Drainage Pipes and System          | 1        | LS   | \$144,000.00                   | \$144,000.00          |
| 9                                                                                                                            | Roadway Excavation (Plan Quantity) | 7,224    | CY   | \$25.00                        | \$180,601.85          |
| 10                                                                                                                           | Remove Asphalt Pavement            | 1,800    | SY   | \$6.50                         | \$11,700.00           |
| 11                                                                                                                           | Relocate Sign                      | 1        | EA   | \$200.00                       | \$200.00              |
| 12                                                                                                                           | Concrete Curb and Gutter           | 3,000    | LF   | \$28.00                        | \$84,000.00           |
| 13                                                                                                                           | HMA 3"                             | 366      | TON  | \$100.00                       | \$36,630.00           |
| 14                                                                                                                           | Untreated Base Course 8"           | 711      | CY   | \$32.00                        | \$22,755.56           |
| 15                                                                                                                           | Granular Subbase 8"                | 563      | CY   | \$28.00                        | \$15,762.96           |
| 16                                                                                                                           | Concrete Sidewalk                  | 6,000    | SF   | \$15.00                        | \$90,000.00           |
| 17                                                                                                                           | 4" Paint Line                      | 2,400    | LF   | \$1.00                         | \$2,400.00            |
| 18                                                                                                                           | Sod                                | 10,800   | SF   | \$1.30                         | \$14,040.00           |
| 19                                                                                                                           | Topsoil-6 inch thick               | 1,200    | SY   | \$12.00                        | \$14,400.00           |
|                                                                                                                              |                                    |          |      | <b>SUBTOTAL</b>                | \$802,007.67          |
|                                                                                                                              |                                    |          |      | ROW Acquisition                | \$0.00                |
|                                                                                                                              |                                    |          |      | Contingency - 35%              | \$280,702.69          |
|                                                                                                                              |                                    |          |      | Design Engineering - 10%       | \$80,200.77           |
|                                                                                                                              |                                    |          |      | Construction Engineering - 10% | \$80,200.77           |
|                                                                                                                              |                                    |          |      | Miscellaneous Item - 5%        | \$40,100.38           |
| <b>Total:</b>                                                                                                                |                                    |          |      |                                | <b>\$1,283,300.00</b> |

|  <b>ENGINEER'S OPINION OF PROBABLE COST</b> |                                    |          |      |                                |                        |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|------------------------|
| <b>PROJECT NAME:</b><br>Richmond TMP                                                                                         |                                    |          |      |                                | <b>DATE:</b> 1/26/2026 |
| <b>PROJECT DESCRIPTION:</b><br>Roadway Cost                                                                                  |                                    |          |      |                                |                        |
| <b>CLIENT:</b><br>City of Richmond                                                                                           |                                    |          |      |                                |                        |
| <b>J-U-B PROJ. NO.:</b> 57-24-036                                                                                            |                                    |          |      |                                |                        |
| No.                                                                                                                          | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST             |
| <b>300 N - 730 Feet</b>                                                                                                      |                                    |          |      |                                |                        |
| <b>100 E to 200 E</b>                                                                                                        |                                    |          |      |                                |                        |
| 20                                                                                                                           | Mobilization - 10%                 | 1        | LS   | \$74,896.55                    | \$74,896.55            |
| 21                                                                                                                           | Storm Water Pollution Prevention   | 1        | LS   | \$7,300.00                     | \$7,300.00             |
| 22                                                                                                                           | Traffic Control - 10%              | 1        | LS   | \$74,896.55                    | \$74,896.55            |
| 23                                                                                                                           | Clear and Grub                     | 1        | LS   | \$5,840.00                     | \$5,840.00             |
| 24                                                                                                                           | Dust Control & Watering            | 1        | LS   | \$2,555.00                     | \$2,555.00             |
| 25                                                                                                                           | Survey - 3%                        | 1        | LS   | \$22,468.97                    | \$22,468.97            |
| 26                                                                                                                           | Utilities                          | 1        | LS   | \$37,448.28                    | \$37,448.28            |
| 27                                                                                                                           | Drainage Pipes and System          | 1        | LS   | \$175,200.00                   | \$175,200.00           |
| 28                                                                                                                           | Roadway Excavation (Plan Quantity) | 8,789    | CY   | \$25.00                        | \$219,732.25           |
| 29                                                                                                                           | Remove Asphalt Pavement            | 2,028    | SY   | \$6.50                         | \$13,180.56            |
| 30                                                                                                                           | Relocate Sign                      | 1        | EA   | \$200.00                       | \$200.00               |
| 31                                                                                                                           | Concrete Curb and Gutter           | 3,650    | LF   | \$28.00                        | \$102,200.00           |
| 32                                                                                                                           | HMA 3"                             | 446      | TON  | \$100.00                       | \$44,566.50            |
| 33                                                                                                                           | Untreated Base Course 8"           | 865      | CY   | \$32.00                        | \$27,685.93            |
| 34                                                                                                                           | Granular Subbase 8"                | 685      | CY   | \$28.00                        | \$19,178.27            |
| 35                                                                                                                           | Concrete Sidewalk                  | 7,300    | SF   | \$15.00                        | \$109,500.00           |
| 36                                                                                                                           | 4" Paint Line                      | 2,920    | LF   | \$1.00                         | \$2,920.00             |
| 37                                                                                                                           | Sod                                | 13,140   | SF   | \$1.30                         | \$17,082.00            |
| 38                                                                                                                           | Topsoil-6 inch thick               | 1,460    | SY   | \$12.00                        | \$17,520.00            |
|                                                                                                                              |                                    |          |      | <b>SUBTOTAL</b>                | <b>\$974,370.85</b>    |
|                                                                                                                              |                                    |          |      | ROW Acquisition                | \$0.00                 |
|                                                                                                                              |                                    |          |      | Contingency - 35%              | \$341,029.80           |
|                                                                                                                              |                                    |          |      | Design Engineering - 10%       | \$97,437.08            |
|                                                                                                                              |                                    |          |      | Construction Engineering - 10% | \$97,437.08            |
|                                                                                                                              |                                    |          |      | Miscellaneous Item - 5%        | \$48,718.54            |
| <b>Total:</b>                                                                                                                |                                    |          |      |                                | <b>\$1,559,000.00</b>  |

| <div>ENGINEER'S OPINION OF PROBABLE COST</div> |                                    |          |      |                                |                |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|----------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                   |                                    |          |      | DATE: 1/26/2026                |                |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                            |                                    |          |      |                                |                |
| CLIENT:<br>City of Richmond                                                                                                     |                                    |          |      |                                |                |
| J-U-B PROJ. NO.: 57-24-036                                                                                                      |                                    |          |      |                                |                |
| No.                                                                                                                             | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST     |
| 300 N - 740 Feet                                                                                                                |                                    |          |      |                                |                |
| 200 E to 300 E                                                                                                                  |                                    |          |      |                                |                |
| 39                                                                                                                              | Mobilization - 10%                 | 1        | LS   | \$76,835.37                    | \$76,835.37    |
| 40                                                                                                                              | Storm Water Pollution Prevention   | 1        | LS   | \$7,400.00                     | \$7,400.00     |
| 41                                                                                                                              | Traffic Control - 10%              | 1        | LS   | \$76,835.37                    | \$76,835.37    |
| 42                                                                                                                              | Clear and Grub                     | 1        | LS   | \$5,920.00                     | \$5,920.00     |
| 43                                                                                                                              | Dust Control & Watering            | 1        | LS   | \$2,590.00                     | \$2,590.00     |
| 44                                                                                                                              | Survey - 3%                        | 1        | LS   | \$23,050.61                    | \$23,050.61    |
| 45                                                                                                                              | Utilities                          | 1        | LS   | \$38,417.68                    | \$38,417.68    |
| 46                                                                                                                              | Drainage Pipes and System          | 1        | LS   | \$177,600.00                   | \$177,600.00   |
| 47                                                                                                                              | Roadway Excavation (Plan Quantity) | 8,910    | CY   | \$25.00                        | \$222,742.28   |
| 48                                                                                                                              | Remove Asphalt Pavement            | 1,891    | SY   | \$6.50                         | \$12,292.22    |
| 49                                                                                                                              | Relocate Sign                      | 2        | EA   | \$200.00                       | \$400.00       |
| 50                                                                                                                              | Concrete Curb and Gutter           | 3,700    | LF   | \$28.00                        | \$103,600.00   |
| 51                                                                                                                              | HMA 3"                             | 452      | TON  | \$100.00                       | \$45,177.00    |
| 52                                                                                                                              | Untreated Base Course 8"           | 877      | CY   | \$32.00                        | \$28,065.19    |
| 53                                                                                                                              | Granular Subbase 8"                | 694      | CY   | \$28.00                        | \$19,440.99    |
| 54                                                                                                                              | Concrete Driveway                  | 500      | SF   | \$20.00                        | \$10,000.00    |
| 55                                                                                                                              | Concrete Sidewalk                  | 7,400    | SF   | \$15.00                        | \$111,000.00   |
| 56                                                                                                                              | 4" Paint Line                      | 2,960    | LF   | \$1.00                         | \$2,960.00     |
| 57                                                                                                                              | Sod                                | 13,320   | SF   | \$1.30                         | \$17,316.00    |
| 58                                                                                                                              | Topsoil-6 inch thick               | 1,480    | SY   | \$12.00                        | \$17,760.00    |
|                                                                                                                                 |                                    |          |      | SUBTOTAL                       | \$999,402.71   |
|                                                                                                                                 |                                    |          |      | ROW Acquisition                | \$0.00         |
|                                                                                                                                 |                                    |          |      | Contingency - 35%              | \$349,790.95   |
|                                                                                                                                 |                                    |          |      | Design Engineering - 10%       | \$99,940.27    |
|                                                                                                                                 |                                    |          |      | Construction Engineering - 10% | \$99,940.27    |
|                                                                                                                                 |                                    |          |      | Miscellaneous Item - 5%        | \$49,970.14    |
| Total:                                                                                                                          |                                    |          |      |                                | \$1,599,100.00 |

| <div>ENGINEER'S OPINION OF PROBABLE COST</div> |                                    |          |      |                                |                |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|----------------|
| PROJECT NAME:<br>Richmond TMP                                                                                                   |                                    |          |      | DATE: 1/26/2026                |                |
| PROJECT DESCRIPTION:<br>Roadway Cost                                                                                            |                                    |          |      |                                |                |
| CLIENT:<br>City of Richmond                                                                                                     |                                    |          |      |                                |                |
| J-U-B PROJ. NO.: 57-24-036                                                                                                      |                                    |          |      |                                |                |
| No.                                                                                                                             | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST     |
| 300 N - 725 Feet                                                                                                                |                                    |          |      |                                |                |
| 300 E to 400 E                                                                                                                  |                                    |          |      |                                |                |
| 59                                                                                                                              | Mobilization - 10%                 | 1        | LS   | \$79,020.23                    | \$79,020.23    |
| 60                                                                                                                              | Storm Water Pollution Prevention   | 1        | LS   | \$7,250.00                     | \$7,250.00     |
| 61                                                                                                                              | Traffic Control - 10%              | 1        | LS   | \$79,020.23                    | \$79,020.23    |
| 62                                                                                                                              | Clear and Grub                     | 1        | LS   | \$5,800.00                     | \$5,800.00     |
| 63                                                                                                                              | Dust Control & Watering            | 1        | LS   | \$2,537.50                     | \$2,537.50     |
| 64                                                                                                                              | Survey - 3%                        | 1        | LS   | \$23,706.07                    | \$23,706.07    |
| 65                                                                                                                              | Utilities                          | 1        | LS   | \$39,510.11                    | \$39,510.11    |
| 66                                                                                                                              | Drainage Pipes and System          | 1        | LS   | \$174,000.00                   | \$174,000.00   |
| 67                                                                                                                              | Roadway Excavation (Plan Quantity) | 8,729    | CY   | \$25.00                        | \$218,227.24   |
| 68                                                                                                                              | Remove Asphalt Pavement            | 2,578    | SY   | \$6.50                         | \$16,755.56    |
| 69                                                                                                                              | Relocate Sign                      | 2        | EA   | \$200.00                       | \$400.00       |
| 70                                                                                                                              | Concrete Curb and Gutter           | 3,625    | LF   | \$28.00                        | \$101,500.00   |
| 71                                                                                                                              | HMA 3"                             | 443      | TON  | \$100.00                       | \$44,261.25    |
| 72                                                                                                                              | Untreated Base Course 8"           | 859      | CY   | \$32.00                        | \$27,496.30    |
| 73                                                                                                                              | Granular Subbase 8"                | 680      | CY   | \$28.00                        | \$19,046.91    |
| 74                                                                                                                              | Concrete Driveway                  | 1,250    | SF   | \$20.00                        | \$25,000.00    |
| 75                                                                                                                              | Concrete Sidewalk                  | 7,250    | SF   | \$15.00                        | \$108,750.00   |
| 76                                                                                                                              | Concrete Curb Ramp                 | 5        | EA   | \$3,500.00                     | \$17,500.00    |
| 77                                                                                                                              | 4" Paint Line                      | 2,900    | LF   | \$1.00                         | \$2,900.00     |
| 78                                                                                                                              | Sod                                | 13,050   | SF   | \$1.30                         | \$16,965.00    |
| 79                                                                                                                              | Topsoil-6 inch thick               | 1,450    | SY   | \$12.00                        | \$17,400.00    |
|                                                                                                                                 |                                    |          |      | SUBTOTAL                       | \$1,027,046.38 |
|                                                                                                                                 |                                    |          |      | ROW Acquisition                | \$0.00         |
|                                                                                                                                 |                                    |          |      | Contingency - 35%              | \$359,466.23   |
|                                                                                                                                 |                                    |          |      | Design Engineering - 10%       | \$102,704.64   |
|                                                                                                                                 |                                    |          |      | Construction Engineering - 10% | \$102,704.64   |
|                                                                                                                                 |                                    |          |      | Miscellaneous Item - 5%        | \$51,352.32    |
|                                                                                                                                 |                                    |          |      | Total:                         | \$1,643,300.00 |



|  <b>ENGINEER'S OPINION OF PROBABLE COST</b> |                                    |          |      |                                |                       |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|-----------------------|
| <b>PROJECT NAME:</b>                                                                                                         |                                    |          |      | <b>DATE:</b> 1/26/2026         |                       |
| Richmond TMP                                                                                                                 |                                    |          |      |                                |                       |
| <b>PROJECT DESCRIPTION:</b>                                                                                                  |                                    |          |      |                                |                       |
| Roadway Cost                                                                                                                 |                                    |          |      |                                |                       |
| <b>CLIENT:</b>                                                                                                               |                                    |          |      |                                |                       |
| City of Richmond                                                                                                             |                                    |          |      |                                |                       |
| <b>J-U-B PROJ. NO.: 57-24-036</b>                                                                                            |                                    |          |      |                                |                       |
| No.                                                                                                                          | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST            |
| <b>300 N - 660 Feet</b>                                                                                                      |                                    |          |      |                                |                       |
| <b>200 W to 100 W</b>                                                                                                        |                                    |          |      |                                |                       |
| 80                                                                                                                           | Mobilization - 10%                 | 1        | LS   | \$66,504.94                    | \$66,504.94           |
| 81                                                                                                                           | Storm Water Pollution Prevention   | 1        | LS   | \$6,600.00                     | \$6,600.00            |
| 82                                                                                                                           | Traffic Control - 10%              | 1        | LS   | \$66,504.94                    | \$66,504.94           |
| 83                                                                                                                           | Clear and Grub                     | 1        | LS   | \$5,280.00                     | \$5,280.00            |
| 84                                                                                                                           | Dust Control & Watering            | 1        | LS   | \$2,310.00                     | \$2,310.00            |
| 85                                                                                                                           | Survey - 3%                        | 1        | LS   | \$19,951.48                    | \$19,951.48           |
| 86                                                                                                                           | Drainage Pipes and System          | 1        | LS   | \$158,400.00                   | \$158,400.00          |
| 87                                                                                                                           | Roadway Excavation (Plan Quantity) | 7,946    | CY   | \$25.00                        | \$198,662.04          |
| 88                                                                                                                           | Concrete Curb and Gutter           | 3,300    | LF   | \$28.00                        | \$92,400.00           |
| 89                                                                                                                           | HMA 3"                             | 403      | TON  | \$100.00                       | \$40,293.00           |
| 90                                                                                                                           | Untreated Base Course 8"           | 782      | CY   | \$32.00                        | \$25,031.11           |
| 91                                                                                                                           | Granular Subbase 8"                | 619      | CY   | \$28.00                        | \$17,339.26           |
| 92                                                                                                                           | Concrete Sidewalk                  | 6,600    | SF   | \$15.00                        | \$99,000.00           |
| 93                                                                                                                           | 4" Paint Line                      | 2,640    | LF   | \$1.00                         | \$2,640.00            |
| 94                                                                                                                           | Sod                                | 11,880   | SF   | \$1.30                         | \$15,444.00           |
| 95                                                                                                                           | Topsoil-6 inch thick               | 1,320    | SY   | \$12.00                        | \$15,840.00           |
|                                                                                                                              |                                    |          |      | <b>SUBTOTAL</b>                | <b>\$832,200.77</b>   |
|                                                                                                                              |                                    |          |      | ROW Acquisition                | \$0.00                |
|                                                                                                                              |                                    |          |      | Contingency - 35%              | \$291,270.27          |
|                                                                                                                              |                                    |          |      | Design Engineering - 10%       | \$83,220.08           |
|                                                                                                                              |                                    |          |      | Construction Engineering - 10% | \$83,220.08           |
|                                                                                                                              |                                    |          |      | Miscellaneous Item - 5%        | \$41,610.04           |
| <b>Total:</b>                                                                                                                |                                    |          |      |                                | <b>\$1,331,600.00</b> |

|  <b>ENGINEER'S OPINION OF PROBABLE COST</b> |                                    |          |      |                                |                       |
|------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------|------|--------------------------------|-----------------------|
| <b>PROJECT NAME:</b>                                                                                                         |                                    |          |      | <b>DATE:</b> 1/26/2026         |                       |
| Richmond TMP                                                                                                                 |                                    |          |      |                                |                       |
| <b>PROJECT DESCRIPTION:</b>                                                                                                  |                                    |          |      |                                |                       |
| Roadway Cost                                                                                                                 |                                    |          |      |                                |                       |
| <b>CLIENT:</b>                                                                                                               |                                    |          |      |                                |                       |
| City of Richmond                                                                                                             |                                    |          |      |                                |                       |
| <b>J-U-B PROJ. NO.: 57-24-036</b>                                                                                            |                                    |          |      |                                |                       |
| No.                                                                                                                          | ITEM                               | QUANTITY | UNIT | UNIT COST                      | TOTAL COST            |
| <b>300 N - 970 Feet</b>                                                                                                      |                                    |          |      |                                |                       |
| 100 W to Lower Richmond Rd                                                                                                   |                                    |          |      |                                |                       |
| 96                                                                                                                           | Mobilization - 10%                 | 1        | LS   | \$97,742.11                    | \$97,742.11           |
| 97                                                                                                                           | Storm Water Pollution Prevention   | 1        | LS   | \$9,700.00                     | \$9,700.00            |
| 98                                                                                                                           | Traffic Control - 10%              | 1        | LS   | \$97,742.11                    | \$97,742.11           |
| 99                                                                                                                           | Clear and Grub                     | 1        | LS   | \$7,760.00                     | \$7,760.00            |
| 100                                                                                                                          | Dust Control & Watering            | 1        | LS   | \$3,395.00                     | \$3,395.00            |
| 101                                                                                                                          | Survey - 3%                        | 1        | LS   | \$29,322.63                    | \$29,322.63           |
| 102                                                                                                                          | Drainage Pipes and System          | 1        | LS   | \$232,800.00                   | \$232,800.00          |
| 103                                                                                                                          | Roadway Excavation (Plan Quantity) | 11,679   | CY   | \$25.00                        | \$291,972.99          |
| 104                                                                                                                          | Concrete Curb and Gutter           | 4,850    | LF   | \$28.00                        | \$135,800.00          |
| 105                                                                                                                          | HMA 3"                             | 592      | TON  | \$100.00                       | \$59,218.50           |
| 106                                                                                                                          | Untreated Base Course 8"           | 1,150    | CY   | \$32.00                        | \$36,788.15           |
| 107                                                                                                                          | Granular Subbase 8"                | 910      | CY   | \$28.00                        | \$25,483.46           |
| 108                                                                                                                          | Concrete Sidewalk                  | 9,700    | SF   | \$15.00                        | \$145,500.00          |
| 109                                                                                                                          | 4" Paint Line                      | 3,880    | LF   | \$1.00                         | \$3,880.00            |
| 110                                                                                                                          | Sod                                | 17,460   | SF   | \$1.30                         | \$22,698.00           |
| 111                                                                                                                          | Topsoil-6 inch thick               | 1,940    | SY   | \$12.00                        | \$23,280.00           |
|                                                                                                                              |                                    |          |      | <b>SUBTOTAL</b>                | \$1,223,082.95        |
|                                                                                                                              |                                    |          |      | ROW Acquisition                | \$0.00                |
|                                                                                                                              |                                    |          |      | Contingency - 35%              | \$428,079.03          |
|                                                                                                                              |                                    |          |      | Design Engineering - 10%       | \$122,308.30          |
|                                                                                                                              |                                    |          |      | Construction Engineering - 10% | \$122,308.30          |
|                                                                                                                              |                                    |          |      | Miscellaneous Item - 5%        | \$61,154.15           |
| <b>Total:</b>                                                                                                                |                                    |          |      |                                | <b>\$1,957,000.00</b> |

**APPENDIX E: TRAFFIC IMPACT STUDY GUIDELINES**

DRAFT

## 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 6**).
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 6**).
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 6**).
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 6**).
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 6**).
  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

# **Transportation SS4A**

**City of Richmond**



**September 2026**

Prepared by:



J-U-B ENGINEERS, Inc.  
392 East Winchester Street, Suite 300  
Salt Lake City, UT 84107

**Project No. 57-24-036**

# Transportation

## SS4A

### City of Richmond



**September 2026**

Prepared by:



J-U-B ENGINEERS, Inc.  
392 East Winchester Street, Suite 300  
Salt Lake City, UT 84107

**Project No. 57-24-036**

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## 1. INTRODUCTION

Richmond City is located in northern Utah in Cache Valley and had a population of 2,938 in 2020, growing to an estimated 3,092 residents by 2024. The City encompasses roughly 3.5 square miles and is experiencing steady development pressure, including new medium- and high-density residential areas identified in the 2023 General Plan Update.

The City maintains a network of local, collector, and arterial roads, including the critical U.S-91 corridor that serves as both a regional connection and a location with a significant portion of the City's reported crashes. As future land uses expand into the 15-year Annexation Boundary, the need for a proactive and coordinated safety strategy becomes essential. The Transportation Master Plan (TMP) outlines Richmond's long-range mobility vision through 2050, emphasizing multimodal access, sidewalk and trail connectivity, safe travel for residents, and preservation of the rural lifestyle that defines the community. This Roadway Safety Action Plan (SAP) complements the TMP by focusing specifically on reducing the frequency and severity of crashes in Richmond.

The purpose of this Safety Action Plan is to document Richmond's current transportation safety conditions and identify projects and strategies to reduce the frequency and severity of crashes throughout the City. In doing so, the Plan supports Utah's Zero Fatalities goal of ultimately eliminating roadway fatalities and serious injuries. The Plan also satisfies federal Safe Streets and Roads for All (SS4A) requirements, helping Richmond remain eligible for future safety-related funding opportunities. This document serves as a practical guide for evaluating risks, prioritizing improvements, and incorporating safety into ongoing planning and capital projects.

The **Safe Streets and Roads for All (SS4A)** program, administered by the United States Department of Transportation (USDOT) directly, supports the National Roadway Safety Strategy and the USDOT's goal of zero deaths and serious injuries on our nation's roadways. SS4A funding is available to local, regional, and tribal entities, and participation requires a Safety Action Plan that includes the following elements:

- Leadership commitment and goal setting
- Planning Structure through a steering committee or task force
- Safety Analysis of existing conditions
- Engagement and collaboration with public and relevant stakeholders
- Strategy and project selections
- Implementation Plan and Cost Benefit Estimate
- Progress measurement and transparency

In addition to SS4A, this Action Plan also aligns with the principles of the UDOT HSIP. It focuses on reducing fatal and serious injury (F+SI) crashes through data-supported engineering improvements and systemic safety countermeasures. The combination of SS4A and HSIP considerations ensures Richmond's priorities are technically sound, eligible for federal funding, and responsive to both location-specific and systemwide safety needs.

To serve both SS4A and HSIP purposes, this Safety Action Plan includes:

- A comprehensive analysis of recent crash data.
- Identification of high-risk locations and systemic safety issues.
- A prioritized list of safety projects for intersections, roadway segments, pedestrian facilities, and multimodal connectivity.
- Strategies and countermeasures recommended for small-city contexts, where limited crash history requires emphasis on roadway characteristics, speed management, visibility issues, and vulnerable road users.

This Plan also serves as a guiding document for Richmond City staff. Each year, public works staff initiate capital improvements, development reviews, and maintenance activities that present opportunities to incorporate safety enhancements. The SAP guides Richmond in integrating safety into engineering, planning, and decision-making, aiming to lower fatal and serious crashes. This aligns with Utah State's Zero Fatality program, the Safe System Approach, and national safety objectives.

## 2. LEADERSHIP COMMITMENT AND PLANNING STRUCTURE

The success of Richmond City’s Comprehensive Safety Action Plan depends on both sustained leadership commitment and a clearly defined planning structure. Consistent with the Safe Streets and Roads for All (SS4A) framework, City leadership provides the public commitment, measurable goal, and timeline needed to guide progress toward the eventual elimination of roadway fatalities and serious injuries. The planning structure supports that commitment by establishing a multidisciplinary Steering Committee responsible for guiding the Plan’s development, supporting implementation, and monitoring progress over time. Through coordination among Richmond City, transportation agencies, law enforcement, schools, emergency responders, community organizations, and other safety partners, these complementary elements create a framework for informed decision-making, accountability, collaboration, and continued action toward a safer transportation system for all roadway users.

### 2.1 LEADERSHIP COMMITMENT AND GOAL SETTING

---

The Richmond City General Plan (2023) identifies preservation of Richmond's small-town character as a key community priority. Residents expressed a strong desire to maintain safe, quiet, and friendly neighborhoods and business districts while planning for future growth. Supporting these goals, the General Plan prioritizes safe and connected walking and bicycling routes, particularly for students traveling to and from schools, improved pedestrian connectivity, traffic-calming strategies, and ongoing coordination among local, regional, and state partners to improve the safety and mobility of the transportation system. These community priorities directly support the Safe Streets and Roads for All (SS4A) objective of creating a transportation network that safely serves all roadway users.

### 2.2 STEERING COMMITTEE

---

Richmond City established a Steering Committee representing City leadership, administration, education, and law enforcement. Members included:

- Jeff Young, Mayor, Richmond City
- HollyJo Karren, City Administrator, Richmond City
- Jaren Gunnell, Transportation System Admin I, Cache County School District
- Tim Ramirez, Police Lieutenant, Cache County Sheriff’s Office

The Steering Committee met at Richmond City Hall on July 14, 2026, to discuss roadway safety concerns from their respective perspectives. The project team provided a Vulnerable Road User Intersection and Segment Field Observation Survey and a list of locations for review. Committee members agreed to coordinate field observations with appropriate staff and document safety concerns that may not be reflected in crash data. These observations helped inform the strategies and projects presented in **Chapter 5**.

## 2.3 COORDINATION WITH PARTNER AGENCIES

---

Implementation of the Safety Action Plan will require coordination among Richmond City and the agencies that own, operate, or have safety responsibilities for roadways within and near the study area. Several principal roadways through Richmond are owned and maintained by the Utah Department of Transportation (UDOT). Coordination with UDOT Region One is therefore important when evaluating recommendations on state-owned facilities and considering applicable design requirements, programmed improvements, funding opportunities, and future implementation responsibilities.

Richmond City will also coordinate with Cache County, as appropriate, regarding safety needs on county-managed roadways and improvements that involve multiple jurisdictions. This coordination will help clarify agency roles, identify opportunities to combine or sequence improvements, and support consistent treatment of safety needs across jurisdictional boundaries.

The Plan also complements broader transportation safety efforts in Cache Valley. Coordination with UDOT, Cache County, and other regional partners will allow Richmond to share safety information, align locally identified needs with applicable regional initiatives, and pursue projects that require participation from more than one agency. Specific projects, responsible agencies, and anticipated coordination needs are identified in **Chapter 5, Strategies and Project Selection**.

3. SAFETY ANALYSIS

The consultant team obtained the six most recent years of available crash data from the Utah Department of Transportation (UDOT) Numetric crash database, representing years 2020 January – 2025 December. These data were used to identify crash trends, high-risk locations, and systemic safety issues that informed the development of the Safety Action Plan and recommended improvements.

3.1 HISTORICAL CRASH ANALYSIS

The total number of crashes during the 6-year period was 188 in **Table 1**, ranging from 29 in 2020, 43 in 2024 to 27 in 2025. This data does include 134 crashes on US-91 which constitutes nearly 73 percent of the total. These crashes are included and evaluated throughout this SAP. The concentration of crashes on US-91 is likely influenced by the corridor's function as a regional route, carrying higher traffic volumes and operating speeds than local streets, while also accommodating local access and turning movements. These conditions create additional opportunities for conflicts, particularly at intersections and access points. It is recognized that significant coordination efforts with UDOT would be required for the development, design, and implementation of projects on US-91.

Below are tables and pie charts that demonstrate some of the crash history regarding total crashes, types of injuries, common crash types, and contributing circumstances for crashes in Richmond City during the study period. Following the tables are figures that graphically show the geographical distribution of the data in **Table 2**.

Table 1: Total Crashes by Year 2020 - 2025

| Year              | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | Total |
|-------------------|------|------|------|------|------|------|-------|
| Number of Crashes | 29   | 27   | 26   | 36   | 43   | 27   | 188   |

As shown in **Table 2**, only two fatal crashes and four suspected serious injury crashes occurred in Richmond during the six-year study period. Both fatalities occurred on US-91 in 2024, including one head-on crash and one front-to-rear crash. Suspected serious injuries are defined in the Highway Safety Manual as a crash that involves broken bones, dislocation, severe lacerations, or unconsciousness, but not death. Compared to UDOT Region One, which recorded 48 fatalities and 530 suspected serious injury crashes during the study period (**Traffic and Safety**), Richmond accounted for a very small share of severe crashes. Similarly, statewide crash statistics (**Traffic and Safety**) reported 271 fatalities in 2025, highlighting the relatively low occurrence of fatal crashes within Richmond. This lower frequency is attributable to Richmond's relatively small population, lower traffic volumes, and limited extent of higher-speed roadways within the city. However, the occurrence of both fatalities on US-91 indicates that severe crash risk remains concentrated along the City's primary regional corridor. The vast majority of crashes in Richmond were property-damage-only (PDO) crashes, with approximately 74 percent resulting in no apparent injury or PDO.

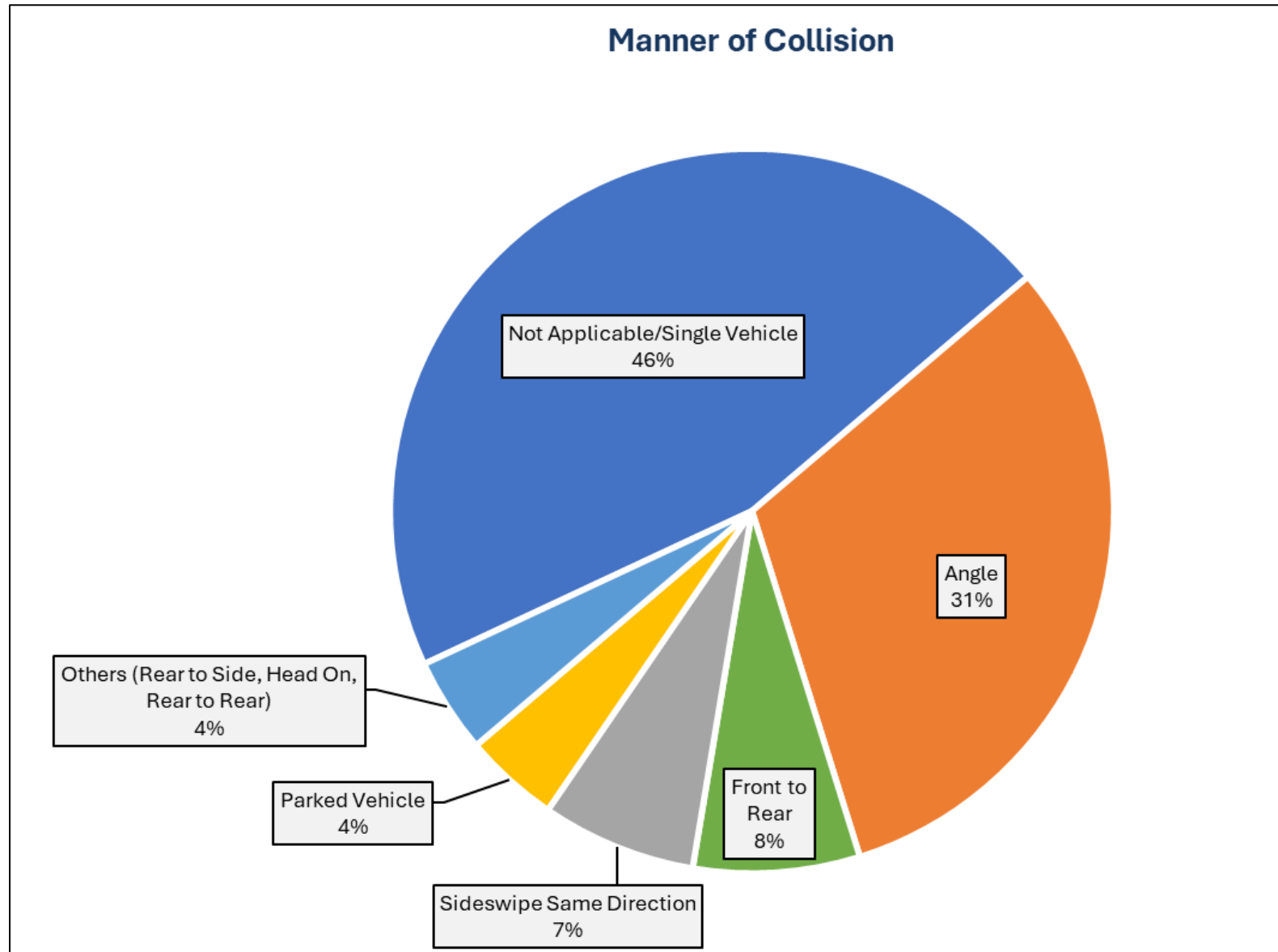
*Table 2: Most Severe Injury Type*

| Crash Severity           | Number of Crashes |               |
|--------------------------|-------------------|---------------|
|                          | Total             | Percent       |
| Fatal                    | 2                 | 1.1%          |
| Suspected Serious Injury | 4                 | 2.1%          |
| Suspected Minor Injury   | 12                | 6.4%          |
| Possible Injury          | 31                | 16.5%         |
| No injury/PDO            | 139               | 73.9%         |
| <b>Grand Total</b>       | <b>188</b>        | <b>100.0%</b> |

**Figure 1** presents the pie chart for most common manners of collision, while **Table 3** summarizes the crash types. The data show that 91% of all crashes fall into just four collision manners: angle collisions, rear-end (front-to-rear) crashes, sideswipes, and single-vehicle or not-applicable crashes. Among these, single-vehicle/not-applicable collisions are the most frequent, accounting for 46% of incidents, followed by angle collisions at 31%, rear-end crashes, and sideswipes in the same direction. The single-vehicle/not-applicable category includes crashes that do not involve a collision with another moving vehicle, such as wildlife strikes, roadway departures, rollovers, and fixed-object crashes. The prevalence of these crashes reflects Richmond's rural setting, where wildlife encounters and roadway departures are common along higher-speed roadways. Angle collisions are commonly associated with turning and crossing movements at intersections and access points, where drivers must identify acceptable gaps and yield to conflicting traffic. The prevalence of angle crashes suggests that crossing and turning conflicts at intersections and access points warrant further consideration. Potential contributing factors include failure to yield, improper turning movements, traffic control compliance, and access-related vehicle maneuvers.



Figure 1: Manner of Collision



Regarding crash types in **Table 3**, 43.6% of crashes occurred at night, 29.8% involved wild animals, 22.9% involved teenage drivers, 19.7% occurred during left turns, and 13.8% involved road departures. Notably, there were no crashes involving pedestrians or bicycles. The high percentage of nighttime and wildlife-related crashes reflects Richmond's rural setting, where limited lighting and wildlife activity along roadway corridors contribute to crash occurrence. The relatively high number of left-turn crashes is largely associated with the US-91 corridor, particularly between 100 North and 100 South, where the concentration of school, businesses, major intersection, and driveway access points generates frequent turning movements and increases the potential for conflicts between turning and through vehicles.

Table 3: Crash Types

| Crash Types                               | Number of Crashes |         |
|-------------------------------------------|-------------------|---------|
|                                           | Total             | Percent |
| Night Dark Condition                      | 82                | 43.6%   |
| Wild Animal Involved                      | 56                | 29.8%   |
| Teenage Driver Involved                   | 43                | 22.9%   |
| Left Turn Analysis Filter                 | 37                | 19.7%   |
| Older Driver Involved                     | 33                | 17.6%   |
| Roadway Departure Involved                | 26                | 13.8%   |
| Speed Related                             | 13                | 6.9%    |
| Commercial Motor Vehicle Involved         | 11                | 5.9%    |
| Distracted Driving Involved               | 10                | 5.3%    |
| Disregard Traffic Control Device Involved | 7                 | 3.7%    |
| Motorcycle Involved                       | 4                 | 2.1%    |
| DUI Involved                              | 2                 | 1.1%    |
| Pedestrian Involved                       | 0                 | 0.0%    |
| Bicycle Involved                          | 0                 | 0.0%    |

**Figure 2** presents the distribution of known contributing factors. The chart excludes 86 crashes with an unknown contributing factor so that the relative frequency of the identified factors can be more clearly evaluated. Among crashes with a known factor, failure to yield the right-of-way was the most common at 45 percent, followed by failure to keep in the proper lane at 10 percent and improper turning maneuvers at 9 percent. Other known factors occurred less frequently. These findings indicate recurring issues related to yielding, lane positioning, and turning movements, although the excluded unknown records limit conclusions regarding the full crash history. **Figure 3** illustrates the relative concentration of total crashes reported within Richmond from 2020 through 2025. Crashes are primarily concentrated along the US-91 corridor, with the most prominent concentration near Main Street, while crashes on the surrounding local street network are more dispersed. Specific hotspot locations are evaluated further in **Chapter 3.2**.

Figure 2: Contributing Factors

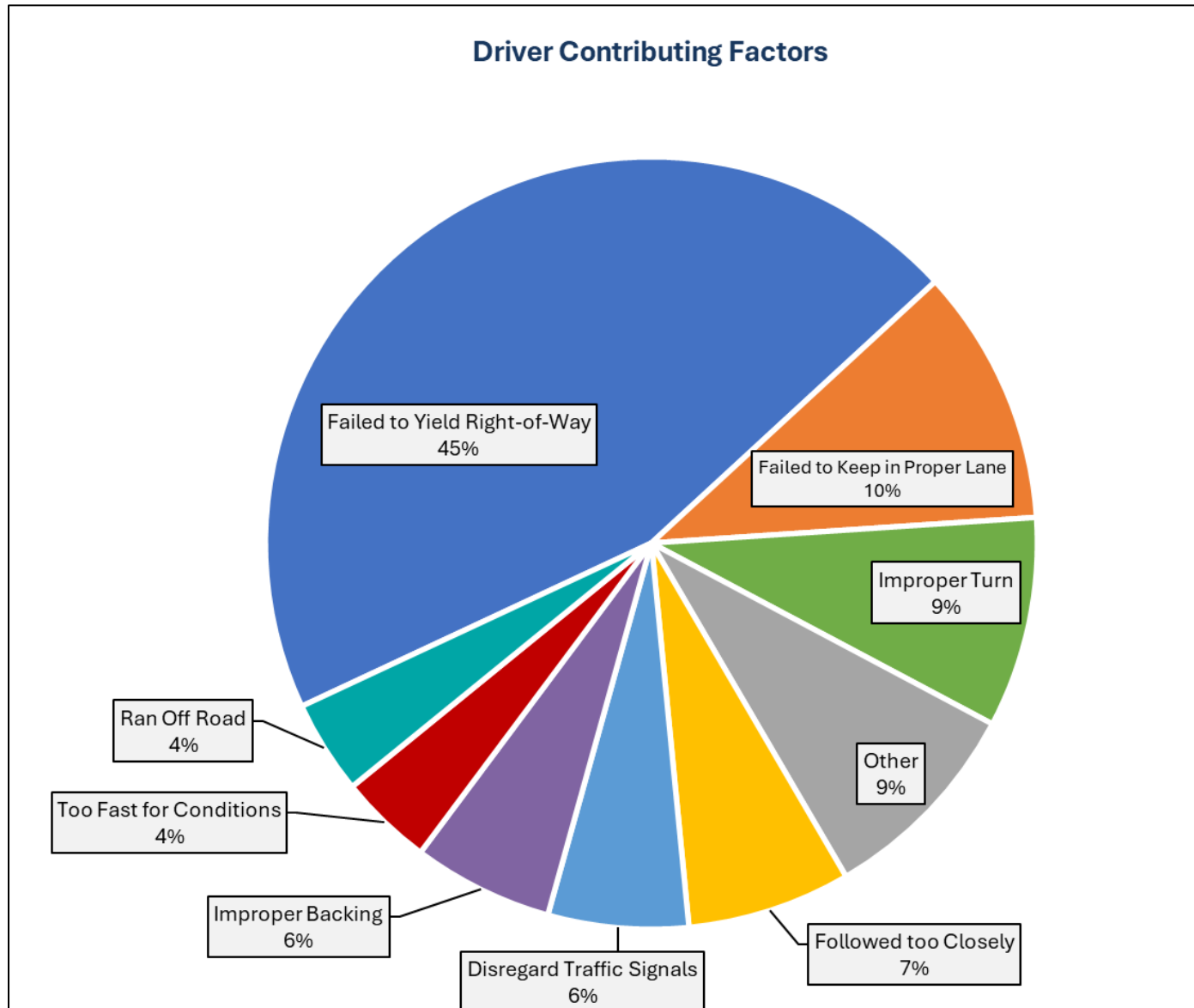
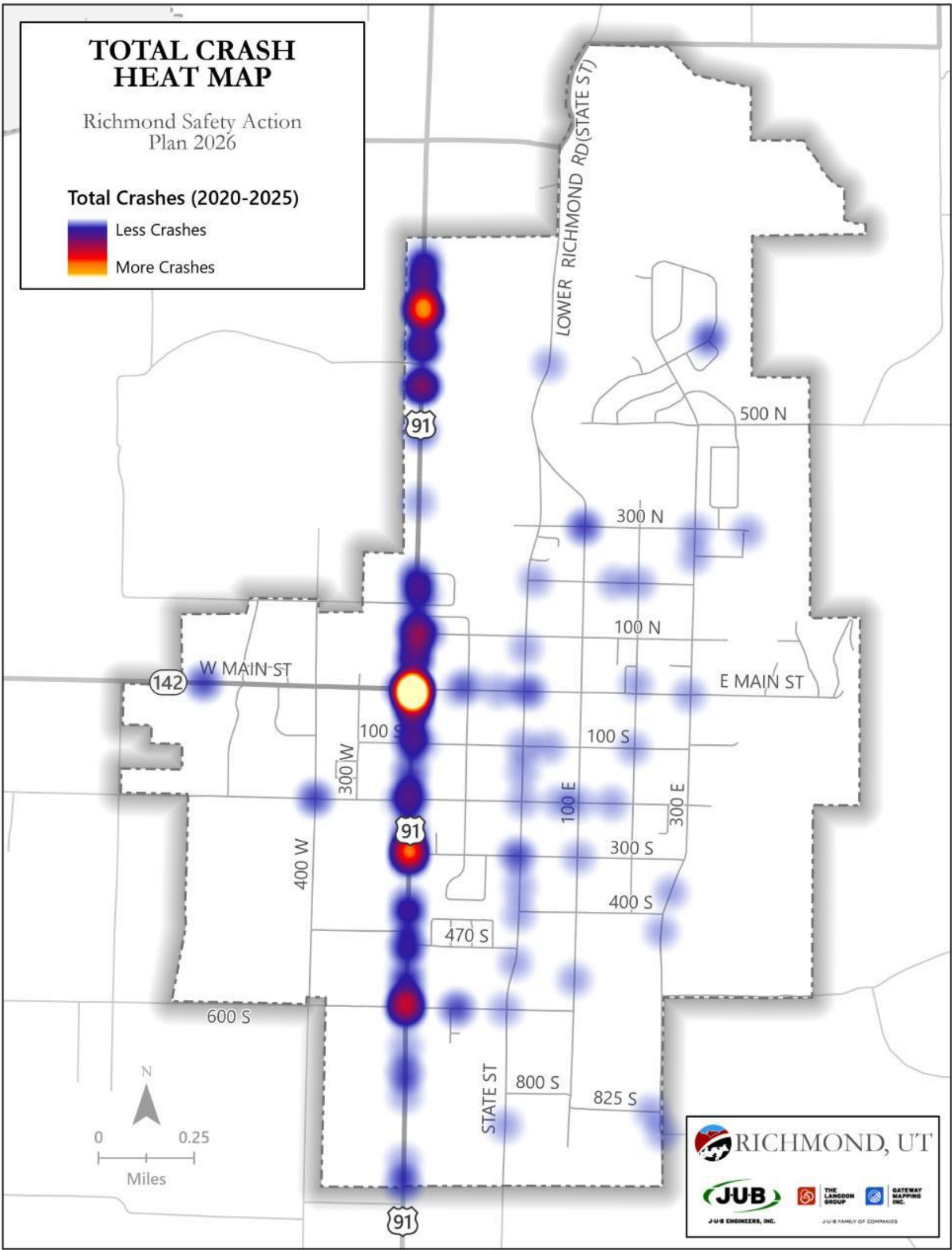


Figure 3: Total Crash Heat Map



### 3.2 HOTSPOT IDENTIFICATION

---

As the data was reviewed it was important to better understand geographic distribution, trends, and specific information about the crashes happening at the highest crash locations. For this analysis, crashes were categorized as either intersection crashes or roadway segment crashes to evaluate crash patterns and identify high-crash locations:

- 77 crashes (41.2%) were intersection crashes. (excluding one crash that occurred outside the City roadway network)
- 110 crashes (58.8%) were roadway segment crashes.

**Table 4** and **Table 7** below show the crashes at intersections and on roadway segments, these making up nearly 100% of all crashes and representing the high priority network.

**Table 4** through **Table 6** summarize the study area's primary intersection crash hotspots, including crash frequency, severity, collision types, and contributing crash characteristics. Where available, local crash patterns are compared with UDOT historical data for similar intersection configurations to assist in the interpretation of observed crash trends and characteristics. Because some locations experienced a relatively small number of crashes during the study period, percentage-based comparisons should be interpreted with caution. **Figure 4** shows the intersection crash frequency density hotspot map and **Figure 5** shows the intersection crash severity hotspot map. The major intersection hotspot locations and notable crash characteristics are summarized below, while detailed crash information for all evaluated intersections is provided in **Appendix A**.

- The highest number of crashes at an intersection is at the US-91/Main St intersection, with a total of 24. 1 included suspected serious injury, 6 suspected minor injury, 7 possible injuries and 10 Property Damage Only (PDO) crashes. 83% of those crashes are of the angle crashes, with 1 front to rear crashes, 1 sideswipe same direction and 1 single vehicle type crash. Contributing circumstances here were predominantly failed to yield right-of-way (46%), disregard traffic signals (25%), improper turn or oversteering (13%), and followed too closely (4%). These crash patterns suggest challenges associated with managing turning movements through on of the busiest intersections in Richmond.
- The second most crashes at an intersection are at US-91/300 South which is currently a 3-Leg Minor Leg Stop Control that has had 8 crashes containing 2 possible injury crashes. 5 (63%) of those are vehicles entering at an angle with another 2 (25%) crashes being front to rear (rear end). The predominant contributing circumstance is exceeding failed to yield right of way (50%) and followed too closely (25%). These patterns are consistent with conflicts created by vehicles entering and crossing US-91 from the minor street approach.
- US-91 / 100 South intersection recorded 3 crashes with 2 possible injury crashes. 33 % involved the angle crash, another 33 % involved road departure and 33% involved nighttime crash.
- US-91/470 South recorded 3 crashes, including two possible injury crashes. 2 of the crashes were angle collisions, reflecting turning and crossing conflicts similar to those observed at other locations along the US-91 corridor.

- US-91/100 North recorded three crashes during the six-year study period, including 1 suspected minor injury crash. 2 of the crashes were single-vehicle crashes, reflecting the roadway departure crashes observed throughout Richmond, while the remaining crash was an angle collision.
- 100 East/300 North recorded 2 crashes, both of which resulted in possible injuries and involved angle collisions. This pattern suggests conflicts associated with turning and crossing movements at the intersection.
- State Street/300 South recorded 2 possible injury crashes, consisting of 1 single-vehicle crash and 1 angle collision.
- 400 West/200 South recorded 2 crashes, including 1 suspected minor injury crash. Both crashes were angle collisions, indicating potential conflicts between crossing and turning movements at the intersection.
- State Street/100 South recorded two crashes, including 1 suspected minor injury crash. One of the crashes involved an angle collision, consistent with the turning-related crash patterns observed at several intersections throughout the study area.

Table 4: Intersection Crash Severity for Hotspot Locations

| Crash Severity                                    |       |                          |                        |                 |               |       |
|---------------------------------------------------|-------|--------------------------|------------------------|-----------------|---------------|-------|
| Intersections                                     | Fatal | Suspected Serious Injury | Suspected Minor Injury | Possible Injury | No injury/PDO | Total |
| Urban 4-Leg Signal                                |       |                          |                        |                 |               |       |
| UDOT Historic                                     | 0.1%  | 1.8%                     | 12.7%                  | 20.2%           | 65.2%         | -     |
| US-91 / Main St                                   | 0.0%  | 4.2%                     | 25.0%                  | 29.2%           | 41.7%         | 24    |
| Rural 4-Leg Minor Leg Stop Control (4 Lanes)      |       |                          |                        |                 |               |       |
| UDOT Historic                                     | 3.3%  | 1.7%                     | 5.0%                   | 10.0%           | 80.0%         | -     |
| US-91 / 100 S                                     | 0.0%  | 0.0%                     | 0.0%                   | 66.7%           | 33.3%         | 3     |
| Rural 4-Leg Minor Leg Stop Control (2 or 3 Lanes) |       |                          |                        |                 |               |       |
| UDOT Historic                                     | 1.5%  | 4.0%                     | 18.8%                  | 19.5%           | 56.2%         | -     |
| State St / 300 S                                  | 0.0%  | 0.0%                     | 0.0%                   | 100.0%          | 0.0%          | 2     |
| State St / 100 S                                  | 0.0%  | 0.0%                     | 100.0%                 | 0.0%            | 0.0%          | 1     |
| 4-Leg Minor Leg Yield Control                     |       |                          |                        |                 |               |       |
| UDOT Historic                                     | -     | -                        | -                      | -               | -             | -     |
| 400 W / 200 S                                     | 0.0%  | 0.0%                     | 50.0%                  | 0.0%            | 50.0%         | 2     |
| 4-Leg No Control                                  |       |                          |                        |                 |               |       |
| UDOT Historic                                     | -     | -                        | -                      | -               | -             | -     |
| 100 E / 300 N                                     | 0.0%  | 0.0%                     | 0.0%                   | 100.0%          | 0.0%          | 2     |
| Rural 3-Leg Minor Leg Stop Control (4 Lanes)      |       |                          |                        |                 |               |       |
| UDOT Historic                                     | 1.4%  | 5.7%                     | 10.0%                  | 21.4%           | 61.4%         | -     |
| US-91 / 300 S                                     | 0.0%  | 0.0%                     | 0.0%                   | 25.0%           | 75.0%         | 8     |
| US-91 / 470 S                                     | 0.0%  | 0.0%                     | 0.0%                   | 66.7%           | 33.3%         | 3     |
| US-91 / 100 N                                     | 0.0%  | 0.0%                     | 33.3%                  | 0.0%            | 66.7%         | 3     |

Table 5: Intersection Manner of Collision for Hotspot Locations

| Manner of Collision                               |               |        |                     |                          |                          |                              |               |       |
|---------------------------------------------------|---------------|--------|---------------------|--------------------------|--------------------------|------------------------------|---------------|-------|
| Intersections                                     | Front to Rear | Angle  | NA / Single Vehicle | Sideswipe Same Direction | Head On (front-to-front) | Sideswipe Opposite Direction | Other Crashes | Total |
| Urban 4-Leg Signal                                |               |        |                     |                          |                          |                              |               |       |
| UDOT Historic                                     | 36.2%         | 47.7%  | 3.3%                | 7.8%                     | 3.0%                     | 0.9%                         | 1.1%          | -     |
| US-91 / Main St                                   | 4.2%          | 83.3%  | 4.2%                | 4.2%                     | 4.2%                     | 0.0%                         | 0.0%          | 24    |
| Rural 4-Leg Minor Leg Stop Control (4 Lanes)      |               |        |                     |                          |                          |                              |               |       |
| UDOT Historic                                     | 16.7%         | 55.0%  | 15.0%               | 6.7%                     | 3.3%                     | 0.0%                         | 3.3%          |       |
| US-91 / 100 S                                     | 0.0%          | 33.3%  | 66.7%               | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%          | 3     |
| Rural 4-Leg Minor Leg Stop Control (2 or 3 Lanes) |               |        |                     |                          |                          |                              |               |       |
| UDOT Historic                                     | 13.0%         | 59.9%  | 19.2%               | 3.7%                     | 2.1%                     | 1.2%                         | 0.9%          |       |
| State St / 300 S                                  | 0.0%          | 50.0%  | 50.0%               | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%          | 2     |
| State St / 100 S                                  | 0.0%          | 100.0% | 0.0%                | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%          | 1     |
| 4-Leg Minor Leg Yield Control                     |               |        |                     |                          |                          |                              |               |       |
| UDOT Historic                                     | -             | -      | -                   | -                        | -                        | -                            | -             |       |
| 400 W / 200 S                                     | 0.0%          | 100.0% | 0.0%                | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%          | 2     |
| 4-Leg No Control                                  |               |        |                     |                          |                          |                              |               |       |
| UDOT Historic                                     | -             | -      | -                   | -                        | -                        | -                            | -             |       |
| 100 E / 300 N                                     | 0.0%          | 100.0% | 0.0%                | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%          | 2     |
| Rural 3-Leg Minor Leg Stop Control (4 Lanes)      |               |        |                     |                          |                          |                              |               |       |
| UDOT Historic                                     | 31.4%         | 48.6%  | 10.0%               | 7.1%                     | 2.9%                     | 0.0%                         | 0.0%          |       |
| US-91 / 300 S                                     | 25.0%         | 62.5%  | 12.5%               | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%          | 8     |
| US-91 / 470 S                                     | 0.0%          | 66.7%  | 33.3%               | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%          | 3     |
| US-91 / 100 N                                     | 0.0%          | 33.3%  | 66.7%               | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%          | 3     |

Table 6: Intersection Crash Types for Hotspot Locations

| Crash Types                        |                            |                      |               |                         |                       |              |                      |                           |                                           |       |
|------------------------------------|----------------------------|----------------------|---------------|-------------------------|-----------------------|--------------|----------------------|---------------------------|-------------------------------------------|-------|
| Intersections                      | Roadway Departure Involved | Night Dark Condition | Speed Related | Teenage Driver Involved | Older Driver Involved | DUI Involved | Wild Animal Involved | Left Turn Analysis Filter | Disregard Traffic Control Device Involved | Total |
| Urban 4-Leg Signal                 |                            |                      |               |                         |                       |              |                      |                           |                                           |       |
| UDOT Historic                      | 2 to 3%                    | 22 to 25%            | -             | 19 to 27%               | 16 to 18%             | 1.2 to 1.4%  | -                    | 32 to 36%                 | 14 to 17%                                 | -     |
| US-91 / Main St                    | 4%                         | 33%                  | 8%            | 38%                     | 38%                   | 0%           | 0%                   | 54%                       | 29%                                       | 24    |
| Rural 4-Leg Minor Leg Stop Control |                            |                      |               |                         |                       |              |                      |                           |                                           |       |
| UDOT Historic                      | 10%                        | 16 to 19%            | -             | 25 to 37%               | 18 to 23%             | 3 to 4%      | -                    | 30 to 31%                 | 7 to 13%                                  | -     |
| US-91 / 100 S                      | 33%                        | 33%                  | 0%            | 33%                     | 33%                   | 33%          | 33%                  | 0%                        | 0%                                        | 3     |
| State St / 300 S                   | 50%                        | 50%                  | 50%           | 50%                     | 0%                    | 0%           | 0%                   | 50%                       | 0%                                        | 2     |
| State St / 100 S                   | 0%                         | 0%                   | 0%            | 0%                      | 0%                    | 0%           | 0%                   | 0%                        | 0%                                        | 1     |
| 4-Leg Minor Leg Yield Control      |                            |                      |               |                         |                       |              |                      |                           |                                           |       |
| UDOT Historic                      | -                          | -                    | -             | -                       | -                     | -            | -                    | -                         | -                                         | -     |
| 400 W / 200 S                      | 0%                         | 0%                   | 0%            | 100%                    | 0%                    | 0%           | 0%                   | 0%                        | 0%                                        | 2     |
| 4-Leg No Control                   |                            |                      |               |                         |                       |              |                      |                           |                                           |       |
| UDOT Historic                      | -                          | -                    | -             | -                       | -                     | -            | -                    | -                         | -                                         | -     |
| 100 E / 300 N                      | 0%                         | 0%                   | 0%            | 0%                      | 0%                    | 0%           | 0%                   | 0%                        | 0%                                        | 2     |
| Rural 3-Leg Minor Leg Stop Control |                            |                      |               |                         |                       |              |                      |                           |                                           |       |
| UDOT Historic                      | 7 to 18%                   | 9 to 20%             | -             | 17 to 20%               | 18 to 23%             | 1 to 4%      | -                    | 38 to 40%                 | 6 to 7%                                   | -     |
| US-91 / 300 S                      | 0%                         | 13%                  | 13%           | 50%                     | 13%                   | 0%           | 13%                  | 38%                       | 0%                                        | 8     |
| US-91 / 470 S                      | 33%                        | 0%                   | 33%           | 33%                     | 0%                    | 0%           | 0%                   | 67%                       | 0%                                        | 3     |
| US-91 / 100 N                      | 33%                        | 33%                  | 0%            | 0%                      | 0%                    | 33%          | 0%                   | 33%                       | 0%                                        | 3     |



Figure 4: Intersection Crash Frequency / Density Hotspot Map

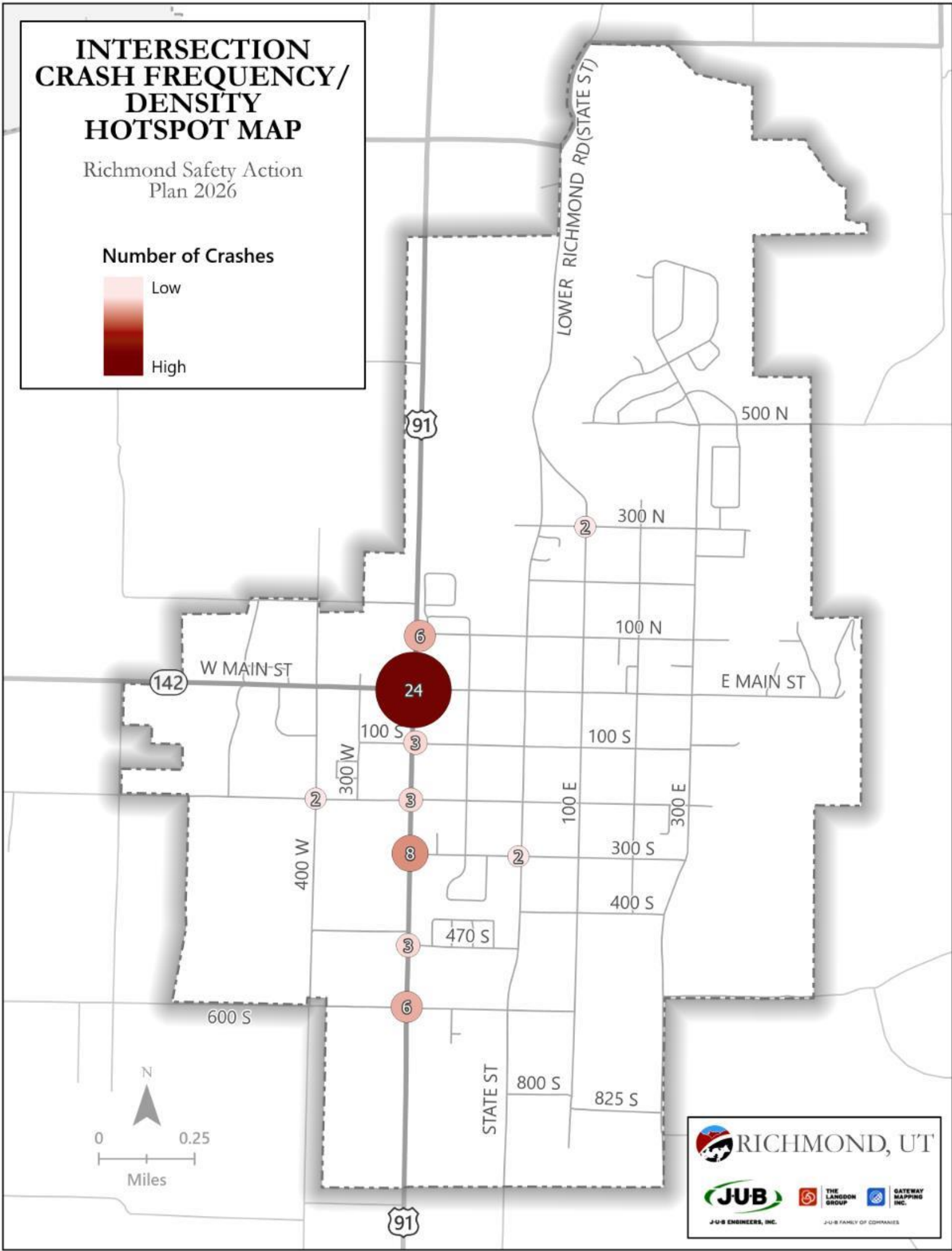
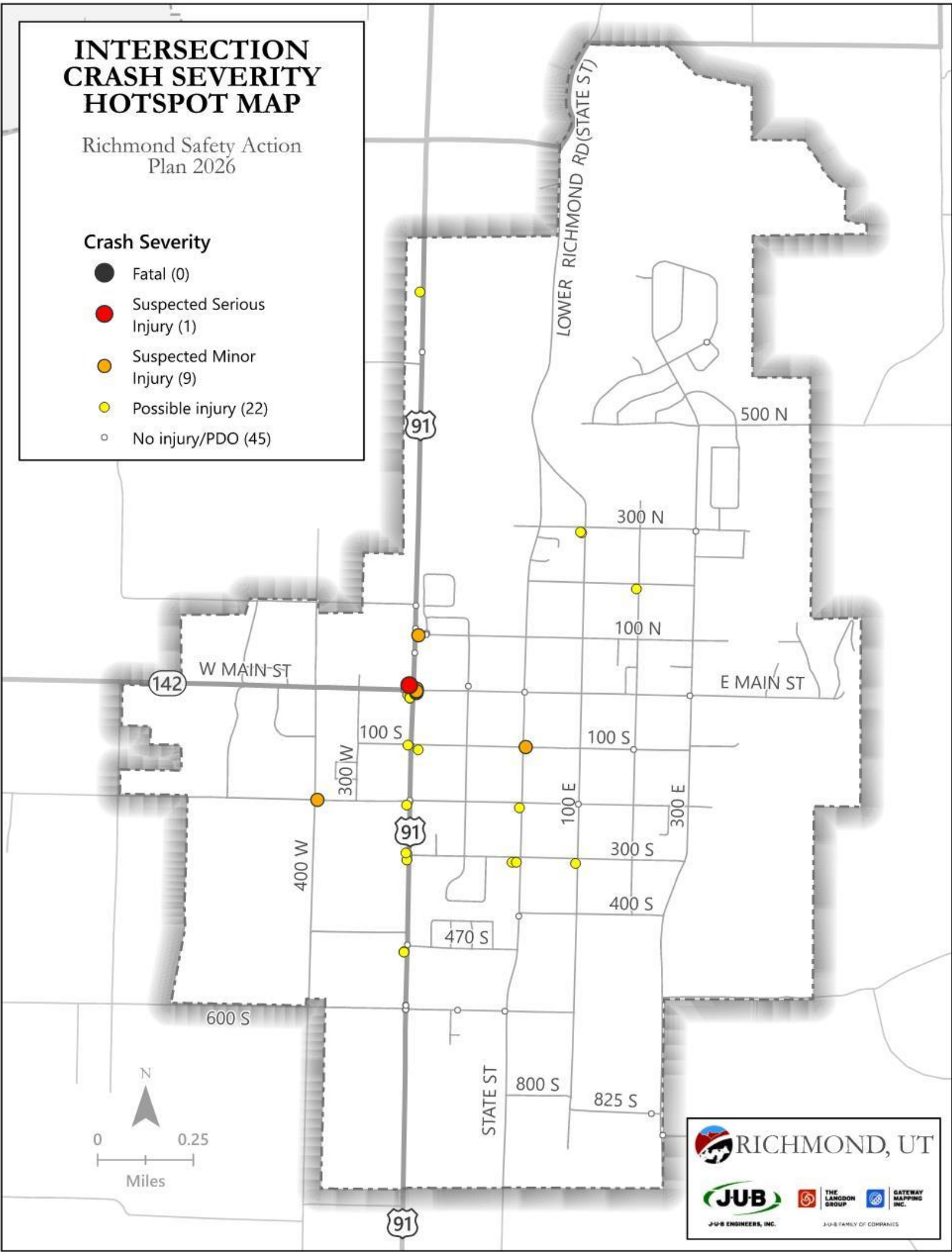


Figure 5: Intersection Crash Severity Hotspot Map



**Table 7** through **Table 9** summarizes the study area's primary roadway segment crash hotspots based on crash frequency and severity. The table also summarizes collision types and contributing crash characteristics and, where available, compares local crash patterns with UDOT historical data for similar roadway classifications to provide context for interpreting observed crash trends. Because some roadway segments experienced a relatively small number of crashes during the study period, percentage-based comparisons should be interpreted with caution. **Figure 6** shows the segment crash frequency density hotspot map and **Figure 7** shows the segment crash severity hotspot map. The major segment hotspot locations and notable crash characteristics are summarized below, while detailed crash information for all evaluated segments is provided in **Appendix A**.

- US-91: 100 N to Main St recorded the highest EPDO value (255) with 6 crashes, including 1 fatal and 2 possible injury crashes. Single-vehicle crashes accounted for 50%, and 33% occurred under dark conditions. The higher severity is likely related to the combination of nighttime visibility, and frequent turning/access movements within this developed portion of Richmond.
- US-91: 600 S to 9400 N recorded 8 crashes, including 1 fatal and 1 possible injury crash. Single-vehicle crashes accounted for 50%, sideswipe crashes 25%, and angle and front-to-rear crashes 13% each. 50% involved wild animals and 88% occurred under dark conditions. The pattern is likely driven by wildlife crossing the highway in the less-developed portions of the corridor, combined with limited nighttime visibility and drivers making sudden evasive maneuvers.
- 200 N: 100 E to 200 E recorded 1 crash, resulting in a suspected serious injury and involving a motorcycle (100%). The severity is likely influenced by the greater vulnerability of motorcycle users to injury when involved in a vehicle conflict, although one crash does not establish a recurring pattern.
- 200 S: State St to 100 E recorded 1 crash, resulting in a suspected serious injury and occurring under dark conditions (100.0%). The crash may be associated with reduced nighttime visibility within the developed street network.
- Lower Richmond: 450 N to 11600 N recorded 1 crash, resulting in a suspected serious injury and involving a motorcycle (100.0%). The severity may reflect the greater vulnerability of motorcycle users combined with the higher-speed, more rural characteristics of this portion of the Richmond area, although the single crash does not establish a pattern.
- US-91: MP 41 (Pepperidge Thrift Store) to MP 40.3 (Lee's Market Place) recorded the highest crash frequency with 29 crashes, including 2 possible injury crashes. Single-vehicle crashes accounted for 93%, while 83% occurred under dark conditions and 86% involved wild animals. The crash concentration is primarily explained by wildlife exposure in this portion of the US-91 corridor, with nighttime conditions also being the major concern.
- US-91: 470 S to 600 S recorded 5 crashes, including 1 suspected minor injury and 1 possible injury crash. Single-vehicle crashes accounted for 100%, roadway departure 40%, dark

conditions 80.0%, and wild-animal involvement 40%. The pattern likely reflects nighttime wildlife exposure and the resulting evasive maneuvers or loss of control that can lead to roadway departure.

- US-91: Main St to 100 S recorded 12 crashes, including 2 possible injury crashes. Angle crashes accounted for 42%, sideswipe crashes 25%, and front-to-rear crashes 8%. Failure to yield accounted for 33%, left-turn involvement 42%, and collisions with vehicles in transport 75%. The pattern is consistent with increased turning and access activity in central Richmond, creating conflicts between turning vehicles and through traffic on US-91.
- Main St: 300 W to US-91 recorded 2 crashes, including 1 suspected minor injury crash. Angle crashes and left-turn involvement each accounted for 100%. The crashes are consistent with turning and crossing conflicts at the US-91/Main Street intersection, although the sample is too small to establish a recurring pattern.
- State St: 800 S to 9400 N recorded 1 crash, resulting in a suspected minor injury. The crash was an angle collision and involved roadway departure and motorcycle involvement (100% each). The combination suggests that a vehicle conflict or evasive maneuver may have resulted in roadway departure, with motorcycle involvement increasing the potential for injury, but one crash is insufficient to identify a systemic issue.

Table 7: Segment Crash Severity for Hotspot Locations

| Crash Severity                                    |       |                          |                        |                 |               |       |
|---------------------------------------------------|-------|--------------------------|------------------------|-----------------|---------------|-------|
| Segments                                          | Fatal | Suspected Serious Injury | Suspected Minor Injury | Possible Injury | No injury/PDO | Total |
| Rural Multilane Undivided                         |       |                          |                        |                 |               |       |
| UDOT Historic                                     | 0.8%  | 2.4%                     | 7.1%                   | 9.3%            | 80.4%         | -     |
| US-91: Main St to 100 S                           | 0.0%  | 0.0%                     | 0.0%                   | 16.7%           | 83.3%         | 12    |
| US-91: 600 S to 9400 N                            | 12.5% | 0.0%                     | 0.0%                   | 12.5%           | 75.0%         | 8     |
| US-91: 100 N to Main St                           | 16.7% | 0.0%                     | 0.0%                   | 33.3%           | 50.0%         | 6     |
| US-91: 470 S to 600 S                             | 0.0%  | 0.0%                     | 20.0%                  | 20.0%           | 60.0%         | 5     |
| US-91: 11600 N to MP 41 (Pepperidge Thrift Store) | 0.0%  | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 4     |
| Rural 2-Lane                                      |       |                          |                        |                 |               |       |
| UDOT Historic                                     | 1.2%  | 3.6%                     | 9.8%                   | 10.8%           | 74.6%         | -     |
| Main St: 300 W to US-91                           | 0.0%  | 0.0%                     | 50.0%                  | 0.0%            | 50.0%         | 2     |
| 200 N: 100 E to 200 E                             | 0.0%  | 100.0%                   | 0.0%                   | 0.0%            | 0.0%          | 1     |
| 200 S: State St to 100 E                          | 0.0%  | 100.0%                   | 0.0%                   | 0.0%            | 0.0%          | 1     |
| Lower Richmond: 450 N to 11600 N                  | 0.0%  | 100.0%                   | 0.0%                   | 0.0%            | 0.0%          | 1     |
| State St: 800 S to 9400 N                         | 0.0%  | 0.0%                     | 100.0%                 | 0.0%            | 0.0%          | 1     |

Table 8: Segment Manner of Collision for Hotspot Locations

| Segments                                          | Front to Rear | Angle   | NA / Single Vehicle | Sideswipe Same Direction | Head On | Parked Vehicle | Rear to Side | Total |
|---------------------------------------------------|---------------|---------|---------------------|--------------------------|---------|----------------|--------------|-------|
| <b>Rural Multilane</b>                            |               |         |                     |                          |         |                |              |       |
| UDOT Historic                                     | 7-11%         | 2% - 4% | 77%                 | 7%                       | 2%      | 1-3%           | -            |       |
| US-91: Main St to 100 S                           | 8.3%          | 41.7%   | 25.0%               | 25.0%                    | 0.0%    | 0.0%           | 0.0%         | 12    |
| US-91: 600 S to 9400 N                            | 12.5%         | 12.5%   | 50.0%               | 25.0%                    | 0.0%    | 0.0%           | 0.0%         | 8     |
| US-91: 100 N to Main St                           | 16.7%         | 16.7%   | 50.0%               | 0.0%                     | 16.7%   | 0.0%           | 0.0%         | 6     |
| US-91: 470 S to 600 S                             | 0.0%          | 0.0%    | 100.0%              | 0.0%                     | 0.0%    | 0.0%           | 0.0%         | 5     |
| US-91: 11600 N to MP 41 (Pepperidge Thrift Store) | 0.0%          | 0.0%    | 100.0%              | 0.0%                     | 0.0%    | 0.0%           | 0.0%         | 4     |
| <b>Rural 2-Lane</b>                               |               |         |                     |                          |         |                |              |       |
| UDOT Historic                                     | 8%            | 2%      | 80%                 | 4%                       | 4%      | 1%             | -            |       |
| Main St: 300 W to US-91                           | 0.0%          | 100.0%  | 0.0%                | 0.0%                     | 0.0%    | 0.0%           | 0.0%         | 2     |
| 200 N: 100 E to 200 E                             | 0.0%          | 0.0%    | 100.0%              | 0.0%                     | 0.0%    | 0.0%           | 0.0%         | 1     |
| 200 N: State St to 100 E                          | 0.0%          | 0.0%    | 0.0%                | 0.0%                     | 0.0%    | 0.0%           | 100.0%       | 1     |
| Lower Richmond: 450 N to 11600 N                  | 0.0%          | 0.0%    | 100.0%              | 0.0%                     | 0.0%    | 0.0%           | 0.0%         | 1     |
| State St: 800 S to 9400 N                         | 0.0%          | 100.0%  | 0.0%                | 0.0%                     | 0.0%    | 0.0%           | 0.0%         | 1     |

Table 9: Segment Crash Types for Hotspot Locations

| Crash Types                                       |                            |                      |               |                         |                       |                     |                                   |              |                      |                           |       |
|---------------------------------------------------|----------------------------|----------------------|---------------|-------------------------|-----------------------|---------------------|-----------------------------------|--------------|----------------------|---------------------------|-------|
| Segments                                          | Roadway Departure Involved | Night Dark Condition | Speed Related | Teenage Driver Involved | Older Driver Involved | Motorcycle Involved | Commercial Motor Vehicle Involved | DUI Involved | Wild Animal Involved | Left Turn Analysis Filter | Total |
| Rural Multilane Undivided                         |                            |                      |               |                         |                       |                     |                                   |              |                      |                           |       |
| UDOT Historic                                     | 32%                        | 46%                  | 24%           | 13-17%                  | 7-10%                 | 1-2%                | 6-8%                              | 3-4%         | 41%                  | -                         | -     |
| US-91: Main St to 100 S                           | 17%                        | 33%                  | 0%            | 17%                     | 25%                   | 0%                  | 0%                                | 0%           | 8%                   | 42%                       | 12    |
| US-91: 600 S to 9400 N                            | 0%                         | 88%                  | 13%           | 0%                      | 0%                    | 13%                 | 25%                               | 0%           | 50%                  | 13%                       | 8     |
| US-91: 100 N to Main St                           | 50%                        | 33%                  | 0%            | 0%                      | 33%                   | 0%                  | 0%                                | 0%           | 33%                  | 17%                       | 6     |
| US-91: 470 S to 600 S                             | 40%                        | 80%                  | 0%            | 20%                     | 0%                    | 0%                  | 0%                                | 0%           | 40%                  | 0%                        | 5     |
| US-91: 11600 N to MP 41 (Pepperidge Thrift Store) | 0%                         | 75%                  | 0%            | 25%                     | 0%                    | 0%                  | 0%                                | 0%           | 100%                 | 0%                        | 4     |
| Rural 2 Lane                                      |                            |                      |               |                         |                       |                     |                                   |              |                      |                           |       |
| UDOT Historic                                     | 32%                        | 42%                  | 18%           | 12%                     | 11%                   | 4%                  | 8%                                | 4%           | 41%                  | -                         | -     |
| Main St: 300 W to US-91                           | 0%                         | 0%                   | 0%            | 0%                      | 50%                   | 0%                  | 0%                                | 0%           | 0%                   | 100%                      | 2     |
| 200 N: 100 E to 200 E                             | 0%                         | 0%                   | 0%            | 0%                      | 0%                    | 100%                | 0%                                | 0%           | 0%                   | 0%                        | 1     |
| 200 N: State St to 100 E                          | 0%                         | 0%                   | 0%            | 0%                      | 100%                  | 0%                  | 0%                                | 0%           | 0%                   | 0%                        | 1     |
| Lower Richmond: 450 N to 11600 N                  | 0%                         | 0%                   | 0%            | 0%                      | 0%                    | 100%                | 0%                                | 0%           | 0%                   | 0%                        | 1     |
| State St: 800 S to 9400 N                         | 100%                       | 0%                   | 0%            | 0%                      | 0%                    | 100%                | 0%                                | 0%           | 0%                   | 0%                        | 1     |



Figure 6: Segment Crash frequency/density Hotspot Map

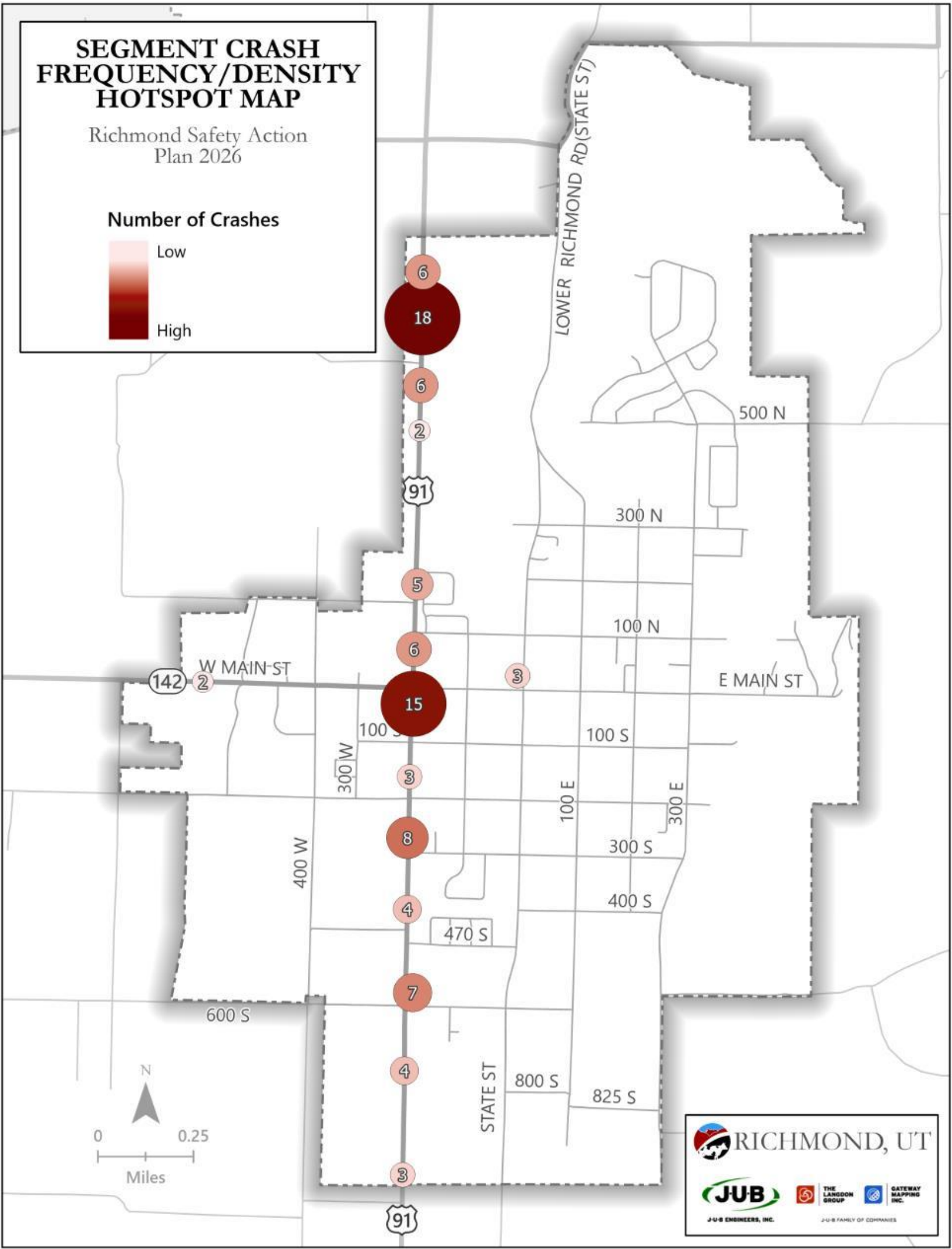
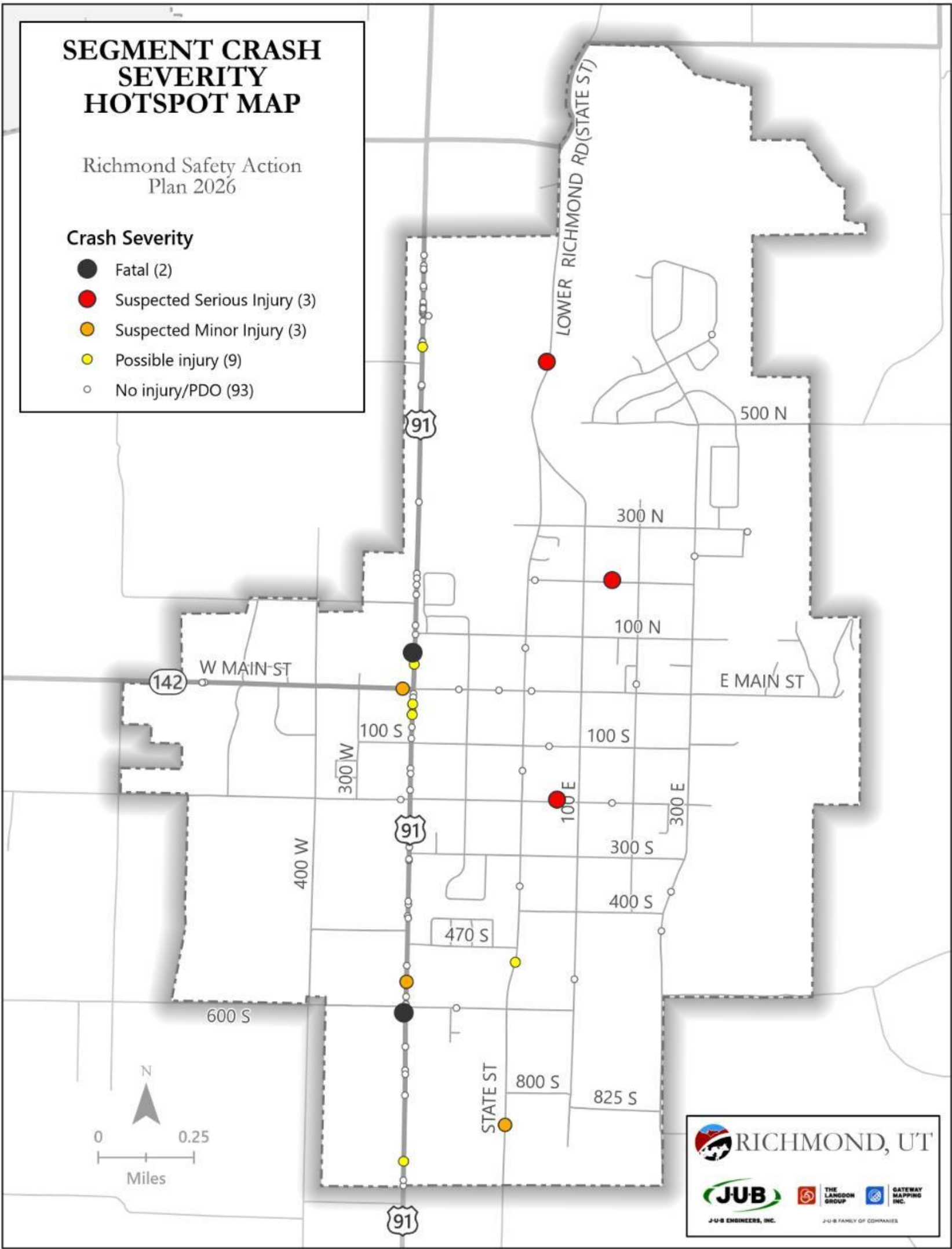


Figure 7: Segment Crash Severity Hotspot Map





#### 4. PUBLIC ENGAGEMENT AND COLLABORATION

Public engagement is an important part of the Richmond Transportation SS4A process because it provides an opportunity for residents, business owners, roadway users, and other members of the community to share their transportation safety concerns and priorities. While technical data such as crash history, roadway characteristics, and traffic operations help identify documented safety issues, public input provides additional local knowledge about locations where people may feel unsafe walking, biking, driving, or accessing community destinations.

As part of this effort, the City, with support from J-U-B ENGINEERS, Inc. (J-U-B), will hold a public open house on September 15, 2026, at Richmond City Hall. The open house will introduce the Safety Action Plan, present preliminary safety analysis findings, and gather community feedback regarding transportation safety needs, concerns, and potential improvements. J-U-B will prepare meeting materials, present key findings, answer technical questions, document public comments, and assist the City in identifying common themes and priorities expressed by participants. Following the open house, this section will be updated to summarize attendance, questions received, public comments, and key findings that informed the Safety Action Plan.

##### **Public Open House Summary**

*To be completed following the September 15, 2026, public open house.*

##### **Attendance:**

##### **Questions and Comments Received:**

##### **Common Themes and Key Safety Concerns:**

##### **How Public Feedback Was Considered in the Plan:**

## 5. STRATEGIES & PROJECT SELECTION

The Richmond Safety Action Plan identifies strategies and projects that address transportation safety concerns throughout the community and support the City's goal of reducing fatal and serious injury crashes. Recommendations were developed using the findings from the safety analysis, field reviews, stakeholder engagement activities, public input, and Steering Committee feedback.

Unlike larger communities with extensive fatal and serious injury crash histories, Richmond experiences relatively few severe crashes. As a result, safety improvements were identified using both historical crash data and a systemic safety approach that evaluates roadway characteristics associated with increased crash risk. Factors such as speeding, pedestrian activity, sidewalk gaps, limited lighting, roadway departure risk, and school access were considered alongside crash history to identify locations where proactive improvements can reduce the potential for future severe crashes.

A variety of resources were used to develop and evaluate potential safety improvements, including the MAG Safe Streets Toolkit as a high-level safety planning reference, CMPO Comprehensive Safety Action Plan (**CMPO Safety Action Plan**), WFRM Safety Action Plan, UDOT Strategic Highway Safety Plan (**Strategic Highway Safety Plan**), FHWA Proven Safety Countermeasures (**Proven Safety Countermeasures FHWA**), Crash Modification Factor (CMF) Clearinghouse resources (**CMF Clearinghouse**), and feedback provided by the Steering Committee and community stakeholders. Recommended projects emphasize proven countermeasures with documented safety benefits and implementation approaches that are practical for Richmond's transportation network. The recommended countermeasures are presented in **Appendix B**, which also provides references to the primary sources used to support each countermeasure. The resulting strategies provide a framework for future safety investments, project development, and funding pursuits.

### 5.1 STRATEGY DEVELOPMENT

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The Richmond City Safety Action Plan was developed in accordance with the U.S. Department of Transportation (USDOT) Comprehensive Safety Action Plan guidance, which recommends identifying a comprehensive set of projects and strategies that are shaped by data, stakeholder input, noteworthy practices, and the best available evidence to address documented transportation safety concerns. Recommended strategies should reflect the Safe System Approach and include infrastructure, operational, behavioral, and policy-based interventions. Projects and strategies should also be prioritized and assigned implementation timeframes based on clearly defined criteria.

To develop safety recommendations for Richmond City, the project team reviewed the City's crash history, systemic safety risk factors, field observations, and Steering Committee input. Because Richmond experiences relatively few fatal and serious injury crashes, the analysis extended beyond crash history alone and considered roadway characteristics that may contribute to future safety risk. This approach is consistent with SS4A guidance and the Safe System Approach, which emphasize proactive identification of safety needs in addition to reactive crash-based analysis.

The development of safety strategies was informed by guidance and best practices from the USDOT Safe Streets and Roads for All (SS4A) program, the Utah Strategic Highway Safety Plan, regional safety action plans developed by the Wasatch Front Regional Council (WFRC), Mountain land Association of Governments (MAG), and Cache Metropolitan Planning Organization (CMPO), as well as established safety countermeasure resources. These references helped identify proven and effective strategies that address common crash types, roadway risk factors, and vulnerable road user safety concerns.

Once potential projects and strategies were identified, they were evaluated using a comprehensive prioritization framework developed specifically for Richmond City. The framework combines both reactive and proactive safety considerations and accounts for implementation feasibility and community priorities. The prioritization process combines crash history, systemic risk factors, project feasibility, and community input to identify locations where proactive investments can most effectively improve safety. Projects were evaluated using four criteria for a maximum score of 100 points. Projects were scored using four primary evaluation categories:

#### **Crash Score (0-40 Points)**

The Crash Score evaluates the relative safety performance of a location using an Equivalent Property Damage Only (EPDO) score methodology, as described in Chapter 4, Network Screening, of the Highway Safety Manual (HSM). The EPDO values were calculated using the UDOT's crash cost for Calendar Year 2026 (2025 Dollars) (**Crash Costs 2026**). Crash severity weighting factors were applied to account for the greater societal impact of fatal and injury crashes compared to property-damage-only crashes. Locations were ranked using EPDO values which were normalized relative to the highest-ranked location.

- Fatal Crash = 40
- Serious Injury Crash = 4
- Minor Injury Crash = 1
- Possible Injury Crash = 1
- Property Damage Only (PDO) Crash = 0

The resulting crash score ranges from 0 to 40 points.

#### **Systemic Risk Score (0-40 Points)**

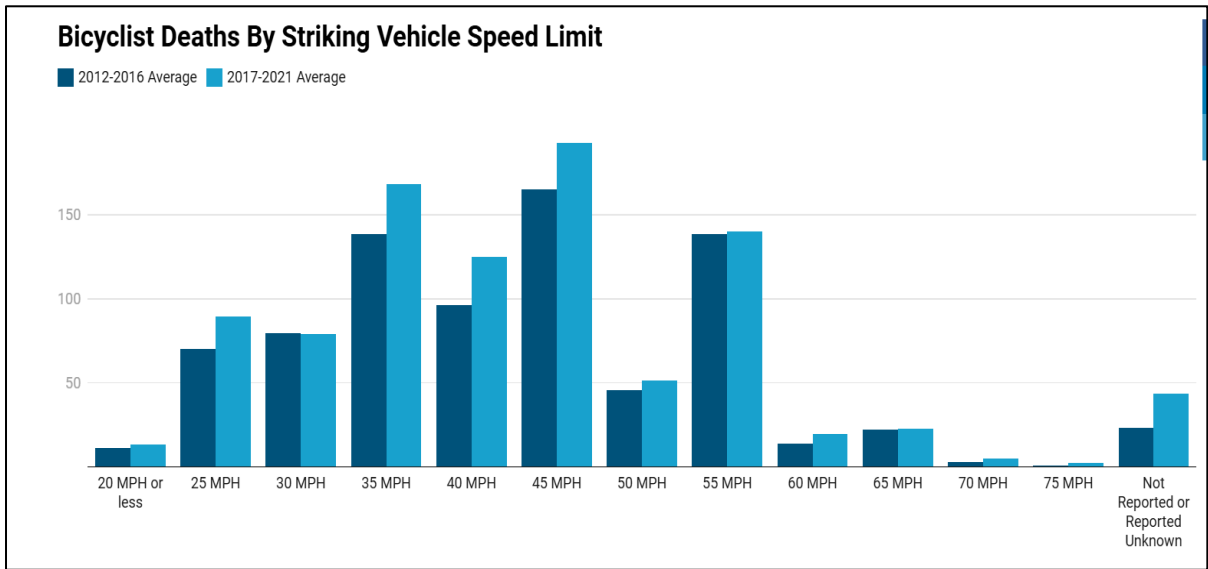
The Systemic Risk Score evaluates roadway characteristics associated with elevated crash risk regardless of crash history. This approach recognizes that locations with limited crash records may still exhibit roadway conditions that increase crash potential or crash severity.

Five systemic risk factors were evaluated for each location:

- **Speed Environment** – As shown in **Figure 8** and **Figure 9** below, research summarized by the **National Highway Traffic Safety Administration (NHTSA)** indicates that a pedestrian’s risk of severe injury or death increases rapidly as vehicle impact speed increases. Based on this relationship, locations with posted speed limits of 20 mph or less received 0 points, locations with posted speed limits greater than 20 mph through 30 mph received 20 points, and locations with posted speed limits greater than 30 mph received 40 points. Higher-speed locations received greater scores because they present a higher potential for fatal and serious injury outcomes for vulnerable road users.

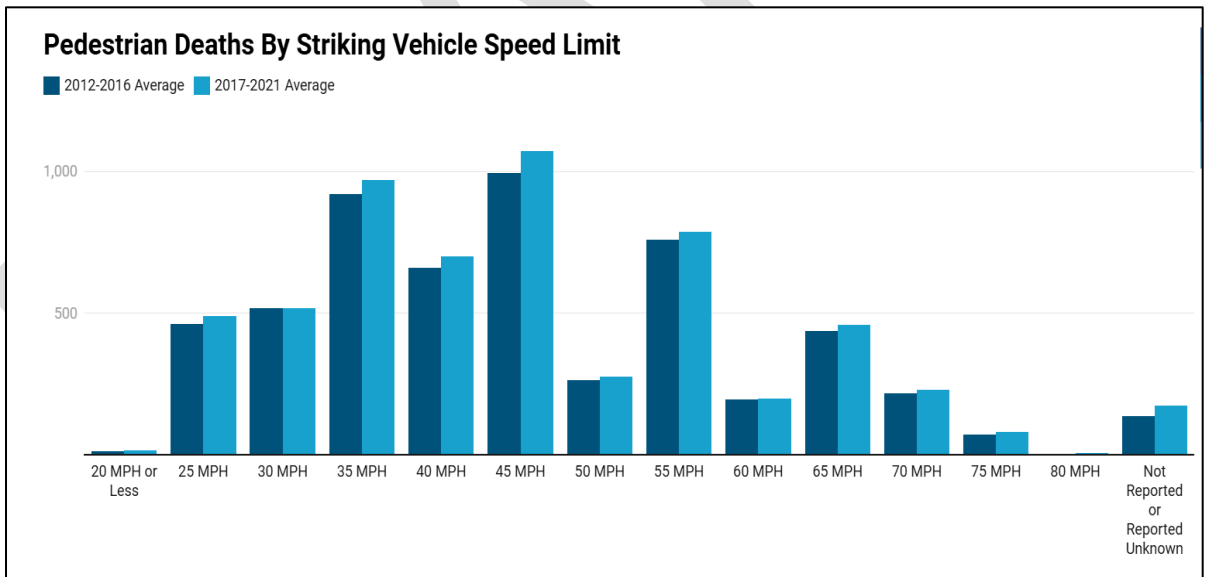
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Figure 8: Average Bicyclist Fatalities by Striking Vehicle Speed Limit



Source: NHTSA

Figure 9: Average Pedestrian Fatalities by Striking Vehicle Speed Limit



Source: NHTSA

- Lighting Conditions** – According to FHWA, roadway lighting is a FHWA Proven Safety Countermeasure that can reduce nighttime injury crashes on rural and urban highways by up to 28 percent (**Proven Safety Countermeasures: Lighting**). Locations with no lighting received 0 points, partial lighting received 20 points, and full lighting received 40 points. Partial lighting indicates lighting is present along only a portion or one side of the roadway segment or intersection, while full lighting indicates continuous lighting throughout the segment or intersection.
- Sidewalk and Crossing Infrastructure** – According to FHWA, sidewalks and marked crossings are important pedestrian safety countermeasures that can substantially reduce pedestrian crash risk. Locations with no sidewalk or crossing facilities received 0 points, partially completed facilities received 20 points, and locations with complete sidewalk and crossing infrastructure received 40 points. Partially completed facilities indicate sidewalks or crossings are present along only a portion of the roadway segment or intersection, while complete facilities provide continuous pedestrian accommodations and designated crossing opportunities throughout the segment or intersections. Higher scores were assigned to locations with more complete pedestrian infrastructure because FHWA estimates sidewalks can reduce pedestrian crashes by up to 88 percent (**Walkways**), while high-visibility crosswalk markings can reduce pedestrian crashes by up to 40 percent (**Proven Safety Countermeasures: Crosswalk Visibility Enhancements**).
- Vulnerable Road User (VRU) Generators** – VRU generators are land uses and destinations expected to attract or concentrate pedestrian, bicyclist, and micromobility activity. Consistent with UDOT 06C-27 guidance, the analysis considered surrounding land uses, access points, and whether a destination would be directly served by the roadway location. Based on Richmond’s land-use context, schools, churches, parks, and commercial centers were identified as primary VRU generators. Locations with no nearby generator received 0 points, locations within one block received 20 points, and locations directly serving or adjacent to a generator received 40 points. Higher scores reflect greater potential for concentrated VRU activity and exposure.
- UDOT (Strategic Highway Safety Plan)** identifies pedestrians, bicyclists, and micromobility users as vulnerable road users. Heavy or concentrated VRU activity typically occurs around schools, commercial centers, transit stops, parks, public buildings, and other pedestrian destinations. These locations were considered VRU generators for this analysis, primarily including schools, churches, parks, and commercial centers. Locations with no nearby generators received 0 points, locations within one block received 20 points, and locations directly serving these destinations received 40 points.
- Roadside Hazards** – The roadside hazard thresholds were adapted from the WFRM Comprehensive Safety Action Plan (**Comprehensive Safety Action Plan**) methodology. Locations without fixed objects within the clear zone, or with fixed objects located more than 16.4 feet from the roadway edge, received 0 points. Locations with fixed objects located between 3.3 and

16.4 feet from the roadway edge received 20 points, while locations with fixed objects located less than 3.3 feet from the roadway edge received 40 points. Higher scores were assigned to objects located closer to the roadway because they increase the likelihood and severity of run-off-road crashes.

The individual factor scores were summed to create a composite systemic risk value. To maintain consistency with the crash scoring methodology and allow comparison between locations, the composite systemic score was normalized relative to the highest-risk location and converted to a score ranging from 0 to 40 points.

#### **Feasibility and Capital Improvement Program (CIP) Score (0-10 Points)**

The Feasibility/CIP Score evaluates project readiness and implementation potential based on the Capital Improvement Program (CIP) project list included in the Richmond Transportation Master Plan (TMP). The CIP identifies planned transportation improvements and their anticipated implementation timeframes, providing an indication of project priority and funding readiness. Projects with a 0-5 year implementation horizon received 10 points, projects with a 5+ year implementation horizon received 5 points, and projects with no identified CIP project or funding path received 0 points.

#### **Community and Steering Committee Score (0-10 Points)**

To incorporate local knowledge into project prioritization, the project team prepared a location-specific Excel evaluation form for the Steering Committee. The form listed study-area roadway segments and intersections and highlighted routes and destinations expected to generate vulnerable road user activity, including identified school travel routes, Safe Routes to School connections, churches, parks, trails, and community gathering places. As described in Chapter 2.2, Steering Committee members conducted field observations and recorded their location-specific comments and scores on the form. Locations presenting a high safety concern received 10 points, locations presenting a moderate safety concern received 5 points, and locations with no identified safety concern received 0 points. The completed forms and Steering Committee comments are provided in **Appendix C**, and the resulting scores were incorporated into the final project prioritization process.

## 5.2 SAFETY PROJECT LIST SELECTION

Roadway segments and intersections were evaluated using the prioritization methodology described in **Section 5.1, Strategy Development**. Locations were scored based on crash history, systemic risk factors, feasibility considerations, and community input. Total scores were normalized and assigned to Tier 1, Tier 2, or Tier 3 priority groups. The prioritization process was used to identify locations with the greatest potential safety needs and to help guide the development of a preliminary safety project list.

**Table 10** presents the Tier 1 and Tier 2 roadway segments identified through the prioritization process. The highest-ranked segment was 200 South from State Street to 100 East, followed by US-91 from 100 North to Main Street and 200 North from 100 East to 200 East. These segments scored highly due to a combination of documented crash history, systemic safety risk factors, and community concerns. Detailed scoring information for all roadway segments is provided in **Appendix D**.

*Table 10: Segments Prioritization*

| Location                                                               | Crash Score (0–40) | Systemic Risk Score (0–40) | Feasibility/CIP Score (0–10) | Community Score (0–10) | Total | Normalized Score | Priority Tier |
|------------------------------------------------------------------------|--------------------|----------------------------|------------------------------|------------------------|-------|------------------|---------------|
| 200 S: State St to 100 E                                               | 36                 | 28                         | 0                            | 5                      | 69    | 100              | Tier 1        |
| US-91: 100 N to Main St                                                | 40                 | 16                         | 0                            | 5                      | 61    | 88               | Tier 1        |
| 200 N: 100 E to 200 E                                                  | 36                 | 20                         | 0                            | 0                      | 56    | 81               | Tier 1        |
| US-91: MP 40.3 (Lee's Market Place) to 10600 N                         | 1                  | 36                         | 0                            | 10                     | 47    | 68               | Tier 2        |
| US-91: 470 S to 600 S                                                  | 6                  | 28                         | 0                            | 10                     | 44    | 64               | Tier 2        |
| US-91: 10600 N to 100 N                                                | 0                  | 32                         | 0                            | 10                     | 42    | 61               | Tier 2        |
| US-91: MP 41 (Pepperidge Thrift Store) to MP 40.3 (Lee's Market Place) | 8                  | 28                         | 0                            | 5                      | 41    | 59               | Tier 2        |
| State St: Main St to 100 S                                             | 0                  | 28                         | 5                            | 5                      | 38    | 55               | Tier 2        |
| 100 N: US-91 to 100 W                                                  | 0                  | 28                         | 0                            | 10                     | 38    | 55               | Tier 2        |
| 300 E: 300 S to 400 S                                                  | 0                  | 32                         | 0                            | 5                      | 37    | 54               | Tier 2        |
| 300 E: 400 S to City Creek Rd                                          | 0                  | 32                         | 0                            | 5                      | 37    | 54               | Tier 2        |
| 600 S: US-91 to State St                                               | 0                  | 32                         | 0                            | 5                      | 37    | 54               | Tier 2        |
| US-91: Main St to 100 S                                                | 5                  | 20                         | 0                            | 10                     | 35    | 51               | Tier 2        |



**Table 11** presents the Tier 1 and Tier 2 intersections identified through the prioritization process. US-91/Main Street received the highest overall score and was the only Tier 1 intersection. Several Tier 2 intersections, including US-91/600 South, State Street/600 South, 300 East/400 South, and US-91/100 North, also exhibited elevated systemic risk factors or documented crash history. Detailed scoring information for all intersections is provided in **Appendix D**.

Table 11: Intersection Prioritization

| Location              | Crash Score (0–40) | Systemic Risk Score (0–40) | Feasibility/CIP Score (0–10) | Community Score (0–10) | Total | Normalized Score | Priority Tier |
|-----------------------|--------------------|----------------------------|------------------------------|------------------------|-------|------------------|---------------|
| US-91 / Main St       | 40                 | 20                         | 0                            | 10                     | 70    | 100              | Tier 1        |
| US-91 / 600 S         | 1                  | 32                         | 0                            | 10                     | 43    | 61               | Tier 2        |
| State St / 600 S      | 0                  | 36                         | 0                            | 5                      | 41    | 59               | Tier 2        |
| 300 E / 400 S         | 0                  | 36                         | 0                            | 5                      | 41    | 59               | Tier 2        |
| US-91 / 100 N         | 2                  | 28                         | 0                            | 10                     | 40    | 57               | Tier 2        |
| US-91 / 300 S         | 3                  | 24                         | 0                            | 10                     | 37    | 53               | Tier 2        |
| State St / 470 S      | 0                  | 32                         | 0                            | 5                      | 37    | 53               | Tier 2        |
| 300 E / 300 S         | 0                  | 32                         | 0                            | 5                      | 37    | 53               | Tier 2        |
| 300 E / City Creek Rd | 0                  | 32                         | 0                            | 5                      | 37    | 53               | Tier 2        |
| US-91 / 100 S         | 2                  | 28                         | 0                            | 5                      | 35    | 50               | Tier 2        |
| State St / 100 S      | 2                  | 28                         | 0                            | 5                      | 35    | 50               | Tier 2        |

Based on the prioritization results, roadway segments and intersections with the highest safety needs were selected for countermeasure evaluation. Recommended countermeasures were then identified to address the predominant crash patterns, roadway characteristics, and systemic risk factors present at each location. Countermeasure recommendations for roadway segments and intersections are listed below. Recommended countermeasures were selected primarily from the UDOT Standard Crash Modification Factors (CMFs) and the FHWA Crash Modification Factors (CMF) Clearinghouse. These resources, along with supporting reference materials used in developing this Safety Action Plan, are provided in **Appendix B**.

The following countermeasure improvements were identified for priority roadway segments based on documented crash patterns, roadway conditions, and safety needs:

#### **200 S: State St to 100 E**

- Improve and enhance roadway lighting.
- Construct missing sidewalk segments and improve pedestrian accessibility and crossings near the church.
- Remove or relocate roadside obstacles to improve the clear zone.

**200 N: 100 E to 200 E**

- Install wildlife fencing to reduce wildlife and motorcycle-related crashes.
- Improve and enhance roadway lighting and construct missing sidewalk segments.
- Remove roadside obstacles to improve the clear zone.

**US-91: 100 N to Main St**

- Install a raised median and shoulder/median rumble strips to reduce head-on and road departure crashes.
- Improve and enhance roadway lighting, speed management, and clear zone conditions.
- Improve pedestrian facilities near schools, churches, and parks.

**US-91: MP 40.3 (Lee's Market Place) to 10600 N**

- Improve and enhance roadway lighting, sidewalk connectivity, and clear zone conditions.
- Implement speed management measures and pedestrian improvements near school activity areas.
- Consolidate Lee's Market access and restrict left-turn movements at the north access.

**US-91: 470 S to 600 S**

- Install shoulder and edge-line rumble strips to reduce road departure crashes.
- Improve and enhance roadway lighting, sidewalk connectivity, and speed management measures.
- Install a traffic signal and improve pedestrian facilities near the school.

**US-91: 10600 N to 100 N**

- Improve and enhance roadway lighting, sidewalk connectivity, and clear zone conditions.
- Implement speed management measures and pedestrian improvements near schools.
- Construct a dedicated northbound left-turn lane.

**US-91: MP 41 (Pepperidge Thrift Store) to MP 40.3 (Lee's Market Place)**

- Install wildlife fencing to reduce wildlife-related crashes.
- Improve and enhance roadway lighting, sidewalk connectivity, and clear zone conditions.
- Implement speed management measures.

**State St: Main St to 100 S**

- Improve and enhance roadway lighting and clear zone conditions.
- Improve pedestrian accessibility and crossings near the park.

**100 N: US-91 to 100 W**

- Improve and enhance roadway lighting, sidewalk connectivity, and clear zone conditions.
- Improve pedestrian crossings and safety near the school.
- Establish designated school pick-up/drop-off areas and parking restrictions during pickup periods.

**300 E: 300 S to 400 S**

- Improve and enhance roadway lighting, sidewalk connectivity, and clear zone conditions.
- Improve pedestrian accessibility and crossings near the park.

**300 E: 400 S to City Creek Rd**

- Improve and enhance roadway lighting and construct missing sidewalk segments.
- Improve the clear zone and pedestrian accessibility near the park.

**600 S: US-91 to State St**

- Improve and enhance roadway lighting, sidewalk connectivity, and clear zone conditions.
- Improve pedestrian accessibility and crossings near the school.

**US-91: Main St to 100 S**

- Install a raised median and widen travel lanes to reduce angle and sideswipe crashes.
- Improve and enhance roadway lighting, speed management, and clear zone conditions.
- Improve pedestrian facilities near schools, churches, and parks.

The following countermeasure improvements were identified for priority intersections based on documented crash patterns, roadway conditions, and safety needs:

**US-91 / Main St**

- Increase the yellow interval, add an all-red interval, and convert left-turn phasing to a flashing yellow arrow (FYA) to reduce angle and left-turn crashes.
- Install enhanced intersection lighting, improve clear zone conditions, and implement pedestrian safety and speed management improvements near the church and school crossing.

**US-91 / 600 S**

- Improve and enhance intersection lighting, construct marked crosswalks, and improve obstacle setbacks.
- Implement speed management measures and pedestrian safety improvements near the school.

**State St / 600 S**

- Improve and enhance intersection lighting, construct marked crosswalks, and improve clear zone conditions.
- Enhance pedestrian safety and accessibility for school-related pedestrian activity.

**300 E / 400 S**

- Improve and enhance intersection lighting, construct marked crosswalks, and improve obstacle setbacks.
- Enhance pedestrian safety and accessibility near the park.

**US-91 / 100 N**

- Install a traffic signal and enhanced intersection lighting to address angle crashes and nighttime safety concerns.
- Construct marked crosswalks, improve clear zone conditions, and enhance pedestrian safety near schools, churches, parks, and Lee's Market access points.
- Implement speed management measures.

**US-91 / 300 S**

- Install a traffic signal to improve intersection control and reduce angle crash potential.
- Improve and enhance intersection lighting, construct marked crosswalks, and improve obstacle setbacks.
- Enhance pedestrian safety for daycare and preschool-related activity and address high-speed turning movements.

**State St / 470 S**

- Improve and enhance intersection lighting, construct marked crosswalks, and improve obstacle setbacks.
- Enhance pedestrian safety and accessibility near the school.

### **300 E / 300 S**

- Improve and enhance intersection lighting, construct marked crosswalks, and improve clear zone conditions.
- Enhance pedestrian safety near the park and evaluate measures to address high-speed traffic on 300 E.

### **300 E / City Creek Rd**

- Improve and enhance intersection lighting, construct marked crosswalks, and improve obstacle setbacks.
- Enhance pedestrian safety and accessibility near the park.

### **US-91 / 100 S**

- Improve the clear zone, relocate roadside obstacles, and install enhanced intersection lighting.
- Construct marked crosswalks and enhance pedestrian safety near the church and park.

### **State St / 100 S**

- Install a traffic signal to improve intersection operations and reduce angle crash potential.
  - Improve and enhance intersection lighting, upgrade crosswalk facilities, and improve clear zone conditions.
- Enhance pedestrian safety and accessibility near the school and park.

## **6. IMPLEMENTATION PLAN AND COST ESTIMATE**

The City of Richmond is committed to advancing the safety improvements identified in this Safety Action Plan through a phased and financially responsible implementation approach. This chapter provides a roadmap for implementing recommended projects and strategies and identifies planning-level cost estimates to support future transportation planning, project development, capital programming, and funding applications. Consistent with Safe Streets and Roads for All (SS4A) guidance, projects have been prioritized based on documented safety needs, systemic risk factors, implementation feasibility, and community input to help ensure resources are directed toward improvements that provide the greatest potential safety benefit.

The implementation timeframes and cost estimates presented in this chapter are intended to support future decision-making and investment planning. As funding opportunities, development patterns, and roadway conditions evolve, project priorities and implementation schedules may be refined to address emerging transportation safety needs while continuing to advance Richmond City's goal of reducing roadway fatalities and serious injuries.

## 6.1 IMPLEMENTATION PLAN

To support implementation of the Richmond City Safety Action Plan, recommended projects were prioritized using the comprehensive scoring framework described in Chapter 5 and then assigned implementation horizons based on overall project scores. Implementation timeframes were also reviewed in consideration of project complexity, anticipated funding availability, coordination requirements, and consistency with planned transportation improvements identified in the Richmond Transportation Master Plan.

The implementation framework is intended to provide Richmond City with a practical roadmap for advancing safety improvements over time while maintaining flexibility to respond to changing community needs, funding opportunities, and capital improvement priorities. Projects should be incorporated into future Capital Improvement Program (CIP) updates and coordinated with regional partners, including UDOT Region One and Cache County, where improvements occur on or connect to facilities under their jurisdiction.

Recommended projects were grouped into three implementation tiers as shown in:

Table 12: Priority Tier

| Priority Tier | Score Range | Implementation Horizon |
|---------------|-------------|------------------------|
| Tier 1        | ≥ 70        | 0-5 Years              |
| Tier 2        | 50-69       | 5-10 Years             |
| Tier 3        | < 50        | 10+ Years              |

Tier 1 projects represent the highest safety priorities and are recommended for near-term implementation. Tier 2 projects address important safety needs but may require additional design, coordination, or funding development before implementation. Tier 3 projects represent longer-term opportunities that may be advanced as future development occurs, funding becomes available, or additional transportation improvements are programmed.

## 6.2 COST ESTIMATE & COST BENEFIT SUMMARY

Cost estimates and benefit-cost ratio (BCR) analyses were prepared for the recommended intersection and roadway segment improvements. Consistent with the Highway Safety Manual (HSM), the BCR is calculated as the present value of the expected project benefits divided by the project implementation costs. Projects with a BCR greater than 1.0 are generally considered economically justified because the anticipated benefits outweigh the associated costs. The benefit-cost analysis methodology was based on the guidance provided in the UDOT Traffic and Safety Insite Benefit-Cost Analysis (BCA). Additional information regarding the cost assumptions, countermeasures, crash modification factors (CMFs), and benefit-cost analysis methodology is provided in **Appendix E. Table 13** summarizes the BCR analysis results for the recommended roadway segments, while **Table 14** summarizes the BCR analysis results for the recommended intersections. Project costs are conceptual planning-level estimates developed for

project screening and prioritization. Detailed engineering, cost estimates, and constructability evaluations should be completed during the design phase prior to implementation.

To support the benefit-cost ratio (BCR) analysis, roadway segments and intersections with the highest Equivalent Property Damage Only (EPDO) values were advanced for project-specific engineering evaluation. Countermeasures were selected based on the documented crash patterns, target crash types, roadway characteristics, and applicability at each location. Applicable Crash Modification Factors (CMFs), primarily from the UDOT Standard Crash Modification Factors and the FHWA CMF Clearinghouse, were used to estimate the expected crash reduction and quantify the safety benefits of each improvement. The evaluated countermeasures and BCR results are summarized in **Table 13** and **Table 14**. Additional information regarding countermeasure selection, CMF applicability, and calculation assumptions is provided in **Appendix E**.

**Table 13** highlights the roadway segment with the highest calculated safety benefit. On US-91 from 100 North to Main Street, based on the crash history, a raised median was selected to address roadway departure crashes that resulted in a head-on collision, including a fatal crash. The location has an estimated no build cost of approximately \$2.5 million due to the severity of the crashes that have occurred. The benefit-cost analysis was completed using a 3 percent discount rate and service life of 20 years, consistent with the UDOT Traffic and Safety Insite methodology. Using a planning-level conceptual cost of \$49,000 and a 20-year service life, the raised median improvement produces a BCR of 47, indicating substantial potential safety benefits relative to the anticipated implementation cost. All other selected roadway segment improvements were evaluated using the same methodology, including identification of target crash types, selection of applicable countermeasures and CMFs, estimation of expected crash reduction, development of planning-level costs, and calculation of present-value benefits and costs. Detailed analyses and supporting assumptions for all roadway segments are provided in **Appendix E**.

**Table 14** highlights the intersection with the highest calculated safety benefit. At the US-91/Main Street intersection, based on the crash history, increasing the yellow interval and adding an all-red interval was selected to address angle crashes associated with red-light-running violations. The intersection experienced one suspected serious injury crash and multiple additional injury crashes, resulting in an estimated no build cost of approximately \$780,000. The benefit-cost analysis was conducted using a 3 percent discount rate and a service life of 5 years, consistent with the UDOT Traffic and Safety Insite methodology. Using a planning-level conceptual cost of \$25,00 and a 5-year service life, the proposed improvement yields a BCR of 14.3, indicating substantial safety benefits relative to the anticipated implementation cost. **Appendix E** provides detailed benefit-cost ratio analyses and countermeasure information for all selected intersections and segments. Countermeasures were selected primarily from the UDOT Traffic and Safety Insite Countermeasures resources and UDOT Standard Crash Modification Factors (CMFs). Where applicable, additional crash modification factors were obtained from the FHWA Crash Modification Factors (CMF) Clearinghouse. All other selected intersection improvements were evaluated using the same methodology, including identification of target crash types, selection of applicable countermeasures and CMFs, estimation of expected crash reduction, development of

planning-level costs, and calculation of present-value benefits and costs. Detailed analyses and supporting assumptions for all intersections are provided in **Appendix E**.

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Table 13: Segments Benefit Cost Analysis

| Location                                                               | Crash Attributes  | Recommended Countermeasure                                                                   | Service Life (Years) | Conceptual Cost | No Build Cost | Build Cost  | Benefit   | Benefit (Present Value) | BCR   |
|------------------------------------------------------------------------|-------------------|----------------------------------------------------------------------------------------------|----------------------|-----------------|---------------|-------------|-----------|-------------------------|-------|
| US-91: 100 N to Main St                                                | Head On           | Install raised median                                                                        | 20                   | \$49,000        | \$2,598,950   | \$2,443,013 | \$155,937 | \$2,319,949             | 47.3  |
|                                                                        | Roadway Departure | Install left shoulder/median rumble strip                                                    | 10                   | \$21,000        | \$2,604,650   | \$2,161,860 | \$442,791 | \$3,777,093             | 179.9 |
| US-91: 600 S to 9400 N                                                 | Night Dark        | Install enhanced lighting                                                                    | 15                   | \$180,000       | \$2,646,317   | \$2,113,273 | \$533,044 | \$6,363,442             | 35.4  |
| 200 N: 100 E to 200 E                                                  | Motorcycle        | Wildlife Fencing                                                                             | 20                   | \$87,960        | \$276,967     | \$44,315    | \$232,652 | \$3,461,274             | 39.4  |
| 200 S: State St to 100 E                                               | Night Dark        | Install enhanced lighting                                                                    | 15                   | \$50,000        | \$276,967     | \$199,416   | \$77,551  | \$925,795               | 18.5  |
| Lower Richmond: 450 N to 11600 N                                       | Motorcycle        | Improve curve delineation (Chevrons, markings, delineators, etc.) for a Horizontal Curve     | 5                    | \$7,500         | \$276,967     | \$202,186   | \$74,781  | \$342,475               | 45.7  |
| US-91: MP 41 (Pepperidge Thrift Store) to MP 40.3 (Lee's Market Place) | Night Dark        | Install enhanced lighting                                                                    | 15                   | \$250,000       | \$128,933     | \$105,833   | \$23,101  | \$275,773               | 1.1   |
|                                                                        | Wild Animal       | Wildlife Fencing                                                                             | 20                   | \$452,160       | \$131,783     | \$33,209    | \$98,574  | \$1,466,531             | 3.2   |
| US-91: 470 S to 600 S                                                  | Roadway Departure | Install left shoulder/median rumble strip                                                    | 10                   | \$23,850        | \$95,367      | \$79,154    | \$16,212  | \$138,294               | 5.8   |
|                                                                        |                   | Install right rumble strip                                                                   | 10                   | \$23,850        | \$95,367      | \$80,108    | \$15,259  | \$130,160               | 5.5   |
|                                                                        | Night Dark        | Install enhanced lighting                                                                    | 15                   | \$55,000        | \$70,800      | \$56,817    | \$13,983  | \$166,928               | 3.0   |
| US-91: Main St to 100 S                                                | Angle             | Install raised median                                                                        | 20                   | \$49,000        | \$74,783      | \$70,296    | \$4,487   | \$66,755                | 1.4   |
|                                                                        | Sideswipe         | Increase lane width by 6 ft ( 1 ft per lane i.e. 6 lanes with 1 ft each from 11 ft to 12 ft) | 20                   | \$14,000        | \$8,550       | \$8,037     | \$513     | \$7,632                 | 0.5   |
|                                                                        | Night Dark        | Install enhanced lighting                                                                    | 15                   | \$45,000        | \$41,667      | \$33,438    | \$8,229   | \$98,239                | 2.2   |
| Main St: 300 W to US-91                                                | Angle             | Install raised median                                                                        | 20                   | \$47,950        | \$65,100      | \$61,194    | \$3,906   | \$58,111                | 1.2   |

Table 14: Intersection Benefit Cost Analysis

| Location         | Crash Attributes  | Recommended Countermeasure                                                | Service Life (Years) | Conceptual Cost | No Build Cost | Build Cost | Benefit   | Benefit (Present Value) | BCR    |
|------------------|-------------------|---------------------------------------------------------------------------|----------------------|-----------------|---------------|------------|-----------|-------------------------|--------|
| US-91 / Main St  | Angle             | Increase yellow interval and add all red interval                         | 5                    | \$2,500         | \$780,583     | \$772,778  | \$7,806   | \$35,748                | 14.3   |
|                  | Night Dark        | Install 2 Luminaire extension and arm on the signal master arm            | 20                   | \$2,000         | \$233,533     | \$67,725   | \$165,809 | \$2,466,814             | 1233.4 |
|                  | Left Turn         | Changing left turn phasing from permissive to flashing yellow arrow (FYA) | 20                   | \$6,000         | \$366,583     | \$146,633  | \$219,950 | \$3,272,301             | 545.4  |
| US-91 / 300 S    | Angle             | Install a traffic signal                                                  | 20                   | \$400,000       | \$74,783      | \$17,200   | \$57,583  | \$856,692               | 2.1    |
| US-91 / 100 S    | Roadway Departure | Relocate fixed objects; fire hydrant                                      | 20                   | \$16,000        | \$33,117      | \$22,519   | \$10,597  | \$157,662               | 9.9    |
|                  | Night Dark        | Install enhanced Lighting                                                 | 15                   | \$20,000        | \$2,850       | \$2,594    | \$257     | \$3,062                 | 0.2    |
| US-91 / 470 S    | Angle             | Install a traffic signal                                                  | 20                   | \$400,000       | \$66,233      | \$15,234   | \$51,000  | \$758,746               | 1.9    |
| US-91 / 100 N    | Night Dark        | Install enhanced Lighting                                                 | 15                   | \$20,000        | \$2,850       | \$2,594    | \$257     | \$3,062                 | 0.2    |
|                  | Angle             | Install a traffic signal                                                  | 20                   | \$400,000       | \$62,250      | \$14,318   | \$47,933  | \$713,115               | 1.8    |
| 100 E / 300 N    | Angle             | Install a traffic signal                                                  | 20                   | \$400,000       | \$66,233      | \$15,234   | \$51,000  | \$758,746               | 1.9    |
| State St / 300 S | Angle             | Install a traffic signal                                                  | 20                   | \$400,000       | \$33,117      | \$7,617    | \$25,500  | \$379,373               | 0.9    |
|                  | Night Dark        | Install enhanced Lighting                                                 | 15                   | \$20,000        | \$33,117      | \$30,136   | \$2,981   | \$35,581                | 1.8    |
|                  | Left Turn         | Install a traffic signal                                                  | 20                   | \$400,000       | \$33,117      | \$7,617    | \$25,500  | \$379,373               | 0.9    |
| 400 W / 200 S    | Angle             | Install a traffic signal                                                  | 20                   | \$400,000       | \$65,100      | \$14,973   | \$50,127  | \$745,763               | 1.9    |
| State St / 100 S | Angle             | Install a traffic signal                                                  | 20                   | \$400,000       | \$62,250      | \$14,318   | \$47,933  | \$713,115               | 1.8    |

## 7. PROGRESS AND TRANSPARENCY

The City of Richmond is committed to maintaining transparency and accountability as it implements the recommendations identified in this Safety Action Plan. This Plan will be made publicly available on the City's website and will serve as a guiding document for future transportation planning, project development, and safety investments. The City will regularly review implementation progress and available safety data to ensure resources are directed toward projects and strategies that provide the greatest benefit in reducing roadway fatalities and serious injuries. As new information becomes available, project priorities may be refined to address emerging safety needs.

### 7.1 PROJECT PROGRESS

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The City will monitor progress toward implementation of the projects, programs, and policy recommendations identified in this Safety Action Plan. Tracking implementation provides accountability and demonstrates continued advancement toward the City's Vision Zero goal of eliminating roadway fatalities and serious injuries.

Examples of implementation measures include:

- Completion of safety projects identified in this Plan.
- Progress toward ADA accessibility and pedestrian safety improvements.
- Adoption of policy, ordinance, or design standard updates that support transportation safety.

The City may periodically provide implementation updates to City staff, elected officials, funding partners, and the public to document progress and identify future priorities.

### 7.2 PROJECT EFFECTIVENESS

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Beyond tracking implementation, the City will evaluate how effectively completed projects and strategies improve transportation safety. Safety performance will be monitored using available crash data and other relevant measures to identify trends and assess progress toward reducing fatalities and serious injuries.

Key performance measures may include:

- Number of fatal and serious injury crashes.
- Total crashes by severity and crash type.
- Pedestrian and bicycle-involved crashes.
- Safety performance at locations where improvements have been implemented.

The City will periodically review crash data from UDOT and other available sources and may use a five-year rolling average to evaluate long-term safety trends. Where practical, before-and-after evaluations may be conducted for completed projects to better understand their effectiveness and inform future

investment decisions. As new data becomes available, the City may update project priorities and implementation strategies to continue advancing its goal of a safer transportation network for all users.

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## 8. APPENDICES

### APPENDIX A: CRASH ANALYSIS TABLES

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**Crash Analysis (2020 Jan to 2025 Dec)**

| Year              | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | Total |
|-------------------|------|------|------|------|------|------|-------|
| Number of Crashes | 29   | 27   | 26   | 36   | 43   | 27   | 188   |

| Crash Severity           | Number of Crashes |               |
|--------------------------|-------------------|---------------|
|                          | Total             | Percent       |
| Fatal                    | 2                 | 1.1%          |
| Suspected Serious Injury | 4                 | 2.1%          |
| Suspected Minor Injury   | 12                | 6.4%          |
| Possible Injury          | 31                | 16.5%         |
| No injury/PDO            | 139               | 73.9%         |
| <b>Grand Total</b>       | <b>188</b>        | <b>100.0%</b> |

| Manner of Collision           | Number of Crashes |               |
|-------------------------------|-------------------|---------------|
|                               | Total             | Percent       |
| Not Applicable/Single Vehicle | 86                | 45.7%         |
| Angle                         | 59                | 31.4%         |
| Front to Rear                 | 14                | 7.4%          |
| Sideswipe Same Direction      | 13                | 6.9%          |
| Parked Vehicle                | 8                 | 4.3%          |
| Rear to Side                  | 3                 | 1.6%          |
| Head On (front-to-front)      | 3                 | 1.6%          |
| Rear to Rear                  | 2                 | 1.1%          |
| <b>Total</b>                  | <b>188</b>        | <b>100.0%</b> |

| Crash Types                               | Number of Crashes |         |
|-------------------------------------------|-------------------|---------|
|                                           | Total             | Percent |
| Roadway Departure Involved                | 26                | 13.8%   |
| Pedestrian Involved                       | 0                 | 0.0%    |
| Night Dark Condition                      | 82                | 43.6%   |
| Speed Related                             | 13                | 6.9%    |
| Teenage Driver Involved                   | 43                | 22.9%   |
| Older Driver Involved                     | 33                | 17.6%   |
| Motorcycle Involved                       | 4                 | 2.1%    |
| Commercial Motor Vehicle Involved         | 11                | 5.9%    |
| DUI Involved                              | 2                 | 1.1%    |
| Wild Animal Involved                      | 56                | 29.8%   |
| Left Turn Analysis Filter                 | 37                | 19.7%   |
| Disregard Traffic Control Device Involved | 7                 | 3.7%    |
| Bicycle Involved                          | 0                 | 0.0%    |
| Distracted Driving Involved               | 10                | 5.3%    |

| First Harmful Event of Crash                                                                                 | Number of Crashes |               |
|--------------------------------------------------------------------------------------------------------------|-------------------|---------------|
|                                                                                                              | Total             | Percent       |
| Animal - Wild                                                                                                | 56                | 29.8%         |
| Collision With Other Motor Vehicle in Transport                                                              | 102               | 54.3%         |
| Utility Pole/Light Support                                                                                   | 9                 | 4.8%          |
| Fire/Explosion                                                                                               | 2                 | 1.1%          |
| Mailbox                                                                                                      | 2                 | 1.1%          |
| Concrete Barrier                                                                                             | 1                 | 0.5%          |
| Other Non-Fixed Object*                                                                                      | 2                 | 1.1%          |
| Other Fixed Object*                                                                                          | 1                 | 0.5%          |
| Other Post, Pole or Support                                                                                  | 2                 | 1.1%          |
| Collision Between Motor Vehicle in Transport and Vehicle Cargo/Part or Object Set in Motion by Motor Vehicle | 1                 | 0.5%          |
| Traffic Sign Support                                                                                         | 1                 | 0.5%          |
| Ditch                                                                                                        | 1                 | 0.5%          |
| Overturn/Rollover                                                                                            | 1                 | 0.5%          |
| Thrown or Fallen Object                                                                                      | 1                 | 0.5%          |
| Building                                                                                                     | 1                 | 0.5%          |
| Fence                                                                                                        | 1                 | 0.5%          |
| Animal - Domestic                                                                                            | 1                 | 0.5%          |
| Other Traffic Barrier*                                                                                       | 1                 | 0.5%          |
| Tree/Shrubbery                                                                                               | 1                 | 0.5%          |
| Fell/Jumped From Motor Vehicle                                                                               | 1                 | 0.5%          |
| <b>Total</b>                                                                                                 | <b>188</b>        | <b>100.0%</b> |

| Driver Contributing                   | Number of Crashes |               |
|---------------------------------------|-------------------|---------------|
|                                       | Total             | Percent       |
| Unknown                               | 86                | 45.7%         |
| Failed to Yield Right-of-Way          | 46                | 24.5%         |
| Failed to Keep in Proper Lane         | 11                | 5.9%          |
| Improper Turn                         | 9                 | 4.8%          |
| Followed too Closely                  | 7                 | 3.7%          |
| Disregard Traffic Signals             | 6                 | 3.2%          |
| Improper Backing                      | 6                 | 3.2%          |
| (retired) Too Fast for Conditions     | 4                 | 2.1%          |
| Ran Off Road                          | 4                 | 2.1%          |
| Over-Correcting/Over-Steering         | 2                 | 1.1%          |
| Improper Passing                      | 1                 | 0.5%          |
| (retired) Reckless/Aggressive         | 1                 | 0.5%          |
| Disregard Traffic Signs               | 1                 | 0.5%          |
| Improper Parking/Stopping             | 1                 | 0.5%          |
| Swerved or Evasive Action             | 1                 | 0.5%          |
| Other                                 | 1                 | 0.5%          |
| (retired) Exceeded Posted Speed Limit | 1                 | 0.5%          |
| <b>Total</b>                          | <b>188</b>        | <b>100.0%</b> |

Intersection Crash Analysis (2020 Jan to 2025 Dec)

| Intersections                                                   | Fatal    | Suspected Serious Injury | Suspected Minor Injury | Possible Injury | No Injury/PDO | Total     |
|-----------------------------------------------------------------|----------|--------------------------|------------------------|-----------------|---------------|-----------|
| <b>Urban 4-Leg Signal</b>                                       |          |                          |                        |                 |               |           |
| UDOT Historic                                                   | 0.1%     | 1.8%                     | 12.7%                  | 20.2%           | 65.2%         | -         |
| US-91 / Main St                                                 | 0.0%     | 4.2%                     | 25.0%                  | 29.2%           | 41.7%         | 24        |
| <b>Rural 4-Leg Minor Leg Stop Control (4 Lanes)</b>             |          |                          |                        |                 |               |           |
| UDOT Historic                                                   | 3.3%     | 1.7%                     | 5.0%                   | 10.0%           | 80.0%         | -         |
| US-91 / 600 S                                                   | 0.0%     | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 6         |
| US-91 / 100 S                                                   | 0.0%     | 0.0%                     | 0.0%                   | 66.7%           | 33.3%         | 3         |
| US-91 / 200 S                                                   | 0.0%     | 0.0%                     | 0.0%                   | 33.3%           | 66.7%         | 3         |
| <b>Rural 4-Leg Minor Leg Stop Control (2 or 3 Lanes)</b>        |          |                          |                        |                 |               |           |
| UDOT Historic                                                   | 1.5%     | 4.0%                     | 18.8%                  | 19.5%           | 56.2%         | -         |
| State St / 600 S                                                | 0.0%     | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1         |
| State St / 300 S                                                | 0.0%     | 0.0%                     | 0.0%                   | 100.0%          | 0.0%          | 2         |
| State St / 100 S                                                | 0.0%     | 0.0%                     | 100.0%                 | 0.0%            | 0.0%          | 1         |
| 100 W / Main St                                                 | 0.0%     | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1         |
| 300 E / 300 N                                                   | 0.0%     | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1         |
| State St / 200 S                                                | 0.0%     | 0.0%                     | 0.0%                   | 100.0%          | 0.0%          | 1         |
| <b>Rural 4-Leg All Way Stop Control</b>                         |          |                          |                        |                 |               |           |
| UDOT Historic                                                   | 1.0%     | -                        | 10.2%                  | 17.4%           | 71.4%         | -         |
| 300 E / Main St                                                 | 0.0%     | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1         |
| <b>4-Leg Minor Leg Yield Control</b>                            |          |                          |                        |                 |               |           |
| UDOT Historic                                                   | -        | -                        | -                      | -               | -             | -         |
| 400 W / 200 S                                                   | 0.0%     | 0.0%                     | 50.0%                  | 0.0%            | 50.0%         | 2         |
| 200 E / 200 N                                                   | 0.0%     | 0.0%                     | 0.0%                   | 100.0%          | 0.0%          | 1         |
| <b>4-Leg No Control</b>                                         |          |                          |                        |                 |               |           |
| UDOT Historic                                                   | -        | -                        | -                      | -               | -             | -         |
| 100 E / 300 N                                                   | 0.0%     | 0.0%                     | 0.0%                   | 100.0%          | 0.0%          | 2         |
| 100 E / 200 S                                                   | 0.0%     | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1         |
| 100 E / 300 S                                                   | 0.0%     | 0.0%                     | 0.0%                   | 100.0%          | 0.0%          | 1         |
| 200 E / 100 S                                                   | 0.0%     | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1         |
| <b>Rural 3-Leg Minor Leg Stop Control (2 or 3 Lanes)</b>        |          |                          |                        |                 |               |           |
| UDOT Historic                                                   | 1.9%     | 5.4%                     | 13.5%                  | 15.7%           | 63.5%         | -         |
| 191 W / 100 N (West Access of the School)                       | 0.0%     | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 2         |
| State St / Main St                                              | 0.0%     | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1         |
| State St / 400 S                                                | 0.0%     | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1         |
| <b>Rural 3-Leg Minor Leg Stop Control (4 Lanes)</b>             |          |                          |                        |                 |               |           |
| UDOT Historic                                                   | 1.4%     | 5.7%                     | 10.0%                  | 21.4%           | 61.4%         | -         |
| US-91 / 300 S                                                   | 0.0%     | 0.0%                     | 0.0%                   | 25.0%           | 75.0%         | 8         |
| US-91 / 470 S                                                   | 0.0%     | 0.0%                     | 0.0%                   | 66.7%           | 33.3%         | 3         |
| US-91 / 100 N                                                   | 0.0%     | 0.0%                     | 33.3%                  | 0.0%            | 66.7%         | 3         |
| US-91 / MP 41 (Entrance Access of Pepperidge Farm Thrift Store) | 0.0%     | 0.0%                     | 0.0%                   | 100.0%          | 0.0%          | 1         |
| US-91 / 10600 N                                                 | 0.0%     | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1         |
| <b>3-Leg Minor Leg Yield Control</b>                            |          |                          |                        |                 |               |           |
| UDOT Historic                                                   | -        | -                        | -                      | -               | -             | -         |
| Cherry Creek Pkwy / Chokecherry Cir                             | 0.0%     | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1         |
| <b>3-Leg No Control</b>                                         |          |                          |                        |                 |               |           |
| UDOT Historic                                                   | -        | -                        | -                      | -               | -             | -         |
| US-91 / 11300 N                                                 | 0.0%     | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1         |
| 250 E / 825 S                                                   | 0.0%     | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1         |
| 250 E / 850 S                                                   | 0.0%     | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1         |
| 157 W / 600 S                                                   | 0.0%     | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1         |
| <b>Total</b>                                                    | <b>0</b> | <b>1</b>                 | <b>9</b>               | <b>22</b>       | <b>45</b>     | <b>77</b> |

| Intersections                                                   | Manner of Collision |        |                                |                          |                          |                              |                |               | Total |
|-----------------------------------------------------------------|---------------------|--------|--------------------------------|--------------------------|--------------------------|------------------------------|----------------|---------------|-------|
|                                                                 | Front to Rear       | Angle  | Not Applicable /Single Vehicle | Sideswipe Same Direction | Head On (front-to-front) | Sideswipe Opposite Direction | Parked Vehicle | Other Crashes |       |
| Urban 4-Leg Signal                                              |                     |        |                                |                          |                          |                              |                |               |       |
| UDOT Historic                                                   | 36.2%               | 47.7%  | 3.3%                           | 7.8%                     | 3.0%                     | 0.9%                         | -              | 1.1%          | -     |
| US-91 / Main St                                                 | 4.2%                | 83.3%  | 4.2%                           | 4.2%                     | 4.2%                     | 0.0%                         | 0.0%           | 0.0%          | 24    |
| Rural 4-Leg Minor Leg Stop Control (4 Lanes)                    |                     |        |                                |                          |                          |                              |                |               |       |
| UDOT Historic                                                   | 16.7%               | 55.0%  | 15.0%                          | 6.7%                     | 3.3%                     | 0.0%                         | -              | 3.3%          | -     |
| US-91 / 600 S                                                   | 16.7%               | 50.0%  | 16.7%                          | 16.7%                    | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 6     |
| US-91 / 100 S                                                   | 0.0%                | 33.3%  | 66.7%                          | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 3     |
| US-91 / 200 S                                                   | 0.0%                | 66.7%  | 33.3%                          | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 3     |
| Rural 4-Leg Minor Leg Stop Control (2 or 3 Lanes)               |                     |        |                                |                          |                          |                              |                |               |       |
| UDOT Historic                                                   | 13.0%               | 59.9%  | 19.2%                          | 3.7%                     | 2.1%                     | 1.2%                         | -              | 0.9%          | -     |
| State St / 600 S                                                | 0.0%                | 0.0%   | 100.0%                         | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 1     |
| State St / 300 S                                                | 0.0%                | 50.0%  | 50.0%                          | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 2     |
| State St / 100 S                                                | 0.0%                | 100.0% | 0.0%                           | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 1     |
| 100 W / Main St                                                 | 100.0%              | 0.0%   | 0.0%                           | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 1     |
| 300 E / 300 N                                                   | 0.0%                | 0.0%   | 100.0%                         | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 1     |
| State St / 200 S                                                | 0.0%                | 100.0% | 0.0%                           | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 1     |
| Rural 4-Leg All Way Stop Control                                |                     |        |                                |                          |                          |                              |                |               |       |
| UDOT Historic                                                   | 20.4%               | 68.4%  | 3.1%                           | 4.1%                     | 1.0%                     | 1.0%                         | -              | 2.0%          | -     |
| 300 E / Main St                                                 | 0.0%                | 0.0%   | 100.0%                         | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 1     |
| 4-Leg Minor Leg Yield Control                                   |                     |        |                                |                          |                          |                              |                |               |       |
| UDOT Historic                                                   | -                   | -      | -                              | -                        | -                        | -                            | -              | -             | -     |
| 400 W / 200 S                                                   | 0.0%                | 100.0% | 0.0%                           | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 2     |
| 200 E / 200 N                                                   | 0.0%                | 100.0% | 0.0%                           | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 1     |
| 4-Leg No Control                                                |                     |        |                                |                          |                          |                              |                |               |       |
| UDOT Historic                                                   | -                   | -      | -                              | -                        | -                        | -                            | -              | -             | -     |
| 100 E / 300 N                                                   | 0.0%                | 100.0% | 0.0%                           | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 2     |
| 100 E / 200 S                                                   | 0.0%                | 100.0% | 0.0%                           | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 1     |
| 100 E / 300 S                                                   | 0.0%                | 100.0% | 0.0%                           | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 1     |
| 200 E / 100 S                                                   | 0.0%                | 100.0% | 0.0%                           | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 1     |
| Rural 3-Leg Minor Leg Stop Control (2 or 3 Lanes)               |                     |        |                                |                          |                          |                              |                |               |       |
| UDOT Historic                                                   | 24.5%               | 31.1%  | 33.3%                          | 5.7%                     | 2.2%                     | 2.5%                         | -              | 0.7%          | -     |
| 191 W / 100 N (West Access of the School)                       | 0.0%                | 50.0%  | 0.0%                           | 0.0%                     | 50.0%                    | 0.0%                         | 0.0%           | 0.0%          | 2     |
| State St / Main St                                              | 0.0%                | 100.0% | 0.0%                           | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 1     |
| State St / 400 S                                                | 0.0%                | 0.0%   | 0.0%                           | 0.0%                     | 0.0%                     | 0.0%                         | 100.0%         | 0.0%          | 1     |
| Rural 3-Leg Minor Leg Stop Control (4 Lanes)                    |                     |        |                                |                          |                          |                              |                |               |       |
| UDOT Historic                                                   | 31.4%               | 48.6%  | 10.0%                          | 7.1%                     | 2.9%                     | 0.0%                         | -              | 0.0%          | -     |
| US-91 / 300 S                                                   | 25.0%               | 62.5%  | 12.5%                          | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 8     |
| US-91 / 470 S                                                   | 0.0%                | 66.7%  | 33.3%                          | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 3     |
| US-91 / 100 N                                                   | 0.0%                | 33.3%  | 66.7%                          | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 3     |
| US-91 / MP 41 (Entrance Access of Pepperidge Farm Thrift Store) | 0.0%                | 100.0% | 0.0%                           | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 1     |
| US-91 / 10600 N                                                 | 100.0%              | 0.0%   | 0.0%                           | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 1     |
| 3-Leg Minor Leg Yield Control                                   |                     |        |                                |                          |                          |                              |                |               |       |
| UDOT Historic                                                   | -                   | -      | -                              | -                        | -                        | -                            | -              | -             | -     |
| Cherry Creek Pkwy / Chokecherry Cir                             | 0.0%                | 0.0%   | 0.0%                           | 0.0%                     | 0.0%                     | 0.0%                         | 100.0%         | 0.0%          | 1     |
| 3-Leg No Control                                                |                     |        |                                |                          |                          |                              |                |               |       |
| UDOT Historic                                                   | -                   | -      | -                              | -                        | -                        | -                            | -              | -             | -     |
| US-91 / 11300 N                                                 | 0.0%                | 0.0%   | 100.0%                         | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 1     |
| 250 E / 825 S                                                   | 0.0%                | 0.0%   | 100.0%                         | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 1     |
| 250 E / 850 S                                                   | 0.0%                | 0.0%   | 100.0%                         | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%          | 1     |
| 157 W / 600 S                                                   | 0.0%                | 0.0%   | 0.0%                           | 0.0%                     | 0.0%                     | 0.0%                         | 100.0%         | 0.0%          | 1     |
| Total                                                           | 6                   | 48     | 16                             | 2                        | 2                        | 0                            | 3              | 0             | 77    |

Intersection Crash Analysis (2020 Jan to 2025 Dec)

| Crash Types                                                     |                            |                     |                      |               |                         |                       |                     |                                   |              |                      |                           |                                           |                  |       |  |
|-----------------------------------------------------------------|----------------------------|---------------------|----------------------|---------------|-------------------------|-----------------------|---------------------|-----------------------------------|--------------|----------------------|---------------------------|-------------------------------------------|------------------|-------|--|
| Intersections                                                   | Roadway Departure Involved | Pedestrian Involved | Night Dark Condition | Speed Related | Teenage Driver Involved | Older Driver Involved | Motorcycle Involved | Commercial Motor Vehicle Involved | DUI Involved | Wild Animal Involved | Left Turn Analysis Filter | Disregard Traffic Control Device Involved | Bicycle Involved | Total |  |
| Urban 4-Leg Signal                                              |                            |                     |                      |               |                         |                       |                     |                                   |              |                      |                           |                                           |                  |       |  |
| UDOT Historic                                                   | 2 to 3%                    | 1 to 3%             | 22 to 25%            | -             | 19 to 27%               | 16 to 18%             | -                   | 6 to 8%                           | 1.2 to 1.4%  | -                    | 32 to 36%                 | 14 to 17%                                 | 1 to 2%          | -     |  |
| US-91 / Main St                                                 | 4%                         | 0%                  | 33%                  | 8%            | 38%                     | 38%                   | 0%                  | 0%                                | 0%           | 0%                   | 54%                       | 29%                                       | 0%               | 24    |  |
| Rural 4-Leg Minor Leg Stop Control                              |                            |                     |                      |               |                         |                       |                     |                                   |              |                      |                           |                                           |                  |       |  |
| UDOT Historic                                                   | 10%                        | -%                  | 16 to 19%            | -             | 25 to 37%               | 18 to 23%             | -                   | 12 to 23%                         | 3 to 4%      | -                    | 30 to 31%                 | 7 to 13%                                  | -%               | -     |  |
| US-91 / 600 S                                                   | 0%                         | 0%                  | 17%                  | 33%           | 33%                     | 17%                   | -                   | 0%                                | 0%           | 0%                   | 17%                       | 0%                                        | 0%               | 6     |  |
| US-91 / 100 S                                                   | 33%                        | 0%                  | 33%                  | 0%            | 33%                     | 33%                   | 0%                  | 0%                                | 33%          | 33%                  | 0%                        | 0%                                        | 0%               | 3     |  |
| State St / 600 S                                                | 100%                       | 0%                  | 0%                   | 0%            | 0%                      | 0%                    | 0%                  | 100%                              | 0%           | 0%                   | 100%                      | 0%                                        | 0%               | 1     |  |
| US-91 / 200 S                                                   | 0%                         | 0%                  | 33%                  | 0%            | 67%                     | 0%                    | 0%                  | 0%                                | 0%           | 33%                  | 33%                       | 0%                                        | 0%               | 3     |  |
| State St / 300 S                                                | 50%                        | 0%                  | 50%                  | 50%           | 50%                     | 0%                    | 0%                  | 0%                                | 0%           | 0%                   | 50%                       | 0%                                        | 0%               | 2     |  |
| State St / 100 S                                                | 0%                         | 0%                  | 0%                   | 0%            | 0%                      | 0%                    | 0%                  | 0%                                | 0%           | 0%                   | 0%                        | 0%                                        | 0%               | 1     |  |
| 100 W / Main St                                                 | 0%                         | 0%                  | 0%                   | 0%            | 0%                      | 0%                    | 0%                  | 0%                                | 0%           | 0%                   | 0%                        | 0%                                        | 0%               | 1     |  |
| 300 E / 300 N                                                   | 100%                       | 0%                  | 0%                   | 0%            | 100%                    | 0%                    | 0%                  | 0%                                | 0%           | 0%                   | 100%                      | 0%                                        | 0%               | 1     |  |
| State St / 200 S                                                | 0%                         | 0%                  | 0%                   | 0%            | 0%                      | 100%                  | 0%                  | 0%                                | 0%           | 0%                   | 0%                        | 0%                                        | 0%               | 1     |  |
| Rural 4-Leg All Way Stop Control                                |                            |                     |                      |               |                         |                       |                     |                                   |              |                      |                           |                                           |                  |       |  |
| UDOT Historic                                                   | 3%                         | -%                  | 17%                  | -             | 42%                     | 16%                   | -                   | 8%                                | 1%           | -                    | 17%                       | 23%                                       | 4%               | -     |  |
| 300 E / Main St                                                 | 0%                         | 0%                  | 0%                   | 0%            | 0%                      | 100%                  | 0%                  | 0%                                | 0%           | 0%                   | 0%                        | 0%                                        | 0%               | 1     |  |
| 4-Leg Minor Leg Yield Control                                   |                            |                     |                      |               |                         |                       |                     |                                   |              |                      |                           |                                           |                  |       |  |
| UDOT Historic                                                   | -                          | -                   | -                    | -             | 100%                    | 0%                    | 0%                  | 0%                                | 0%           | 0%                   | 0%                        | 0%                                        | 0%               | -     |  |
| 400 W / 200 S                                                   | 0%                         | 0%                  | 0%                   | 0%            | 100%                    | 0%                    | 0%                  | 0%                                | 0%           | 0%                   | 0%                        | 0%                                        | 0%               | 2     |  |
| 200 E / 200 N                                                   | 0%                         | 0%                  | 0%                   | 0%            | 0%                      | 100%                  | 0%                  | 0%                                | 0%           | 0%                   | 0%                        | 0%                                        | 0%               | 1     |  |
| 4-Leg No Control                                                |                            |                     |                      |               |                         |                       |                     |                                   |              |                      |                           |                                           |                  |       |  |
| UDOT Historic                                                   | -                          | -                   | -                    | -             | -                       | -                     | -                   | -                                 | -            | -                    | -                         | -                                         | -                | -     |  |
| 100 E / 300 N                                                   | 0%                         | 0%                  | 0%                   | 0%            | 0%                      | 0%                    | 0%                  | 0%                                | 0%           | 0%                   | 0%                        | 0%                                        | 0%               | 2     |  |
| 100 E / 200 S                                                   | 0%                         | 0%                  | 100%                 | 0%            | 0%                      | 0%                    | 0%                  | 0%                                | 0%           | 0%                   | 0%                        | 0%                                        | 0%               | 1     |  |
| 100 E / 300 S                                                   | 0%                         | 0%                  | 0%                   | 0%            | 0%                      | 100%                  | 0%                  | 100%                              | 0%           | 0%                   | 0%                        | 0%                                        | 0%               | 1     |  |
| 200 E / 100 S                                                   | 0%                         | 0%                  | 0%                   | 100%          | 100%                    | 0%                    | 0%                  | 0%                                | 0%           | 0%                   | 0%                        | 0%                                        | 0%               | 1     |  |
| Rural 3-Leg Minor Leg Stop Control                              |                            |                     |                      |               |                         |                       |                     |                                   |              |                      |                           |                                           |                  |       |  |
| UDOT Historic                                                   | 7 to 18%                   | -%                  | 9 to 20%             | -             | 17 to 20%               | 18 to 23%             | -                   | 11 to 13%                         | 1 to 4%      | -                    | 38 to 40%                 | 6 to 7%                                   | 0 to 1%          | -     |  |
| US-91 / 300 S                                                   | 0%                         | 0%                  | 13%                  | 13%           | 50%                     | 13%                   | 0%                  | 0%                                | 0%           | 0%                   | 13%                       | 38%                                       | 0%               | 8     |  |
| US-91 / 470 S                                                   | 33%                        | 0%                  | 0%                   | 33%           | 33%                     | 0%                    | 0%                  | 0%                                | 0%           | 0%                   | 67%                       | 0%                                        | 0%               | 3     |  |
| US-91 / 100 N                                                   | 33%                        | 0%                  | 33%                  | 0%            | 0%                      | 0%                    | 0%                  | 0%                                | 33%          | 0%                   | 33%                       | 0%                                        | 0%               | 3     |  |
| 191 W / 100 N (West Access of the School)                       | 0%                         | 0%                  | 0%                   | 0%            | 0%                      | 100%                  | 0%                  | 0%                                | 0%           | 0%                   | 100%                      | 0%                                        | 0%               | 2     |  |
| State St / Main St                                              | 0%                         | 0%                  | 0%                   | 0%            | 0%                      | 100%                  | 0%                  | 0%                                | 0%           | 0%                   | 100%                      | 0%                                        | 0%               | 1     |  |
| US-91 / MP 41 (Entrance Access of Pepperidge Farm Thrift Store) | 0%                         | 0%                  | 100%                 | 100%          | 0%                      | 0%                    | 0%                  | 0%                                | 0%           | 0%                   | 0%                        | 0%                                        | 0%               | 1     |  |
| State St / 400 S                                                | 0%                         | 0%                  | 0%                   | 0%            | 0%                      | 0%                    | 0%                  | 0%                                | 0%           | 0%                   | 0%                        | 0%                                        | 0%               | 1     |  |
| US-91 / 10600 N                                                 | 0%                         | 0%                  | 100%                 | 0%            | 0%                      | 0%                    | 0%                  | 0%                                | 0%           | 0%                   | 0%                        | 0%                                        | 0%               | 1     |  |
| 3-Leg Minor Leg Yield Control                                   |                            |                     |                      |               |                         |                       |                     |                                   |              |                      |                           |                                           |                  |       |  |
| UDOT Historic                                                   | -                          | -                   | -                    | -             | -                       | -                     | -                   | -                                 | -            | -                    | -                         | -                                         | -                | -     |  |
| Cherry Creek Pkwy / Chokecherry Cir                             | 0%                         | 0%                  | 0%                   | 0%            | 0%                      | 0%                    | 0%                  | 100%                              | 0%           | 0%                   | 0%                        | 0%                                        | 0%               | 1     |  |
| 3-Leg No Control                                                |                            |                     |                      |               |                         |                       |                     |                                   |              |                      |                           |                                           |                  |       |  |
| UDOT Historic                                                   | -                          | -                   | -                    | -             | -                       | -                     | -                   | -                                 | -            | -                    | -                         | -                                         | -                | -     |  |
| US-91 / 11300 N                                                 | 0%                         | 0%                  | 100%                 | 0%            | 100%                    | 0%                    | 0%                  | 0%                                | 0%           | 100%                 | 0%                        | 0%                                        | 0%               | 1     |  |
| 250 E / 825 S                                                   | 0%                         | 0%                  | 0%                   | 0%            | 0%                      | 0%                    | 0%                  | 0%                                | 0%           | 0%                   | 0%                        | 0%                                        | 0%               | 1     |  |
| 250 E / 850 S                                                   | 100%                       | 0%                  | 0%                   | 100%          | 100%                    | 0%                    | 0%                  | 0%                                | 0%           | 0%                   | 0%                        | 0%                                        | 0%               | 1     |  |
| 157 W / 600 S                                                   | 0%                         | 0%                  | 0%                   | 0%            | 100%                    | 0%                    | 0%                  | 100%                              | 0%           | 0%                   | 100%                      | 0%                                        | 0%               | 1     |  |

| Intersections                                                   | First Harmful Events |          |                                                 |                  |       |                 |                         |                 |                            |    | Grand Total |
|-----------------------------------------------------------------|----------------------|----------|-------------------------------------------------|------------------|-------|-----------------|-------------------------|-----------------|----------------------------|----|-------------|
|                                                                 | Animal - Wild        | Building | Collision With Other Motor Vehicle In Transport | Concrete Barrier | Fence | Fire /Explosion | Other Non-Fixed Object* | Tree/ Shrubbery | Utility Pole/Light Support |    |             |
| US-91 / Main St                                                 | 0.0%                 | 0.0%     | 95.8%                                           | 4.2%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 24 |             |
| US-91 / 300 S                                                   | 12.5%                | 0.0%     | 87.5%                                           | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 8  |             |
| US-91 / 600 S                                                   | 16.7%                | 0.0%     | 83.3%                                           | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 6  |             |
| US-91 / 100 N                                                   | 0.0%                 | 0.0%     | 33.3%                                           | 0.0%             | 0.0%  | 33.3%           | 0.0%                    | 0.0%            | 33.3%                      | 3  |             |
| US-91 / 100 S                                                   | 33.3%                | 0.0%     | 33.3%                                           | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 33.3%                      | 3  |             |
| US-91 / 200 S                                                   | 33.3%                | 0.0%     | 66.7%                                           | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 3  |             |
| US-91 / 470 S                                                   | 0.0%                 | 0.0%     | 66.7%                                           | 0.0%             | 33.3% | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 3  |             |
| 100 E / 300 N                                                   | 0.0%                 | 0.0%     | 100.0%                                          | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 2  |             |
| 191 W / 100 N (West Access of the School)                       | 0.0%                 | 0.0%     | 100.0%                                          | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 2  |             |
| 400 W / 200 S                                                   | 0.0%                 | 0.0%     | 100.0%                                          | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 2  |             |
| State St / 300 S                                                | 0.0%                 | 50.0%    | 50.0%                                           | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 2  |             |
| 100 E / 200 S                                                   | 0.0%                 | 0.0%     | 100.0%                                          | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 1  |             |
| 100 E / 300 S                                                   | 0.0%                 | 0.0%     | 100.0%                                          | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 1  |             |
| 100 W / Main St                                                 | 0.0%                 | 0.0%     | 100.0%                                          | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 1  |             |
| 157 W / 600 S                                                   | 0.0%                 | 0.0%     | 100.0%                                          | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 1  |             |
| 200 E / 100 S                                                   | 0.0%                 | 0.0%     | 100.0%                                          | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 1  |             |
| 200 E / 200 N                                                   | 0.0%                 | 0.0%     | 100.0%                                          | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 1  |             |
| 250 E / 825 S                                                   | 0.0%                 | 0.0%     | 0.0%                                            | 0.0%             | 0.0%  | 100.0%          | 0.0%                    | 0.0%            | 0.0%                       | 1  |             |
| 250 E / 850 S                                                   | 0.0%                 | 0.0%     | 0.0%                                            | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 100.0%          | 0.0%                       | 1  |             |
| 300 E / 300 N                                                   | 0.0%                 | 0.0%     | 0.0%                                            | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 100.0%                     | 1  |             |
| 300 E / Main St                                                 | 0.0%                 | 0.0%     | 0.0%                                            | 0.0%             | 0.0%  | 0.0%            | 100.0%                  | 0.0%            | 0.0%                       | 1  |             |
| Cherry Creek Pkwy / Chokecherry Cir                             | 0.0%                 | 0.0%     | 100.0%                                          | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 1  |             |
| State St / 100 S                                                | 0.0%                 | 0.0%     | 100.0%                                          | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 1  |             |
| State St / 200 S                                                | 0.0%                 | 0.0%     | 100.0%                                          | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 1  |             |
| State St / 400 S                                                | 0.0%                 | 0.0%     | 100.0%                                          | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 1  |             |
| State St / 600 S                                                | 0.0%                 | 0.0%     | 0.0%                                            | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 100.0%                     | 1  |             |
| State St / Main St                                              | 0.0%                 | 0.0%     | 100.0%                                          | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 1  |             |
| US-91 / 10600 N                                                 | 0.0%                 | 0.0%     | 100.0%                                          | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 1  |             |
| US-91 / 11300 N                                                 | 100.0%               | 0.0%     | 0.0%                                            | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 1  |             |
| US-91 / MP 41 (Entrance Access of Pepperidge Farm Thrift Store) | 0.0%                 | 0.0%     | 100.0%                                          | 0.0%             | 0.0%  | 0.0%            | 0.0%                    | 0.0%            | 0.0%                       | 1  |             |
| Total                                                           | 5                    | 1        | 61                                              | 1                | 1     | 2               | 1                       | 1               | 4                          | 77 |             |



Intersection Crash Analysis (2020 Jan to 2025 Dec)

| Intersections                                                   | Contributing Factors              |                           |                         |                               |                              |                      |               |                               |              |         | Grand Total |
|-----------------------------------------------------------------|-----------------------------------|---------------------------|-------------------------|-------------------------------|------------------------------|----------------------|---------------|-------------------------------|--------------|---------|-------------|
|                                                                 | (retired) Too Fast for Conditions | Disregard Traffic Signals | Disregard Traffic Signs | Failed to Keep in Proper Lane | Failed to Yield Right-of-Way | Followed too Closely | Improper Turn | Over-Correcting/Over-Steering | Ran Off Road | Unknown |             |
| US-91 / Main St                                                 | 0.0%                              | 25.0%                     | 4.2%                    | 4.2%                          | 45.8%                        | 4.2%                 | 8.3%          | 4.2%                          | 0.0%         | 4.2%    | 24          |
| US-91 / 300 S                                                   | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 50.0%                        | 25.0%                | 12.5%         | 0.0%                          | 0.0%         | 12.5%   | 8           |
| US-91 / 600 S                                                   | 16.7%                             | 0.0%                      | 0.0%                    | 0.0%                          | 50.0%                        | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 33.3%   | 6           |
| US-91 / 100 N                                                   | 0.0%                              | 0.0%                      | 0.0%                    | 33.3%                         | 33.3%                        | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 33.3%   | 3           |
| US-91 / 100 S                                                   | 0.0%                              | 0.0%                      | 0.0%                    | 33.3%                         | 0.0%                         | 0.0%                 | 0.0%          | 0.0%                          | 33.3%        | 33.3%   | 3           |
| US-91 / 200 S                                                   | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 33.3%                        | 0.0%                 | 33.3%         | 0.0%                          | 0.0%         | 33.3%   | 3           |
| US-91 / 470 S                                                   | 33.3%                             | 0.0%                      | 0.0%                    | 0.0%                          | 66.7%                        | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 0.0%    | 3           |
| 100 E / 300 N                                                   | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 0.0%                         | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 100.0%  | 2           |
| 191 W / 100 N (West Access of the School)                       | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 100.0%                       | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 0.0%    | 2           |
| 400 W / 200 S                                                   | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 100.0%                       | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 0.0%    | 2           |
| State St / 300 S                                                | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 50.0%                        | 0.0%                 | 50.0%         | 0.0%                          | 0.0%         | 0.0%    | 2           |
| 100 E / 200 S                                                   | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 100.0%                       | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 0.0%    | 1           |
| 100 E / 300 S                                                   | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 0.0%                         | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 100.0%  | 1           |
| 100 W / Main St                                                 | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 0.0%                         | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 100.0%  | 1           |
| 157 W / 600 S                                                   | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 0.0%                         | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 100.0%  | 1           |
| 200 E / 100 S                                                   | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 100.0%                       | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 0.0%    | 1           |
| 200 E / 200 N                                                   | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 100.0%                       | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 0.0%    | 1           |
| 250 E / 825 S                                                   | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 0.0%                         | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 100.0%  | 1           |
| 250 E / 850 S                                                   | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 0.0%                         | 0.0%                 | 100.0%        | 0.0%                          | 0.0%         | 0.0%    | 1           |
| 300 E / 300 N                                                   | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 100.0%                       | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 0.0%    | 1           |
| 300 E / Main St                                                 | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 0.0%                         | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 100.0%  | 1           |
| Cherry Creek Pkwy / Chokecherry Cir                             | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 0.0%                         | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 100.0%  | 1           |
| State St / 100 S                                                | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 100.0%                       | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 0.0%    | 1           |
| State St / 200 S                                                | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 100.0%                       | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 0.0%    | 1           |
| State St / 400 S                                                | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 0.0%                         | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 100.0%  | 1           |
| State St / 600 S                                                | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 0.0%                         | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 100.0%  | 1           |
| State St / Main St                                              | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 0.0%                         | 0.0%                 | 100.0%        | 0.0%                          | 0.0%         | 0.0%    | 1           |
| US-91 / 10600 N                                                 | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 0.0%                         | 100.0%               | 0.0%          | 0.0%                          | 0.0%         | 0.0%    | 1           |
| US-91 / 11300 N                                                 | 0.0%                              | 0.0%                      | 0.0%                    | 0.0%                          | 0.0%                         | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 100.0%  | 1           |
| US-91 / MP 41 (Entrance Access of Pepperidge Farm Thrift Store) | 100.0%                            | 0.0%                      | 0.0%                    | 0.0%                          | 0.0%                         | 0.0%                 | 0.0%          | 0.0%                          | 0.0%         | 0.0%    | 1           |
| Total                                                           | 3                                 | 6                         | 1                       | 3                             | 33                           | 4                    | 7             | 1                             | 1            | 18      | 77          |

| Intersections                                                   | Time Classification |         |              |                | Grand Total |
|-----------------------------------------------------------------|---------------------|---------|--------------|----------------|-------------|
|                                                                 | Peak AM             | Peak PM | Off Peak Day | Off Peak Night |             |
| US-91 / Main St                                                 | 8.3%                | 12.5%   | 41.7%        | 37.5%          | 24          |
| US-91 / 300 S                                                   | 12.5%               | 25.0%   | 25.0%        | 37.5%          | 8           |
| US-91 / 600 S                                                   | 33.3%               | 0.0%    | 50.0%        | 16.7%          | 6           |
| US-91 / 100 N                                                   | 0.0%                | 66.7%   | 0.0%         | 33.3%          | 3           |
| US-91 / 100 S                                                   | 33.3%               | 0.0%    | 33.3%        | 33.3%          | 3           |
| US-91 / 200 S                                                   | 0.0%                | 66.7%   | 0.0%         | 33.3%          | 3           |
| US-91 / 470 S                                                   | 0.0%                | 0.0%    | 100.0%       | 0.0%           | 3           |
| 100 E / 300 N                                                   | 0.0%                | 0.0%    | 100.0%       | 0.0%           | 2           |
| 191 W / 100 N (West Access of the School)                       | 50.0%               | 0.0%    | 50.0%        | 0.0%           | 2           |
| 400 W / 200 S                                                   | 0.0%                | 0.0%    | 0.0%         | 50.0%          | 2           |
| State St / 300 S                                                | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 2           |
| 100 E / 200 S                                                   | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| 100 E / 300 S                                                   | 0.0%                | 0.0%    | 100.0%       | 0.0%           | 1           |
| 100 W / Main St                                                 | 0.0%                | 0.0%    | 100.0%       | 0.0%           | 1           |
| 157 W / 600 S                                                   | 100.0%              | 0.0%    | 0.0%         | 0.0%           | 1           |
| 200 E / 100 S                                                   | 0.0%                | 0.0%    | 100.0%       | 0.0%           | 1           |
| 200 E / 200 N                                                   | 0.0%                | 0.0%    | 100.0%       | 0.0%           | 1           |
| 250 E / 825 S                                                   | 0.0%                | 0.0%    | 100.0%       | 0.0%           | 1           |
| 250 E / 850 S                                                   | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| 300 E / 300 N                                                   | 100.0%              | 0.0%    | 0.0%         | 0.0%           | 1           |
| 300 E / Main St                                                 | 0.0%                | 0.0%    | 100.0%       | 0.0%           | 1           |
| Cherry Creek Pkwy / Chokecherry Cir                             | 100.0%              | 0.0%    | 0.0%         | 0.0%           | 1           |
| State St / 100 S                                                | 0.0%                | 0.0%    | 100.0%       | 0.0%           | 1           |
| State St / 200 S                                                | 0.0%                | 0.0%    | 100.0%       | 0.0%           | 1           |
| State St / 400 S                                                | 0.0%                | 100.0%  | 0.0%         | 0.0%           | 1           |
| State St / 600 S                                                | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| State St / Main St                                              | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| US-91 / 10600 N                                                 | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| US-91 / 11300 N                                                 | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| US-91 / MP 41 (Entrance Access of Pepperidge Farm Thrift Store) | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| Total                                                           | 10                  | 13      | 28           | 26             | 77          |

Segment Crash Analysis (2020 Jan to 2025 Dec)

| Segments                                                               | Crash Severity |                          |                        |                 |               | Total |
|------------------------------------------------------------------------|----------------|--------------------------|------------------------|-----------------|---------------|-------|
|                                                                        | Fatal          | Suspected Serious Injury | Suspected Minor Injury | Possible Injury | No injury/PDO |       |
| Rural Multilane Undivided                                              |                |                          |                        |                 |               |       |
| UDOT Historic                                                          | 0.8%           | 2.4%                     | 7.1%                   | 9.3%            | 80.4%         | -     |
| US-91: MP 41 (Pepperidge Thrift Store) to MP 40.3 (Lee's Market Place) | 0.0%           | 0.0%                     | 0.0%                   | 6.9%            | 93.1%         | 29    |
| US-91: Main St to 100 S                                                | 0.0%           | 0.0%                     | 0.0%                   | 16.7%           | 83.3%         | 12    |
| US-91: 600 S to 9400 N                                                 | 12.5%          | 0.0%                     | 0.0%                   | 12.5%           | 75.0%         | 8     |
| US-91: 100 N to Main St                                                | 16.7%          | 0.0%                     | 0.0%                   | 33.3%           | 50.0%         | 6     |
| US-91: 300 S to 470 S                                                  | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 6     |
| US-91: 200 S to 300 S                                                  | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 5     |
| US-91: 470 S to 600 S                                                  | 0.0%           | 0.0%                     | 20.0%                  | 20.0%           | 60.0%         | 5     |
| US-91: 11600 N to MP 41 (Pepperidge Thrift Store)                      | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 4     |
| US-91: MP 40.3 (Lee's Market Place) to 10600 N                         | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 4     |
| US-91: 100 S to 200 S                                                  | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 3     |
| US-91: 10600 N to 100 N                                                | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1     |
| Rural 2-Lane                                                           |                |                          |                        |                 |               |       |
| UDOT Historic                                                          | 1.2%           | 3.6%                     | 9.8%                   | 10.8%           | 74.6%         | -     |
| Main St: 300 W to US-91                                                | 0.0%           | 0.0%                     | 50.0%                  | 0.0%            | 50.0%         | 2     |
| Main St: 800 W to 500 W                                                | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 2     |
| 100 E: 400 S to 600 S                                                  | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1     |
| 100 S: State St to 100 E                                               | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1     |
| 200 E: 100 N to Main St                                                | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1     |
| 200 N: 100 E to 200 E                                                  | 0.0%           | 100.0%                   | 0.0%                   | 0.0%            | 0.0%          | 1     |
| 200 N: State St to 100 E                                               | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1     |
| 200 S: 100 E to 200 E                                                  | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1     |
| 200 S: 300 W to US-91                                                  | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1     |
| 200 S: State St to 100 E                                               | 0.0%           | 100.0%                   | 0.0%                   | 0.0%            | 0.0%          | 1     |
| 300 E: 300 N to 200 N                                                  | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1     |
| 300 E: 300 S to 400 S                                                  | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1     |
| 300 E: 400 S to City Creek Rd                                          | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1     |
| 300 N: 300 E to 400 E                                                  | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1     |
| 600 S: US-91 to State St                                               | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1     |
| Cherry Creek Pkwy: Chockecherry Cir to Cherry Ridge Ln                 | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1     |
| Lower Richmond: 450 N to 11600 N                                       | 0.0%           | 100.0%                   | 0.0%                   | 0.0%            | 0.0%          | 1     |
| Main St: 100 W to State St                                             | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1     |
| Main St: State St to 100 E                                             | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1     |
| Main St: US-91 to 100 W                                                | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1     |
| State St: 100 N to Main St                                             | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1     |
| State St: 100 S to 200 S                                               | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1     |
| State St: 300 S to 400 S                                               | 0.0%           | 0.0%                     | 0.0%                   | 0.0%            | 100.0%        | 1     |
| State St: 470 S to 600 S                                               | 0.0%           | 0.0%                     | 0.0%                   | 100.0%          | 0.0%          | 1     |
| State St: 800 S to 9400 N                                              | 0.0%           | 0.0%                     | 100.0%                 | 0.0%            | 0.0%          | 1     |
| Total                                                                  | 2              | 3                        | 3                      | 9               | 93            | 110   |

| Manner of Collision                                                    |               |         |                               |                          |                          |                              |                |              |              |               |       |
|------------------------------------------------------------------------|---------------|---------|-------------------------------|--------------------------|--------------------------|------------------------------|----------------|--------------|--------------|---------------|-------|
| Segments                                                               | Front to Rear | Angle   | Not Applicable/Single Vehicle | Sideswipe Same Direction | Head On (Front-to-Front) | Sideswipe Opposite Direction | Parked Vehicle | Rear to Rear | Rear to Side | Other Crashes | Total |
| Rural Multilane                                                        |               |         |                               |                          |                          |                              |                |              |              |               |       |
| UDOT Historic                                                          | 7-11%         | 2% - 4% | 77%                           | 7%                       | 2%                       | 2%                           | 1-3%           | -            | -            | 1%            |       |
| US-91: MP 41 (Pepperidge Thrift Store) to MP 40.3 (Lee's Market Place) | 3%            | 0%      | 93%                           | 3%                       | 0%                       | 0%                           | 0%             | 0%           | 0%           | 0%            | 29    |
| US-91: Main St to 100 S                                                | 8.3%          | 41.7%   | 25.0%                         | 25.0%                    | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 12    |
| US-91: 600 S to 9400 N                                                 | 12.5%         | 12.5%   | 50.0%                         | 25.0%                    | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 8     |
| US-91: 100 N to Main St                                                | 16.7%         | 16.7%   | 50.0%                         | 0.0%                     | 16.7%                    | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 6     |
| US-91: 300 S to 470 S                                                  | 0.0%          | 0.0%    | 83.3%                         | 16.7%                    | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 6     |
| US-91: 200 S to 300 S                                                  | 20.0%         | 0.0%    | 60.0%                         | 20.0%                    | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 5     |
| US-91: 470 S to 600 S                                                  | 0.0%          | 0.0%    | 100.0%                        | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 5     |
| US-91: 11600 N to MP 41 (Pepperidge Thrift Store)                      | 0.0%          | 0.0%    | 100.0%                        | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 4     |
| US-91: MP 40.3 (Lee's Market Place) to 10600 N                         | 0.0%          | 0.0%    | 100.0%                        | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 4     |
| US-91: 100 S to 200 S                                                  | 66.7%         | 0.0%    | 33.3%                         | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 3     |
| US-91: 10600 N to 100 N                                                | 0%            | 0%      | 100%                          | 0%                       | 0%                       | 0%                           | 0%             | 0%           | 0%           | 0%            | 1     |
| Rural 2-Lane                                                           |               |         |                               |                          |                          |                              |                |              |              |               |       |
| UDOT Historic                                                          | 8%            | 2%      | 80%                           | 4%                       | 4%                       | 4%                           | 1%             | -            | -            | 0%            |       |
| Main St: 300 W to US-91                                                | 0.0%          | 100.0%  | 0.0%                          | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 2     |
| Main St: 800 W to 500 W                                                | 0.0%          | 50.0%   | 50.0%                         | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 2     |
| 100 E: 400 S to 600 S                                                  | 0.0%          | 0.0%    | 0.0%                          | 0.0%                     | 0.0%                     | 100.0%                       | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 1     |
| 100 S: State St to 100 E                                               | 0.0%          | 0.0%    | 0.0%                          | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 100.0%       | 0.0%         | 0.0%          | 1     |
| 200 E: 100 N to Main St                                                | 0.0%          | 0.0%    | 0.0%                          | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 100.0%       | 0.0%         | 0.0%          | 1     |
| 200 N: 100 E to 200 E                                                  | 0.0%          | 0.0%    | 100.0%                        | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 1     |
| 200 N: State St to 100 E                                               | 0.0%          | 0.0%    | 0.0%                          | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 100.0%       | 0.0%          | 1     |
| 200 S: 100 E to 200 E                                                  | 0.0%          | 0.0%    | 0.0%                          | 0.0%                     | 0.0%                     | 100.0%                       | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 1     |
| 200 S: 300 W to US-91                                                  | 0.0%          | 0.0%    | 0.0%                          | 100.0%                   | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 1     |
| 200 S: State St to 100 E                                               | 0.0%          | 0.0%    | 100.0%                        | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 1     |
| 300 E: 300 N to 200 N                                                  | 0.0%          | 0.0%    | 100.0%                        | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 1     |
| 300 E: 300 S to 400 S                                                  | 0.0%          | 0.0%    | 100.0%                        | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 1     |
| 300 E: 400 S to City Creek Rd                                          | 0.0%          | 0.0%    | 100.0%                        | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 1     |
| 300 N: 300 E to 400 E                                                  | 0.0%          | 0.0%    | 100.0%                        | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 1     |
| 600 S: US-91 to State St                                               | 0.0%          | 0.0%    | 0.0%                          | 0.0%                     | 0.0%                     | 0.0%                         | 100.0%         | 0.0%         | 0.0%         | 0.0%          | 1     |
| Cherry Creek Pkwy: Chockecherry Cir to Cherry Ridge Ln                 | 0.0%          | 0.0%    | 100.0%                        | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 1     |
| Lower Richmond: 450 N to 11600 N                                       | 0.0%          | 0.0%    | 100.0%                        | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 1     |
| Main St: 100 W to State St                                             | 0.0%          | 0.0%    | 0.0%                          | 0.0%                     | 0.0%                     | 100.0%                       | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 1     |
| Main St: State St to 100 E                                             | 0.0%          | 0.0%    | 0.0%                          | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 100.0%       | 0.0%          | 1     |
| Main St: US-91 to 100 W                                                | 0.0%          | 0.0%    | 0.0%                          | 100.0%                   | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 1     |
| State St: 100 N to Main St                                             | 100.0%        | 0.0%    | 0.0%                          | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 1     |
| State St: 100 S to 200 S                                               | 0.0%          | 0.0%    | 0.0%                          | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 100.0%       | 0.0%         | 0.0%          | 1     |
| State St: 300 S to 400 S                                               | 0.0%          | 0.0%    | 0.0%                          | 0.0%                     | 0.0%                     | 0.0%                         | 100.0%         | 0.0%         | 0.0%         | 0.0%          | 1     |
| State St: 470 S to 600 S                                               | 0.0%          | 0.0%    | 0.0%                          | 100.0%                   | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 1     |
| State St: 800 S to 9400 N                                              | 0.0%          | 0.0%    | 100.0%                        | 0.0%                     | 0.0%                     | 0.0%                         | 0.0%           | 0.0%         | 0.0%         | 0.0%          | 1     |
| Total                                                                  | 8             | 11      | 70                            | 10                       | 1                        | 0                            | 5              | 2            | 3            | 0             | 110   |

Segment Crash Analysis (2020 Jan to 2025 Dec)

| Crash Types                                                            |                                  |                        |                         |                  |                               |                             |                        |                                            |                 |                            |                                 |                                                       |                     |    | Total |
|------------------------------------------------------------------------|----------------------------------|------------------------|-------------------------|------------------|-------------------------------|-----------------------------|------------------------|--------------------------------------------|-----------------|----------------------------|---------------------------------|-------------------------------------------------------|---------------------|----|-------|
| Segments                                                               | Roadway<br>Departure<br>Involved | Pedestrian<br>Involved | Night/Dark<br>Condition | Speed<br>Related | Teenage<br>Driver<br>Involved | Older<br>Driver<br>Involved | Motorcycle<br>Involved | Commercial<br>Motor<br>Vehicle<br>Involved | DUI<br>Involved | Wild<br>Animal<br>Involved | Left Turn<br>Analysis<br>Filter | Disregard<br>Traffic<br>Control<br>Device<br>Involved | Bicycle<br>Involved |    |       |
|                                                                        |                                  |                        |                         |                  |                               |                             |                        |                                            |                 |                            |                                 |                                                       |                     |    |       |
| Rural Multilane Undivided                                              |                                  |                        |                         |                  |                               |                             |                        |                                            |                 |                            |                                 |                                                       |                     |    |       |
| UDOT Historic                                                          | 32%                              | -                      | 46%                     | 24%              | 13-17%                        | 7-10%                       | 1-2%                   | 6-8%                                       | 3-4%            | 41%                        | -                               | -                                                     | -                   | -  |       |
| US-91: MP 41 (Pepperidge Thrift Store) to MP 40.3 (Lee's Market Place) | 3%                               | 0%                     | 83%                     | 0%               | 17%                           | 7%                          | 0%                     | 0%                                         | 0%              | 86%                        | 0%                              | 0%                                                    | 0%                  | 29 |       |
| US-91: Main St to 100 S                                                | 17%                              | 0%                     | 33%                     | 0%               | 17%                           | 25%                         | 0%                     | 0%                                         | 0%              | 8%                         | 42%                             | 0%                                                    | 0%                  | 12 |       |
| US-91: 600 S to 9400 N                                                 | 0%                               | 0%                     | 88%                     | 13%              | 0%                            | 0%                          | 13%                    | 25%                                        | 0%              | 50%                        | 13%                             | 0%                                                    | 0%                  | 8  |       |
| US-91: 100 N to Main St                                                | 50%                              | 0%                     | 33%                     | 0%               | 0%                            | 33%                         | 0%                     | 0%                                         | 0%              | 33%                        | 17%                             | 0%                                                    | 0%                  | 6  |       |
| US-91: 300 S to 470 S                                                  | 0%                               | 0%                     | 67%                     | 0%               | 0%                            | 17%                         | 0%                     | 0%                                         | 0%              | 83%                        | 0%                              | 0%                                                    | 0%                  | 6  |       |
| US-91: 200 S to 300 S                                                  | 20%                              | 0%                     | 40%                     | 0%               | 20%                           | 0%                          | 0%                     | 20%                                        | 0%              | 40%                        | 0%                              | 0%                                                    | 0%                  | 5  |       |
| US-91: 470 S to 600 S                                                  | 40%                              | 0%                     | 80%                     | 0%               | 20%                           | 0%                          | 0%                     | 0%                                         | 0%              | 40%                        | 0%                              | 0%                                                    | 0%                  | 5  |       |
| US-91: 11600 N to MP 41 (Pepperidge Thrift Store)                      | 0%                               | 0%                     | 75%                     | 0%               | 25%                           | 0%                          | 0%                     | 0%                                         | 0%              | 100%                       | 0%                              | 0%                                                    | 0%                  | 4  |       |
| US-91: MP 40.3 (Lee's Market Place) to 10600 N                         | 0%                               | 0%                     | 100%                    | 0%               | 25%                           | 0%                          | 0%                     | 0%                                         | 0%              | 100%                       | 0%                              | 0%                                                    | 0%                  | 4  |       |
| US-91: 100 S to 200 S                                                  | 33%                              | 0%                     | 33%                     | 0%               | 33%                           | 33%                         | 0%                     | 33%                                        | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 3  |       |
| US-91: 10600 N to 100 N                                                | 0%                               | 0%                     | 100%                    | 0%               | 0%                            | 0%                          | 0%                     | 0%                                         | 0%              | 100%                       | 0%                              | 0%                                                    | 0%                  | 1  |       |
| Rural 2 Lane                                                           |                                  |                        |                         |                  |                               |                             |                        |                                            |                 |                            |                                 |                                                       |                     |    |       |
| UDOT Historic                                                          | 32%                              | -                      | 42%                     | 18%              | 12%                           | 11%                         | 4%                     | 8%                                         | 4%              | 41%                        | -                               | -                                                     | -                   | -  |       |
| Main St: 300 W to US-91                                                | 0%                               | 0%                     | 0%                      | 0%               | 0%                            | 50%                         | 0%                     | 0%                                         | 0%              | 100%                       | 0%                              | 0%                                                    | 0%                  | 2  |       |
| Main St: 800 W to 500 W                                                | 100%                             | 0%                     | 50%                     | 50%              | 0%                            | 50%                         | 0%                     | 50%                                        | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 2  |       |
| 100 E: 400 S to 600 S                                                  | 0%                               | 0%                     | 100%                    | 0%               | 0%                            | 0%                          | 0%                     | 0%                                         | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| 100 S: State St to 100 E                                               | 0%                               | 0%                     | 0%                      | 0%               | 0%                            | 0%                          | 0%                     | 0%                                         | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| 200 E: 100 N to Main St                                                | 0%                               | 0%                     | 0%                      | 0%               | 100%                          | 0%                          | 0%                     | 0%                                         | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| 200 N: 100 E to 200 E                                                  | 0%                               | 0%                     | 0%                      | 0%               | 0%                            | 100%                        | 0%                     | 0%                                         | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| 200 N: State St to 100 E                                               | 0%                               | 0%                     | 0%                      | 0%               | 0%                            | 100%                        | 0%                     | 0%                                         | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| 200 S: 100 E to 200 E                                                  | 0%                               | 0%                     | 0%                      | 0%               | 0%                            | 0%                          | 0%                     | 0%                                         | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| 200 S: 300 W to US-91                                                  | 0%                               | 0%                     | 100%                    | 0%               | 100%                          | 0%                          | 0%                     | 0%                                         | 0%              | 100%                       | 0%                              | 0%                                                    | 0%                  | 1  |       |
| 200 S: State St to 100 E                                               | 0%                               | 0%                     | 100%                    | 0%               | 0%                            | 0%                          | 0%                     | 0%                                         | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| 300 E: 300 N to 200 N                                                  | 0%                               | 0%                     | 100%                    | 0%               | 0%                            | 0%                          | 0%                     | 0%                                         | 100%            | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| 300 E: 300 S to 400 S                                                  | 100%                             | 0%                     | 100%                    | 0%               | 0%                            | 0%                          | 0%                     | 0%                                         | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| 300 E: 400 S to City Creek Rd                                          | 100%                             | 0%                     | 0%                      | 0%               | 0%                            | 0%                          | 0%                     | 0%                                         | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| 300 N: 300 E to 400 E                                                  | 100%                             | 0%                     | 100%                    | 0%               | 100%                          | 0%                          | 0%                     | 0%                                         | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| 600 S: US-91 to State St                                               | 0%                               | 0%                     | 0%                      | 0%               | 0%                            | 0%                          | 0%                     | 100%                                       | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| Cherry Creek Pkwy: Chockecherry Cir to Cherry Ridge Ln                 | 100%                             | 0%                     | 100%                    | 0%               | 0%                            | 0%                          | 0%                     | 0%                                         | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| Lower Richmond: 450 N to 11600 N                                       | 0%                               | 0%                     | 0%                      | 0%               | 0%                            | 0%                          | 100%                   | 0%                                         | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| Main St: 100 W to State St                                             | 0%                               | 0%                     | 0%                      | 0%               | 0%                            | 0%                          | 0%                     | 100%                                       | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| Main St: State St to 100 E                                             | 0%                               | 0%                     | 0%                      | 0%               | 0%                            | 0%                          | 0%                     | 0%                                         | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| Main St: US-91 to 100 W                                                | 0%                               | 0%                     | 0%                      | 100%             | 100%                          | 0%                          | 0%                     | 0%                                         | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| State St: 100 N to Main St                                             | 0%                               | 0%                     | 0%                      | 0%               | 0%                            | 100%                        | 0%                     | 0%                                         | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| State St: 100 S to 200 S                                               | 0%                               | 0%                     | 0%                      | 0%               | 0%                            | 0%                          | 0%                     | 0%                                         | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| State St: 300 S to 400 S                                               | 0%                               | 0%                     | 0%                      | 0%               | 0%                            | 0%                          | 0%                     | 0%                                         | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| State St: 470 S to 600 S                                               | 100%                             | 0%                     | 0%                      | 0%               | 0%                            | 0%                          | 100%                   | 0%                                         | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |
| State St: 800 S to 9400 N                                              | 100%                             | 0%                     | 0%                      | 0%               | 0%                            | 0%                          | 0%                     | 100%                                       | 0%              | 0%                         | 0%                              | 0%                                                    | 0%                  | 1  |       |

| First Harmful Events                                                   |                   |               |                                                          |                                                 |        |                                |         |                     |                         |                             |                        |                   |                         |                      |                            |             |
|------------------------------------------------------------------------|-------------------|---------------|----------------------------------------------------------|-------------------------------------------------|--------|--------------------------------|---------|---------------------|-------------------------|-----------------------------|------------------------|-------------------|-------------------------|----------------------|----------------------------|-------------|
| Segments                                                               | Animal - Domestic | Animal - Wild | Collision Between Motor Vehicle and Cargo/Part or Object | Collision With Other Motor Vehicle in Transport | Ditch  | Fell/Jumped From Motor Vehicle | Mailbox | Other Fixed Object* | Other Non-Fixed Object* | Other Post, Pole or Support | Other Traffic Barrier* | Overturn/Rollover | Thrown or Fallen Object | Traffic Sign Support | Utility Pole/Light Support | Grand Total |
| US-91: MP 41 (Pepperidge Thrift Store) to MP 40.3 (Lee's Market Place) | 0.0%              | 86.2%         | 0.0%                                                     | 6.9%                                            | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 3.4%                    | 0.0%                 | 3.4%                       | 29          |
| US-91: Main St to 100 S                                                | 0.0%              | 8.3%          | 0.0%                                                     | 75.0%                                           | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 16.7%                       | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 8           |
| US-91: 600 S to 9400 N                                                 | 0.0%              | 50.0%         | 0.0%                                                     | 50.0%                                           | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 8           |
| US-91: 100 N to Main St                                                | 0.0%              | 33.3%         | 0.0%                                                     | 50.0%                                           | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 16.7%                      | 6           |
| US-91: 300 S to 470 S                                                  | 0.0%              | 83.3%         | 0.0%                                                     | 16.7%                                           | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 6           |
| US-91: 200 S to 300 S                                                  | 0.0%              | 40.0%         | 0.0%                                                     | 40.0%                                           | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 20.0%                      | 5           |
| US-91: 470 S to 600 S                                                  | 0.0%              | 40.0%         | 20.0%                                                    | 0.0%                                            | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 20.0%                   | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 20.0%                      | 5           |
| US-91: 11600 N to MP 41 (Pepperidge Thrift Store)                      | 0.0%              | 100.0%        | 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%                       | 4           |
| US-91: MP 40.3 (Lee's Market Place) to 10600 N                         | 0.0%              | 100.0%        | 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%                       | 4           |
| US-91: 100 S to 200 S                                                  | 0.0%              | 0.0%          | 0.0%                                                     | 66.7%                                           | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 33.3%                      | 3           |
| Main St: 300 W to US-91                                                | 0.0%              | 0.0%          | 0.0%                                                     | 100.0%                                          | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 2           |
| Main St: 800 W to 500 W                                                | 0.0%              | 0.0%          | 0.0%                                                     | 50.0%                                           | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 50.0%                | 0.0%                       | 2           |
| 100 E: 400 S to 600 S                                                  | 0.0%              | 0.0%          | 0.0%                                                     | 100.0%                                          | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| 100 S: State St to 100 E                                               | 0.0%              | 0.0%          | 0.0%                                                     | 100.0%                                          | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| 200 E: 100 N to Main St                                                | 0.0%              | 0.0%          | 0.0%                                                     | 100.0%                                          | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| 200 N: 100 E to 200 E                                                  | 100.0%            | 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%                       | 1           |
| 200 N: State St to 100 E                                               | 0.0%              | 0.0%          | 0.0%                                                     | 100.0%                                          | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| 200 S: 100 E to 200 E                                                  | 0.0%              | 0.0%          | 0.0%                                                     | 100.0%                                          | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| 200 S: 300 W to US-91                                                  | 0.0%              | 0.0%          | 0.0%                                                     | 100.0%                                          | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| 200 S: State St to 100 E                                               | 0.0%              | 0.0%          | 0.0%                                                     | 0.0%                                            | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 100.0%                 | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| 300 E: 300 N to 200 N                                                  | 0.0%              | 100.0%        | 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%                       | 1           |
| 300 E: 300 S to 400 S                                                  | 0.0%              | 0.0%          | 0.0%                                                     | 0.0%                                            | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 100.0%                 | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| 300 E: 400 S to City Creek Rd                                          | 0.0%              | 0.0%          | 0.0%                                                     | 0.0%                                            | 0.0%   | 0.0%                           | 0.0%    | 100.0%              | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| 300 N: 300 E to 400 E                                                  | 0.0%              | 0.0%          | 0.0%                                                     | 0.0%                                            | 0.0%   | 0.0%                           | 100.0%  | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| 600 S: US-91 to State St                                               | 0.0%              | 0.0%          | 0.0%                                                     | 100.0%                                          | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| Cherry Creek Pkwy: Chockecherry Cir to Cherry Ridge Ln                 | 0.0%              | 0.0%          | 0.0%                                                     | 0.0%                                            | 100.0% | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| Lower Richmond: 450 N to 11600 N                                       | 0.0%              | 0.0%          | 0.0%                                                     | 0.0%                                            | 0.0%   | 100.0%                         | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| Main St: 100 W to State St                                             | 0.0%              | 0.0%          | 0.0%                                                     | 100.0%                                          | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| Main St: State St to 100 E                                             | 0.0%              | 0.0%          | 0.0%                                                     | 100.0%                                          | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| Main St: US-91 to 100 W                                                | 0.0%              | 0.0%          | 0.0%                                                     | 100.0%                                          | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| State St: 100 N to Main St                                             | 0.0%              | 0.0%          | 0.0%                                                     | 100.0%                                          | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| State St: 100 S to 200 S                                               | 0.0%              | 0.0%          | 0.0%                                                     | 100.0%                                          | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| State St: 300 S to 400 S                                               | 0.0%              | 0.0%          | 0.0%                                                     | 100.0%                                          | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| State St: 470 S to 600 S                                               | 0.0%              | 0.0%          | 0.0%                                                     | 0.0%                                            | 0.0%   | 0.0%                           | 100.0%  | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| State St: 800 S to 9400 N                                              | 0.0%              | 0.0%          | 0.0%                                                     | 100.0%                                          | 0.0%   | 0.0%                           | 0.0%    | 0.0%                | 0.0%                    | 0.0%                        | 0.0%                   | 0.0%              | 0.0%                    | 0.0%                 | 0.0%                       | 1           |
| US-91: 10600 N to 100 N                                                | 0.0%              | 100.0%        | 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%                       | 1           |
| Total                                                                  | 1                 | 50            | 1                                                        | 41                                              | 1      | 1                              | 2       | 1                   | 1                       | 2                           | 1                      | 1                 | 1                       | 1                    | 5                          | 110         |

Segment Crash Analysis (2020 Jan to 2025 Dec)

| Segments                                                               | Contributing Factors                              |                                      |                                         |                                        |                                     |                         |                     |                                   |                     |                  |       |                                           |                 |                                 |         | Grand Total |
|------------------------------------------------------------------------|---------------------------------------------------|--------------------------------------|-----------------------------------------|----------------------------------------|-------------------------------------|-------------------------|---------------------|-----------------------------------|---------------------|------------------|-------|-------------------------------------------|-----------------|---------------------------------|---------|-------------|
|                                                                        | (retired)<br>Exceeded<br>Posted<br>Speed<br>Limit | (retired)<br>Reckless/A<br>ggressive | (retired) Too<br>Fast for<br>Conditions | Failed to<br>Keep in<br>Proper<br>Lane | Failed to<br>Yield Right-<br>of-Way | Followed<br>too Closely | Improper<br>Backing | Improper<br>Parking/Sto-<br>pping | Improper<br>Passing | Improper<br>Turn | Other | Over-<br>Correcting<br>/Over-<br>Steering | Ran Off<br>Road | Swerved<br>or Evasive<br>Action | Unknown |             |
| US-91: MP 41 (Pepperidge Thrift Store) to MP 40.3 (Lee's Market Place) | 0.0%                                              | 3.4%                                 | 0.0%                                    | 3.4%                                   | 0.0%                                | 0.0%                    | 0.0%                | 3.4%                              | 0.0%                | 0.0%             | 0.0%  | 0.0%                                      | 0.0%            | 0.0%                            | 89.7%   | 29          |
| US-91: Main St to 100 S                                                | 0.0%                                              | 0.0%                                 | 0.0%                                    | 8.3%                                   | 33.3%                               | 8.3%                    | 0.0%                | 0.0%                              | 0.0%                | 8.3%             | 8.3%  | 0.0%                                      | 0.0%            | 8.3%                            | 25.0%   | 8           |
| US-91: 600 S to 9400 N                                                 | 12.5%                                             | 0.0%                                 | 0.0%                                    | 12.5%                                  | 12.5%                               | 0.0%                    | 0.0%                | 0.0%                              | 12.5%               | 0.0%             | 0.0%  | 0.0%                                      | 0.0%            | 0.0%                            | 50.0%   | 8           |
| US-91: 100 N to Main St                                                | 0.0%                                              | 0.0%                                 | 0.0%                                    | 16.7%                                  | 16.7%                               | 16.7%                   | 0.0%                | 0.0%                              | 0.0%                | 0.0%             | 0.0%  | 0.0%                                      | 0.0%            | 0.0%                            | 50.0%   | 6           |
| US-91: 300 S to 470 S                                                  | 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%                            | 100.0%  | 6           |
| US-91: 200 S to 300 S                                                  | 0.0%                                              | 0.0%                                 | 0.0%                                    | 40.0%                                  | 20.0%                               | 0.0%                    | 0.0%                | 0.0%                              | 0.0%                | 0.0%             | 0.0%  | 0.0%                                      | 0.0%            | 0.0%                            | 40.0%   | 5           |
| US-91: 470 S to 600 S                                                  | 0.0%                                              | 0.0%                                 | 0.0%                                    | 20.0%                                  | 0.0%                                | 0.0%                    | 0.0%                | 0.0%                              | 0.0%                | 0.0%             | 0.0%  | 0.0%                                      | 20.0%           | 0.0%                            | 60.0%   | 5           |
| US-91: 11600 N to MP 41 (Pepperidge Thrift Store)                      | 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%                            | 100.0%  | 4           |
| US-91: MP 40.3 (Lee's Market Place) to 10600 N                         | 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%                            | 100.0%  | 4           |
| US-91: 100 S to 200 S                                                  | 0.0%                                              | 0.0%                                 | 0.0%                                    | 0.0%                                   | 0.0%                                | 33.3%                   | 0.0%                | 0.0%                              | 0.0%                | 33.3%            | 0.0%  | 0.0%                                      | 0.0%            | 0.0%                            | 33.3%   | 3           |
| Main St: 300 W to US-91                                                | 0.0%                                              | 0.0%                                 | 0.0%                                    | 0.0%                                   | 50.0%                               | 0.0%                    | 0.0%                | 0.0%                              | 0.0%                | 0.0%             | 0.0%  | 0.0%                                      | 0.0%            | 0.0%                            | 50.0%   | 2           |
| Main St: 800 W to 500 W                                                | 0.0%                                              | 0.0%                                 | 50.0%                                   | 0.0%                                   | 50.0%                               | 0.0%                    | 0.0%                | 0.0%                              | 0.0%                | 0.0%             | 0.0%  | 0.0%                                      | 0.0%            | 0.0%                            | 0.0%    | 2           |
| 100 E: 400 S to 600 S                                                  | 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%                            | 100.0%  | 1           |
| 100 S: State St to 100 E                                               | 0.0%                                              | 0.0%                                 | 0.0%                                    | 0.0%                                   | 100.0%                              | 0.0%                    | 0.0%                | 0.0%                              | 0.0%                | 0.0%             | 0.0%  | 0.0%                                      | 0.0%            | 0.0%                            | 0.0%    | 1           |
| 200 E: 100 N to Main St                                                | 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%                            | 100.0%  | 1           |
| 200 N: 100 E to 200 E                                                  | 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%                            | 100.0%  | 1           |
| 200 N: State St to 100 E                                               | 0.0%                                              | 0.0%                                 | 0.0%                                    | 0.0%                                   | 0.0%                                | 0.0%                    | 100.0%              | 0.0%                              | 0.0%                | 0.0%             | 0.0%  | 0.0%                                      | 0.0%            | 0.0%                            | 0.0%    | 1           |
| 200 S: 100 E to 200 E                                                  | 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%                            | 100.0%  | 1           |
| 200 S: 300 W to US-91                                                  | 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%                            | 100.0%  | 1           |
| 200 S: State St to 100 E                                               | 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%                            | 100.0%  | 1           |
| 300 E: 300 N to 200 N                                                  | 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%                            | 100.0%  | 1           |
| 300 E: 300 S to 400 S                                                  | 0.0%                                              | 0.0%                                 | 0.0%                                    | 0.0%                                   | 0.0%                                | 0.0%                    | 0.0%                | 0.0%                              | 0.0%                | 0.0%             | 0.0%  | 100.0%                                    | 0.0%            | 0.0%                            | 0.0%    | 1           |
| 300 E: 400 S to City Creek Rd                                          | 0.0%                                              | 0.0%                                 | 0.0%                                    | 0.0%                                   | 0.0%                                | 0.0%                    | 0.0%                | 0.0%                              | 0.0%                | 0.0%             | 0.0%  | 0.0%                                      | 100.0%          | 0.0%                            | 0.0%    | 1           |
| 300 N: 300 E to 400 E                                                  | 0.0%                                              | 0.0%                                 | 0.0%                                    | 100.0%                                 | 0.0%                                | 0.0%                    | 0.0%                | 0.0%                              | 0.0%                | 0.0%             | 0.0%  | 0.0%                                      | 0.0%            | 0.0%                            | 0.0%    | 1           |
| 600 S: US-91 to State St                                               | 0.0%                                              | 0.0%                                 | 0.0%                                    | 0.0%                                   | 0.0%                                | 0.0%                    | 100.0%              | 0.0%                              | 0.0%                | 0.0%             | 0.0%  | 0.0%                                      | 0.0%            | 0.0%                            | 0.0%    | 1           |
| Cherry Creek Pkwy: Chockcherry Cir to Cherry Ridge Ln                  | 0.0%                                              | 0.0%                                 | 0.0%                                    | 0.0%                                   | 0.0%                                | 0.0%                    | 100.0%              | 0.0%                              | 0.0%                | 0.0%             | 0.0%  | 0.0%                                      | 0.0%            | 0.0%                            | 0.0%    | 1           |
| Lower Richmond: 450 N to 11600 N                                       | 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%                            | 100.0%  | 1           |
| Main St: 100 W to State St                                             | 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%                            | 100.0%  | 1           |
| Main St: State St to 100 E                                             | 0.0%                                              | 0.0%                                 | 0.0%                                    | 0.0%                                   | 0.0%                                | 0.0%                    | 100.0%              | 0.0%                              | 0.0%                | 0.0%             | 0.0%  | 0.0%                                      | 0.0%            | 0.0%                            | 0.0%    | 1           |
| Main St: US-91 to 100 W                                                | 0.0%                                              | 0.0%                                 | 0.0%                                    | 0.0%                                   | 100.0%                              | 0.0%                    | 0.0%                | 0.0%                              | 0.0%                | 0.0%             | 0.0%  | 0.0%                                      | 0.0%            | 0.0%                            | 0.0%    | 1           |
| State St: 100 N to Main St                                             | 0.0%                                              | 0.0%                                 | 0.0%                                    | 0.0%                                   | 0.0%                                | 0.0%                    | 100.0%              | 0.0%                              | 0.0%                | 0.0%             | 0.0%  | 0.0%                                      | 0.0%            | 0.0%                            | 0.0%    | 1           |
| State St: 100 S to 200 S                                               | 0.0%                                              | 0.0%                                 | 0.0%                                    | 0.0%                                   | 0.0%                                | 0.0%                    | 100.0%              | 0.0%                              | 0.0%                | 0.0%             | 0.0%  | 0.0%                                      | 0.0%            | 0.0%                            | 0.0%    | 1           |
| State St: 300 S to 400 S                                               | 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%                            | 100.0%  | 1           |
| State St: 470 S to 600 S                                               | 0.0%                                              | 0.0%                                 | 0.0%                                    | 0.0%                                   | 0.0%                                | 0.0%                    | 0.0%                | 0.0%                              | 0.0%                | 0.0%             | 0.0%  | 0.0%                                      | 100.0%          | 0.0%                            | 0.0%    | 1           |
| State St: 800 S to 9400 N                                              | 0.0%                                              | 0.0%                                 | 0.0%                                    | 0.0%                                   | 100.0%                              | 0.0%                    | 0.0%                | 0.0%                              | 0.0%                | 0.0%             | 0.0%  | 0.0%                                      | 0.0%            | 0.0%                            | 0.0%    | 1           |
| US-91: 10600 N to 100 N                                                | 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%                            | 100.0%  | 1           |
| Total                                                                  | 1                                                 | 1                                    | 1                                       | 8                                      | 12                                  | 3                       | 6                   | 1                                 | 1                   | 2                | 1     | 1                                         | 3               | 1                               | 68      | 110         |

| Segments                                                               | Time Classification |         |              |                | Grand Total |
|------------------------------------------------------------------------|---------------------|---------|--------------|----------------|-------------|
|                                                                        | Peak AM             | Peak PM | Off Peak Day | Off Peak Night |             |
| US-91: MP 41 (Pepperidge Thrift Store) to MP 40.3 (Lee's Market Place) | 3.4%                | 3.4%    | 6.9%         | 86.2%          | 29          |
| US-91: Main St to 100 S                                                | 0.0%                | 33.3%   | 25.0%        | 41.7%          | 8           |
| US-91: 600 S to 9400 N                                                 | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 8           |
| US-91: 100 N to Main St                                                | 0.0%                | 16.7%   | 50.0%        | 33.3%          | 6           |
| US-91: 300 S to 470 S                                                  | 0.0%                | 16.7%   | 16.7%        | 66.7%          | 6           |
| US-91: 200 S to 300 S                                                  | 0.0%                | 0.0%    | 60.0%        | 40.0%          | 5           |
| US-91: 470 S to 600 S                                                  | 0.0%                | 20.0%   | 20.0%        | 60.0%          | 5           |
| US-91: 11600 N to MP 41 (Pepperidge Thrift Store)                      | 25.0%               | 0.0%    | 0.0%         | 75.0%          | 4           |
| US-91: MP 40.3 (Lee's Market Place) to 10600 N                         | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 4           |
| US-91: 100 S to 200 S                                                  | 0.0%                | 0.0%    | 66.7%        | 33.3%          | 3           |
| Main St: 300 W to US-91                                                | 0.0%                | 50.0%   | 0.0%         | 50.0%          | 2           |
| Main St: 800 W to 500 W                                                | 0.0%                | 50.0%   | 50.0%        | 0.0%           | 2           |
| 100 E: 400 S to 600 S                                                  | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| 100 S: State St to 100 E                                               | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| 200 E: 100 N to Main St                                                | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| 200 N: 100 E to 200 E                                                  | 0.0%                | 100.0%  | 0.0%         | 0.0%           | 1           |
| 200 N: State St to 100 E                                               | 0.0%                | 100.0%  | 0.0%         | 0.0%           | 1           |
| 200 S: 100 E to 200 E                                                  | 0.0%                | 0.0%    | 100.0%       | 0.0%           | 1           |
| 200 S: 300 W to US-91                                                  | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| 200 S: State St to 100 E                                               | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| 300 E: 300 N to 200 N                                                  | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| 300 E: 300 S to 400 S                                                  | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| 300 E: 400 S to City Creek Rd                                          | 0.0%                | 100.0%  | 0.0%         | 0.0%           | 1           |
| 300 N: 300 E to 400 E                                                  | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| 600 S: US-91 to State St                                               | 0.0%                | 0.0%    | 100.0%       | 0.0%           | 1           |
| Cherry Creek Pkwy: Chockcherry Cir to Cherry Ridge Ln                  | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| Lower Richmond: 450 N to 11600 N                                       | 0.0%                | 0.0%    | 100.0%       | 0.0%           | 1           |
| Main St: 100 W to State St                                             | 0.0%                | 0.0%    | 100.0%       | 0.0%           | 1           |
| Main St: State St to 100 E                                             | 100.0%              | 0.0%    | 0.0%         | 0.0%           | 1           |
| Main St: US-91 to 100 W                                                | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| State St: 100 N to Main St                                             | 0.0%                | 0.0%    | 100.0%       | 0.0%           | 1           |
| State St: 100 S to 200 S                                               | 0.0%                | 0.0%    | 100.0%       | 0.0%           | 1           |
| State St: 300 S to 400 S                                               | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| State St: 470 S to 600 S                                               | 0.0%                | 100.0%  | 0.0%         | 0.0%           | 1           |
| State St: 800 S to 9400 N                                              | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| US-91: 10600 N to 100 N                                                | 0.0%                | 0.0%    | 0.0%         | 100.0%         | 1           |
| Total                                                                  | 3                   | 14      | 22           | 71             | 110         |

**APPENDIX B: COUNTERMEASURES RESOURCES**

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DRAFT

| No. | Area  | Countermeasure Group               | Designation                 | Description                                                   | Applicable Crashes                          | Service Life | HSM AF | Preferred Crash Modification Factor             |      |      |      |      | Source                           | Commentary                                                           |
|-----|-------|------------------------------------|-----------------------------|---------------------------------------------------------------|---------------------------------------------|--------------|--------|-------------------------------------------------|------|------|------|------|----------------------------------|----------------------------------------------------------------------|
|     |       |                                    |                             |                                                               |                                             |              |        | K                                               | A    | B    | C    | O    |                                  |                                                                      |
| 1   | Urban | Active Transportation Improvements | Ped-Roadway                 | Install Bicycle Lanes (paint)                                 | Bicycle/Vehicle                             | 3            | FALSE  | 0.86                                            | 0.86 | 0.86 | 0.86 | 0.86 | <a href="#">9244</a>             |                                                                      |
| 2   | Urban | Active Transportation Improvements | Ped-Intersection            | Install Color Bicycle Lanes at Intersection                   | Bicycle/Vehicle at Intersection             | 3            | FALSE  | 0.61                                            | 0.61 | 0.61 | 0.61 | 0.61 | <a href="#">3258</a>             |                                                                      |
| 3   | Urban | Active Transportation Improvements | Ped-Roadway                 | Install Curb Extensions with Parking Restrictions (bulb outs) | Pedestrian-Crossing/Vehicle                 | 20           | FALSE  | 0.7                                             | 0.7  | 0.7  | 0.7  | 0.7  |                                  | Gan et al. 2005, See NCHRP 893, Systemic Pedestrian Safety Analysis. |
| 4   | Urban | Active Transportation Improvements | Ped-Intersection            | Install Enhanced Lighting                                     | Pedestrian and bicycle vs. Vehicle at night | 15           | FALSE  | 0.8                                             | 0.8  | 0.8  | 0.8  | 1    | HSM Table 16-80                  | See new pedestrian lighting guidelines                               |
| 5   | Urban | Active Transportation Improvements | Ped-Intersection            | Install Leading Pedestrian Interval                           | Pedestrian-Crossing/Vehicle                 | 10           | FALSE  | 0.87                                            | 0.87 | 0.87 | 0.87 | 1    | <a href="#">9918</a>             |                                                                      |
| 6   | Urban | Active Transportation Improvements | Ped-Roadway                 | Install Median Crossing Island                                | Pedestrian-Crossing/Vehicle                 | 20           | FALSE  | 0.69                                            | 0.69 | 0.69 | 0.69 | 0.69 | <a href="#">8799</a>             |                                                                      |
| 7   | Urban | Active Transportation Improvements | Ped-Roadway                 | Install Pedestrian Hybrid Beacon                              | Pedestrian-Crossing/Vehicle                 | 25           | FALSE  | 0.43                                            | 0.43 | 0.43 | 0.43 | 0.43 | <a href="#">9021</a>             |                                                                      |
| 8   | Urban | Active Transportation Improvements | Ped-Intersection            | Install Raised Crosswalk/speed Table                          | Pedestrian-Crossing/Vehicle                 | 15           | FALSE  | 0.55                                            | 0.55 | 0.55 | 0.55 | 1    | <a href="#">136</a>              |                                                                      |
| 9   | Urban | Active Transportation Improvements | Ped-Roadway                 | Install Rectangular Rapid Flashing Beacon                     | Pedestrian-Crossing/Vehicle                 | 10           | FALSE  | 0.53                                            | 0.53 | 0.53 | 0.53 | 0.53 | <a href="#">9024</a>             |                                                                      |
| 10  | Urban | Active Transportation Improvements | Ped-Roadway                 | Install Sidewalk Adjacent to Curb                             | Pedestrian/ adjacent Vehicle                | 20           | FALSE  | 0.35                                            | 0.35 | 0.35 | 0.35 | 0.35 | <a href="#">Link</a>             |                                                                      |
| 11  | Urban | Active Transportation Improvements | Ped-Roadway                 | Install Sidewalk w/ >3 ft separation from Curb                | Pedestrian/ adjacent Vehicle                | 20           | FALSE  | 0.23                                            | 0.23 | 0.23 | 0.23 | 0.23 | <a href="#">Link</a>             |                                                                      |
| 12  | Urban | Active Transportation Improvements | Ped-Intersection            | Prohibit Right-turn on WALK                                   | Pedestrian-Crossing/Vehicle                 | 10           | FALSE  | 0.87                                            | 0.87 | 0.87 | 0.87 | 1    |                                  | Assumed the same as the Leading Pedestrian Interval                  |
| 13  | Urban | Active Transportation Improvements | Ped-Intersection            | Reduce Curb Radius                                            | Pedestrian-Crossing/Vehicle                 | 10           | FALSE  | CMF = (R_before/R_after)^0.238                  |      |      |      |      | <a href="#">11215 thru 11220</a> | for 10' to 70' radii                                                 |
| 14  | Urban | Active Transportation Improvements | Ped-Roadway                 | Reduce Speed Limits by 5 MPH (Roadways w/ less than 40 MPH)   | Pedestrian and bicycle vs. Vehicle          | 5            | FALSE  | 0.75                                            | 0.60 | 1.00 | 1.00 | 1.00 |                                  | Safe System Approach for Speed Management, USDOT (2023), Table 4.    |
| 15  | Urban | Active Transportation Improvements | Ped-Roadway                 | Separated Bicycle Facility                                    | Bicycle/Vehicle                             | 20           | FALSE  | 0.37                                            | 0.37 | 0.37 | 0.37 | 0.37 | <a href="#">2134</a>             |                                                                      |
| 16  | Urban | Active Transportation Improvements | Ped-Intersection            | Reduce Lanes Crossed Intersection                             | Pedestrian-Crossing/Vehicle                 | 10           | TRUE   | CMF=e^(0.9 x (Proposed lanes - existing lanes)) |      |      |      |      | HSM Table 12-14, equation 12-29  | Consider suitable refuge                                             |
| 17  | Urban | Active Transportation Improvements | Ped-Intersection            | Reduce Lanes Crossed Intersection                             | Pedestrian-Crossing/Vehicle                 | 10           | TRUE   | CMF=e^(0.4 x (Proposed lanes - existing lanes)) |      |      |      |      | HSM Table 12-14, equation 12-29  | Consider suitable refuge                                             |
| 18  | Urban | Intersection Improvements          | Signal Control              | Change phasing to Protected                                   | All - Intersection Involved                 | 15           | TRUE   | See HSM Chapter 12                              |      |      |      |      | HSM Table 12-25                  | Applied per leg, Not applicable for high-speed intersections.        |
| 19  | Urban | Intersection Improvements          | Signal Control              | Change Signal Head from Type V to FYA                         | Left-turn crashes on treated approach       | 10           | FALSE  | 0.75                                            | 0.75 | 0.75 | 0.75 | 0.75 | <a href="#">1691</a>             |                                                                      |
| 20  | All   | Intersection Improvements          | Signal Control (3 and 4-leg | Change to 1-Lane Roundabout                                   | All - Intersection Involved                 | 25           | FALSE  | 0.45                                            | 0.45 | 0.45 | 0.45 | 0.89 | <a href="#">4261/4256</a>        | "O" uses higher of 3 or 4-leg                                        |
| 21  | All   | Intersection Improvements          | Stop Control (3 and 4-leg   | Change to 1-Lane Roundabout                                   | All - Intersection Involved                 | 25           | FALSE  | 0.22                                            | 0.22 | 0.22 | 0.22 | 0.61 | <a href="#">233/234</a>          | "O" uses higher of 3 or 4-leg                                        |
| 22  | All   | Intersection Improvements          | Signal Control (3 and 4-leg | Change to 2-Lane Roundabout                                   | All - Intersection Involved                 | 25           | FALSE  | 0.29                                            | 0.29 | 0.29 | 0.29 | 1.09 | <a href="#">4255/4254</a>        | "O" value back calculated based on highest severity distribution.    |
| 23  | All   | Intersection Improvements          | Stop Control (3 and 4-leg   | Change to 2-Lane Roundabout                                   | All - Intersection Involved                 | 25           | FALSE  | 0.19                                            | 0.19 | 0.19 | 0.19 | 1.11 | <a href="#">231/232</a>          | "O" value back calculated based on highest severity distribution.    |
| 24  | Urban | Intersection Improvements          | Signal Control              | Change to Continuous Flow Intersection (CFI)                  | All - Intersection Involved                 | 25           | FALSE  | 0.88                                            | 0.88 | 0.88 | 0.88 | 0.88 | <a href="#">10301</a>            |                                                                      |
| 25  | Urban | Intersection Improvements          | Diamond Interchange         | Change to Diverging Diamond Interchange (DDI)                 | All                                         | 25           | FALSE  | 0.59                                            | 0.59 | 0.59 | 0.59 | 0.99 | <a href="#">10762/10761</a>      | "O" value back calculated based on highest severity distribution.    |
| 26  | Urban | Intersection Improvements          | Stop Control                | Change to flashing Stop Sign                                  | All - Intersection Involved                 | 5            | FALSE  | 0.9                                             | 0.9  | 0.9  | 0.9  | 0.95 | <a href="#">447, 446</a>         |                                                                      |
| 27  | Urban | Intersection Improvements          | Signal Control              | Change to Hi-T                                                | All - Intersection Involved                 | 25           | FALSE  | 0.85                                            | 0.85 | 0.85 | 0.85 | 1.01 | <a href="#">8656/8655</a>        | "O" value back calculated based on highest severity distribution.    |
| 28  | All   | Intersection Improvements          | Stop Controlled (3 and 4-l  | Change to Left-in, Left-out                                   | All - Intersection Involved                 | 20           | FALSE  | 0.85                                            | 0.85 | 0.85 | 0.85 | 0.94 | <a href="#">11066/11063</a>      | "O" value back calculated based on highest severity distribution.    |
| 29  | All   | Intersection Improvements          | Stop Control (3 and 4-leg   | Change to Left-in, Right-out (3/4 access)                     | All - Intersection Involved                 | 20           | FALSE  | 0.46                                            | 0.46 | 0.46 | 0.46 | 0.8  |                                  | "O" value back calculated based on highest severity distribution.    |
| 30  | Urban | Intersection Improvements          | Signal Control              | Change to Median U-turn (Thru-U)                              | All - Intersection Involved                 | 25           | FALSE  | 0.77                                            | 0.77 | 0.77 | 0.77 | 0.55 | <a href="#">10852/10851</a>      | "O" value back calculated based on highest severity distribution.    |
| 31  | Urban | Intersection Improvements          | Signal Control              | Change to Quadrant Intersection or Jug Handles                | All - Intersection Involved                 | 25           | FALSE  | 0.74                                            | 0.74 | 0.74 | 0.74 | 0.74 | SPICE tool                       |                                                                      |
| 32  | All   | Intersection Improvements          | Stop Control (3 and 4-leg   | Change to Right-in Right-out                                  | All - Intersection Involved                 | 20           | FALSE  | 0.2                                             | 0.2  | 0.2  | 0.2  | 0.82 | <a href="#">9823/9821</a>        | "O" value back calculated based on highest severity distribution.    |
| 33  | Urban | Intersection Improvements          | Signal Control              | Change to Signalized Restricted U-Turn (RCUT)                 | All - Intersection Involved                 | 25           | FALSE  | 0.78                                            | 0.78 | 0.78 | 0.78 | 0.89 | <a href="#">9984/9985</a>        | "O" value back calculated based on highest severity distribution.    |
| 34  | All   | Intersection Improvements          | Stop Controlled (3 and 4-l  | Change to Unsignalized Restricted U-Turn (RCUT)               | All - Intersection Involved                 | 20           | FALSE  | 0.46                                            | 0.46 | 0.46 | 0.46 | 0.8  | <a href="#">5556/5555</a>        | "O" value back calculated based on highest severity distribution.    |
| 35  | Rural | Intersection Improvements          | Stop Control                | Correct Skew on minor approach                                | All - Intersection Involved                 | 20           | TRUE   | See HSM Chapter 10                              |      |      |      |      | HSM Equation 10-22 and 10-23     | Applies to total crashes                                             |
| 36  | Urban | Intersection Improvements          | Signal Control              | Install Advanced Warning Flashers                             | Front-to-rear crashes on treated approach   | 20           | FALSE  | 0.81                                            | 0.81 | 0.81 | 0.81 | 0.81 | <a href="#">1410</a>             |                                                                      |
| 37  | Rural | Intersection Improvements          | Stop Control                | Install Enhanced Lighting                                     | Nighttime - Intersection Involved           | 15           | TRUE   | See HSM Chapter 10                              |      |      |      |      | HSM Table 10-15, equation 10-24  | Applicable to nighttime crash proportions                            |
| 38  | Urban | Intersection Improvements          | Stop/Signal Control         | Install Enhanced Lighting                                     | All - Intersection Involved                 | 15           | TRUE   | See HSM Chapter 12                              |      |      |      |      | Table 12-27, equation 12-36      | Applicable to nighttime crash proportions                            |
| 39  | Rural | Intersection Improvements          | Stop Control                | Install Enhanced signing and marking                          | All - Intersection Involved                 | 10           | FALSE  | 0.73                                            | 0.73 | 0.73 | 0.73 | 0.73 | <a href="#">8874</a>             |                                                                      |
| 40  | Rural | Intersection Improvements          | Stop Controlled (3 and 4-l  | Install Intersection Control Warning System (ICWS)            | All - Intersection Involved                 | 10           | FALSE  | 0.9                                             | 0.9  | 0.9  | 0.9  | 0.64 | <a href="#">8472/8471</a>        | "O" value back calculated based on highest severity distribution.    |
| 41  | Urban | Intersection Improvements          | Stop Controlled (3 and 4-l  | Install Intersection Control Warning System (ICWS)            | All - Intersection Involved                 | 10           | FALSE  | 0.73                                            | 0.73 | 0.73 | 0.73 | 0.66 | <a href="#">4918/4916</a>        | "O" value back calculated based on highest severity distribution.    |

| No. | Area  | Countermeasure Group      | Designation                | Description                                                      | Applicable Crashes                                                       | Service Life | HSM AF | Preferred Crash Modification Factor |      |      |      |      | Source                                     | Commentary                                                                            |
|-----|-------|---------------------------|----------------------------|------------------------------------------------------------------|--------------------------------------------------------------------------|--------------|--------|-------------------------------------|------|------|------|------|--------------------------------------------|---------------------------------------------------------------------------------------|
|     |       |                           |                            |                                                                  |                                                                          |              |        | K                                   | A    | B    | C    | O    |                                            |                                                                                       |
| 42  | Urban | Intersection Improvements | Stop/Signal Control        | Install Left Turn Lane                                           | All - Intersection Involved                                              | 20           | TRUE   | See HSM Chapter 12                  |      |      |      |      | HSM Table 12-24                            | Not applicable for 6 or more lanes or one-way roadways.                               |
| 43  | Urban | Intersection Improvements | Stop/Signal Control        | Install Right Turn Lane                                          | All - Intersection Involved                                              | 20           | TRUE   | See HSM Chapter 12                  |      |      |      |      | HSM Table 12-26                            | Not applicable for 6 or more lanes or one-way roadways.                               |
| 44  | Rural | Intersection Improvements | Stop Control               | Install Transverse Rumble on STOP approach                       | All - Intersection Involved                                              | 10           | FALSE  | 0.71                                | 0.71 | 0.71 | 0.86 | 0.86 | <a href="#">9046, 9047</a>                 |                                                                                       |
| 45  | All   | Roadway Departure         | Freeway                    | Clear Zone Improvements                                          | Single Vehicle, Fatal and Injury                                         | 20           | TRUE   | See HSM Chapter 18                  |      |      |      |      | HSM equation 18-38                         |                                                                                       |
| 46  | Rural | Roadway Departure         | Roadway - Two Lanes        | Clear Zone Improvements                                          | All                                                                      | 20           | TRUE   | See HSM Chapter 10                  |      |      |      |      | HSM equation 10-20                         | Applies to total crashes                                                              |
| 47  | Rural | Roadway Departure         | Undivided Multi-lanes      | Clear Zone Improvements                                          | Run-off-road right                                                       | 20           | FALSE  | 0.68                                | 0.68 | 0.68 | 0.68 | 1    | <a href="#">4127</a>                       | Increased lateral clearance form 10 to 40 feet                                        |
| 48  | Rural | Roadway Departure         | Roadway - Two Lanes        | Correct Superelevation                                           | All                                                                      | 20           | TRUE   | See HSM Chapter 10                  |      |      |      |      | HSM equation 10-14, 15, 16                 | Applies to total crashes                                                              |
| 49  | Urban | Roadway Departure         | Arterial                   | Enhance Curve Delineation (chevrons, markings, delineators etc.) | All                                                                      | 5            | FALSE  | 0.61                                | 0.61 | 0.61 | 0.61 | 0.61 | <a href="#">1851</a>                       |                                                                                       |
| 50  | Rural | Roadway Departure         | Undivided Multi-lanes      | Flatten Sideslopes                                               | All                                                                      | 20           | TRUE   | See HSM Chapter 11                  |      |      |      |      | HSM Table 11-14                            |                                                                                       |
| 51  | All   | Roadway Departure         | Freeway                    | Increase Inside Shoulder Width                                   | All                                                                      | 20           | TRUE   | See HSM Chapter 18                  |      |      |      |      | HSM Table 18-16, Eq. 18-26                 |                                                                                       |
| 52  | Rural | Roadway Departure         | Divided -Multi-lane        | Increase Right Shoulder Width                                    | All                                                                      | 20           | TRUE   | See HSM Chapter 11                  |      |      |      |      | HSM Table 11-17                            | Applies to total crashes                                                              |
| 53  | Rural | Roadway Departure         | Roadway - Two Lanes        | Increase Right Shoulder Width                                    | All                                                                      | 20           | TRUE   | See HSM Chapter 10                  |      |      |      |      | HSM Table 10-9                             | Applies to SV roadway departure, head-on, and sideswipe (opposite and same-direction) |
| 54  | Rural | Roadway Departure         | Undivided Multi-lanes      | Increase Right Shoulder Width                                    | All                                                                      | 20           | TRUE   | See HSM Chapter 11                  |      |      |      |      | HSM Table 11-12, equation 11-14            |                                                                                       |
| 55  | All   | Roadway Departure         | Arterial                   | Install Concrete Median Barrier                                  | Run-off-road Left, thru median                                           | 20           | FALSE  | 0.47                                | 0.47 | 0.7  | 0.97 | 1.24 | <a href="#">8214, 43, 8212, 44</a>         | 8214=divided, 43= divided, 8212-divided, 44= any roadway                              |
| 56  | Urban | Roadway Departure         | Freeway                    | Install Concrete Median Barrier                                  | Run-off-road Left, thru median                                           | 20           | FALSE  | 0.61                                | 0.61 | 0.8  | 1.07 | 1.19 | <a href="#">11643, 11574, 11575, 11460</a> | based on divided highwa                                                               |
| 57  | Urban | Roadway Departure         | Arterial                   | Install Concrete Shoulder Barrier                                | Run-off-road right                                                       | 20           | FALSE  | 0.69                                | 0.69 | 0.69 | 0.79 | 1.06 | <a href="#">8361, 8360, 8356</a>           |                                                                                       |
| 58  | Urban | Roadway Departure         | Arterial                   | Install High Friction on Curves, Ramps, Intersections            | All                                                                      | 5            | FALSE  | 0.52                                | 0.52 | 0.52 | 0.52 | 0.58 | <a href="#">10333, 10359</a>               |                                                                                       |
| 59  | All   | Roadway Departure         | Aterials/Freeways          | Install Left Shoulder/Median Rumble Strip                        | Run-off-road Left, thru median                                           | 10           | FALSE  | 0.83                                | 0.83 | 0.83 | 0.83 | 0.83 | <a href="#">3447</a>                       |                                                                                       |
| 60  | Rural | Roadway Departure         | Roadway - Two Lanes        | Install Left Shoulder/Median Rumble Strip                        | Run-off-road Left, thru median                                           | 10           | FALSE  | 0.74                                | 0.74 | 0.74 | 0.74 | 0.74 | <a href="#">2421</a>                       | Assumed the same for run-off road left/right                                          |
| 61  | Rural | Roadway Departure         | Divided -Multi-lane        | Install Median Other Barrier                                     | Run-off-road Left, thru median                                           | 15           | FALSE  | 0.47                                | 0.47 | 0.7  | 0.97 | 1.24 | <a href="#">8214, 43, 8212, 44</a>         |                                                                                       |
| 62  | Rural | Roadway Departure         | Freeway                    | Install Median Other Barrier                                     | Run-off-road Left, thru median                                           | 15           | FALSE  | 0.47                                | 0.47 | 0.7  | 0.97 | 1.24 | <a href="#">8214, 43, 8212, 44</a>         | assumed the same as rural divided multi-lane                                          |
| 63  | Urban | Roadway Departure         | Freeway                    | Install Median Other Barrier                                     | Run-off-road Left, thru median                                           | 15           | FALSE  | 0.61                                | 0.61 | 0.8  | 1.07 | 1.19 | <a href="#">11643, 11574, 11575, 11460</a> | based on divided highway                                                              |
| 64  | Rural | Roadway Departure         | Rural - Two Lanes          | Install Concrete Shoulder Barrier                                | Run-off-road right                                                       | 20           | FALSE  | 0.69                                | 0.69 | 0.69 | 0.79 | 1.06 | <a href="#">8361, 8360, 8356</a>           |                                                                                       |
| 65  | Urban | Roadway Departure         | Arterial                   | Install Other Shoulder Barrier                                   | Run-off-road right                                                       | 15           | FALSE  | 0.69                                | 0.69 | 0.69 | 0.79 | 1.06 | <a href="#">8361, 8360, 8356</a>           |                                                                                       |
| 66  | Rural | Roadway Departure         | Freeway                    | Install Right Shoulder Rumble Strip                              | Run-off-road right                                                       | 10           | FALSE  | 0.86                                | 0.86 | 0.86 | 0.86 | 1    | <a href="#">3495</a>                       | Removed from HSM2                                                                     |
| 67  | Urban | Roadway Departure         | Freeway                    | Install Right Shoulder Rumble Strip                              | Run-off-road right                                                       | 10           | FALSE  | 0.9                                 | 0.9  | 0.9  | 0.9  | 1    | <a href="#">3542</a>                       | Removed from HSM2                                                                     |
| 68  | Rural | Roadway Departure         | Multi-Lane                 | Install Right Shoulder Rumble Strip                              | Run-off-road right                                                       | 10           | FALSE  | 0.84                                | 0.84 | 0.84 | 0.84 | 0.84 | HSM Table 13-44                            |                                                                                       |
| 69  | Rural | Roadway Departure         | Roadway - Two Lanes        | Install Right Shoulder Rumble Strip                              | Run-off-road right                                                       | 10           | FALSE  | 0.74                                | 0.74 | 0.74 | 0.74 | 0.74 | <a href="#">2421</a>                       | Assumed the same for run-off road left/right                                          |
| 70  | Urban | Roadway Departure         | Arterial (5-lanes or less) | Roadside Hazard Improvements                                     | All                                                                      | 20           | TRUE   | See HSM Chapter 12                  |      |      |      |      | HSM Table 20, 21; equation 12-33           | Applies to total crashes                                                              |
| 71  | All   | Roadway Departure         | Roadway                    | Upgrade Barrier to 350 Standards or better - Concrete            | Vehicles impacting existing barrier                                      | 20           | FALSE  | 0.71                                | 0.71 | 0.71 | 1    | 1    | Research                                   | UDOT analysis                                                                         |
| 72  | Rural | Roadway Improvements      | Divided -Multi-lane        | Increase Lane Width                                              | Roadway Departure, Head-on, Sideswipe                                    | 20           | TRUE   | See HSM Chapter 11                  |      |      |      |      | HSM Table 11-26, Eq. 11-16                 | applies only to roadway departure, head-on and sideswipe proportions                  |
| 73  | All   | Roadway Improvements      | Freeway                    | Increase Lane Width                                              | All                                                                      | 20           | TRUE   | See HSM Chapter 18                  |      |      |      |      | HSM Table 18-15, Eq. 18-25                 | Constant for widths greater than 14 feet.                                             |
| 74  | Rural | Roadway Improvements      | Roadway - Two Lanes        | Increase Lane Width                                              | Roadway Departure, Head-on, Sideswipe                                    | 20           | TRUE   | See HSM Chapter 10                  |      |      |      |      | HSM Table 10-8, and equation 10-11         | Applies to SV roadway departure, head-on, and sideswipe (opposite and same-direction) |
| 75  | Rural | Roadway Improvements      | Undivided Multi-lanes      | Increase Lane Width                                              | Roadway Departure, Head-on, Sideswipe                                    | 20           | TRUE   | See HSM Chapter 11                  |      |      |      |      | HSM Table 11-11, equation 11-13            | applies only to roadway departure, head-on and sideswipe proportions                  |
| 76  | All   | Roadway Improvements      | Freeway                    | Install 6-inch Markings                                          | All                                                                      | 3            | FALSE  | 0.96                                | 0.96 | 0.96 | 0.96 | 1    | <a href="#">4769</a>                       |                                                                                       |
| 77  | Rural | Roadway Improvements      | Roadway                    | Install 6-inch Markings                                          | All                                                                      | 3            | FALSE  | 0.78                                | 0.78 | 0.78 | 0.78 | 1    | <a href="#">4792</a>                       |                                                                                       |
| 78  | Urban | Roadway Improvements      | Roadway                    | Install 6-inch Markings                                          | All                                                                      | 3            | FALSE  | 0.92                                | 0.92 | 0.92 | 0.92 | 1    | <a href="#">4775</a>                       |                                                                                       |
| 79  | Urban | Roadway Improvements      | Arterial                   | Install Enhanced Lighting                                        | Nighttime Crashes                                                        | 15           | FALSE  | 0.72                                | 0.72 | 0.72 | 0.72 | 0.83 | HSM Eq 16-69                               | see proportion of Nighttime Crashes                                                   |
| 80  | Urban | Roadway Improvements      | Arterial                   | Install High Friction Surface on Wet Pavements                   | Wet weather crashes                                                      | 5            | FALSE  | 0.17                                | 0.17 | 0.17 | 0.17 | 0.17 | <a href="#">10335</a>                      |                                                                                       |
| 81  | Urban | Roadway Improvements      | Arterial                   | Install Raised Median                                            | Run-off-road Left, thru median, and mid-block left turn related crashes. | 20           | FALSE  | 0.61                                | 0.78 | 0.78 | 0.78 | 1.09 | <a href="#">21, 22, 23</a>                 |                                                                                       |
| 82  | Rural | Roadway Improvements      | Roadway - Two Lanes        | Install Single Passing Lane                                      | All                                                                      | 20           | FALSE  | 0.75                                | 0.75 | 0.75 | 0.75 | 0.75 | HSM Chapter 14                             |                                                                                       |

| No. | Area  | Countermeasure Group | Designation         | Description                            | Applicable Crashes              | Service Life | HSM AF | Preferred Crash Modification Factor      |      |      |      |      | Source                | Commentary                                                                                                                                                                                                                          |
|-----|-------|----------------------|---------------------|----------------------------------------|---------------------------------|--------------|--------|------------------------------------------|------|------|------|------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 83  | Urban | Roadway Improvements | Arterial            | Install Site Situational Warning Signs | Crashes associated with warning | 5            | FALSE  | 0.85                                     | 0.85 | 0.85 | 0.85 | 0.93 | <a href="#">62-63</a> |                                                                                                                                                                                                                                     |
| 84  | Rural | Roadway Improvements | Roadway - Two Lanes | Install Two Passing Lanes              | All                             | 20           | FALSE  | 0.65                                     | 0.65 | 0.65 | 0.65 | 0.65 | HSM Chapter 14        |                                                                                                                                                                                                                                     |
| 85  | Rural | Roadway Improvements | Roadway - Two Lanes | Install Two-way Left-turn Lane         | All                             | 20           | TRUE   | See HSM Chapter 10                       |      |      |      |      | HSM Eq 10-18, 19      | Applies to total crashes                                                                                                                                                                                                            |
| 86  | All   | Roadway Improvements | Freeway             | Meet sight distance requirement        | All                             | 20           | FALSE  | CMF = 1+(0.00066*(SSDneed - SSDprovide)) |      |      |      |      | Research              | Source: Megat-Usamah Megat-Johari, et. al. (2023), Safety Evaluation of Available Stopping Sight Distance using High-Fidelity LIDAR Data, Department of Civil and Environmental Engineering, Michigan State Univeristy. See Table 9 |
| 87  | All   | Roadway Improvements | Roadway             | Meet sight distance requirement        | All                             | 20           | FALSE  | CMF = 1+(0.00091*(SSDneed - SSDprovide)) |      |      |      |      | Research              | Source: Megat-Usamah Megat-Johari, et. al. (2023), Safety Evaluation of Available Stopping Sight Distance using High-Fidelity LIDAR Data, Department of Civil and Environmental Engineering, Michigan State Univeristy. See Table 9 |
| 88  | Rural | Roadway Improvements | Roadway             | Wildlife Fencing                       | Animal Related                  | 20           | FALSE  | 0.16                                     | 0.16 | 0.16 | 0.16 | 0.26 | Research              | Source: Shea, Scott. Goswamy, Amrita. (2025), Effectiveness of Wildlife Fencing at Reducing Crashes, UT-25.15, UDOT. Use only when average animal crash rate is higher than 1.8 crashes per mile per year.                          |





## Safety Benefits:

**High-visibility crosswalks can reduce pedestrian injury crashes up to:**  
**40%<sup>1</sup>**

**Intersection lighting can reduce pedestrian crashes up to:**  
**42%<sup>2</sup>**

**Advance yield or stop markings and signs can reduce pedestrian crashes up to:**  
**25%<sup>3</sup>**

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheetVizEnhancement2018.pdf>.

## Crosswalk Visibility Enhancements

Poor lighting conditions, obstructions such as parked cars, and horizontal or vertical roadway curvature can reduce visibility at crosswalks, contributing to safety issues. For multilane roadway crossings where vehicle volumes are in excess of 10,000 Average Annual Daily Traffic (AADT), a marked crosswalk alone is typically not sufficient. Under such conditions, more substantial crossing improvements could prevent an increase in pedestrian crash potential.

Three main crosswalk visibility enhancements help make crosswalks and the pedestrians, bicyclists, wheelchair and other mobility device users, and transit users using them more visible to drivers. These include high-visibility crosswalks, lighting, and signing and pavement markings. These enhancements can also assist users in deciding where to cross. Agencies can implement these features as standalone or combination enhancements to indicate the preferred location for users to cross.

### High-visibility crosswalks

High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections. Agencies should use materials such as inlay or thermoplastic tape, instead of paint or brick, for highly reflective crosswalk markings.

### Improved Lighting

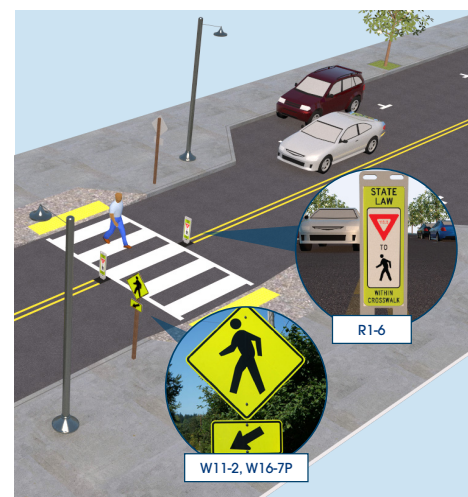
The goal of crosswalk lighting should be to illuminate with positive contrast to make it easier for a driver to visually identify the pedestrian. This involves carefully placing the luminaires in forward locations to avoid a silhouette effect of the pedestrian.

### Enhanced Signing and Pavement Markings

On multilane roadways, agencies can use "YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of

a marked crosswalk to indicate where a driver should stop or yield to pedestrians, depending on State law. To supplement the signing, agencies can also install a STOP or YIELD bar (commonly referred to as "shark's teeth") pavement markings.

In-street signing, such as "STOP Here for Pedestrians" or "YIELD Here to Pedestrians" may be appropriate on roads with two- or three-lane roads where speed limits are 30 miles per hour or less.



Source: FHWA

- 1 (CMF ID: 4123) Chen, L., C. Chen, and R. Ewing. The Relative Effectiveness of Pedestrian Safety Countermeasures at Urban Intersections - Lessons from a New York City Experience. (2012).
- 2 (CMF ID: 436) Elvik, R. and Vaa, T. Handbook of Road Safety Measures. Oxford, United Kingdom, Elsevier, (2004).
- 3 (CMF ID: 9017) Zeeger et al. Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, FHWA, (2017).

Transportation agencies should refer to the Manual on Uniform Traffic Control Devices (MUTCD) for information on crosswalk markings (Chapter 3C) and in-street signing (Sections 2B.19 and 2B.20).

## CMF / CRF Details

**CMF ID:** 10613

**CMF Name:** Improve curve delineation

**Description:** Treatments can include new chevrons, horizontal arrows, and adv

**Prior Condition:** No Prior Condition(s)

**Category:** Signs

**Study ID:** [Safety Evaluation of Improved Curve Delineation, Srinivasan et al. 2009](#)

| Star Quality Rating  |         |
|----------------------|---------|
| Star Quality Rating: | 5 Stars |

| Crash Modification Factor (CMF) |       |
|---------------------------------|-------|
| Value:                          | 0.725 |
| Adjusted Standard Error:        |       |
| Unadjusted Standard Error:      | 0.073 |

| Crash Reduction Factor     |      |
|----------------------------|------|
| Value:                     | 27.5 |
| Adjusted Standard Error:   |      |
| Unadjusted Standard Error: | 7.3  |

| Applicability                                   |                                                                        |
|-------------------------------------------------|------------------------------------------------------------------------|
| Crash Type:                                     | Non-intersection                                                       |
| Crash Severity:                                 | All                                                                    |
| Roadway Types:                                  | All                                                                    |
| Minimum Number of Lanes:                        | 2                                                                      |
| Maximum Number of Lanes:                        | 2                                                                      |
| Number of Lanes Direction:                      |                                                                        |
| Number of Lanes Comment:                        |                                                                        |
| Road Division Type:                             | Undivided                                                              |
| Minimum Speed Limit:                            |                                                                        |
| Maximum Speed Limit:                            |                                                                        |
| Speed Unit:                                     |                                                                        |
| Speed Limit Comment:                            |                                                                        |
| Area Type:                                      | Rural                                                                  |
| Traffic Volume:                                 | Minimum of 354 to Maximum of 20479 Annual Average Daily Traffic (AADT) |
| Average Traffic Volume:                         |                                                                        |
| Time of Day:                                    | Night                                                                  |
| <i>If countermeasure is intersection-based.</i> |                                                                        |
| Intersection Type:                              |                                                                        |
| Intersection Geometry:                          |                                                                        |
| Traffic Control:                                |                                                                        |
| Major Road Traffic Volume:                      |                                                                        |
| Minor Road Traffic Volume:                      |                                                                        |

|                                   |  |
|-----------------------------------|--|
| <b>Average Major Road Volume:</b> |  |
| <b>Average Minor Road Volume:</b> |  |

| Development Details              |                                                  |
|----------------------------------|--------------------------------------------------|
| <b>Date Range of Data Used:</b>  | 1993 to 2007                                     |
| <b>Municipality:</b>             |                                                  |
| <b>State:</b>                    | CT,WA                                            |
| <b>Country:</b>                  |                                                  |
| <b>Type of Methodology Used:</b> | Before/after using empirical Bayes or full Bayes |
| <b>Sample Size (crashes):</b>    | 302 crashes before, 176 crashes after            |
| <b>Sample Size (sites):</b>      | 228 sites before, 228 sites after                |

| Other Details                       |              |
|-------------------------------------|--------------|
| <b>Included in HSM:</b>             | No           |
| <b>Date Added to Clearinghouse:</b> | Jan 01, 1970 |
| <b>Comments:</b>                    |              |

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*The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.*



## Safety Benefits:

### Chevron Signs

**25%** reduction in nighttime crashes.<sup>1</sup>

**16%** reduction in non-intersection fatal and injury crashes.<sup>2</sup>

### Oversized Chevron Signs

**15%** reduction in fatal and injury crashes.<sup>3</sup>

### Sequential Dynamic Chevrons

**60%** reduction in fatal and injury crashes.<sup>4</sup>

### In-Lane Curve Warning Pavement Markings

**35 - 38%** reduction in all crashes.<sup>5</sup>

### New Fluorescent Curve Signs or Upgrade Existing Curve Signs to Fluorescent Sheeting

**18%** reduction in non-intersection, head-on, run-off-road, and sideswipe in rural areas.<sup>1</sup>

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/rwd/keep-vehicles-road/horizontal-curve-safety>.

## Enhanced Delineation for Horizontal Curves

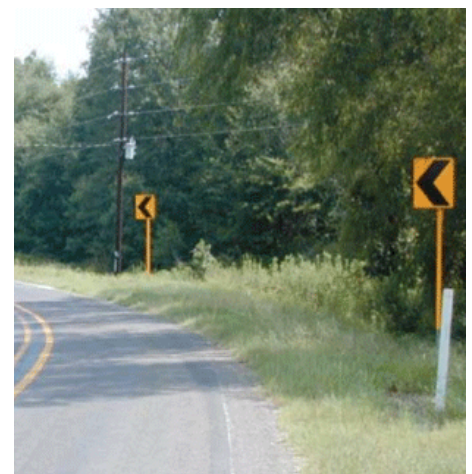
Enhanced delineation at horizontal curves includes a variety of potential strategies that can be implemented in advance of or within curves, in combination, or individually.

| Potential Strategies                                                     | In Advance of Curve | Within Curve |
|--------------------------------------------------------------------------|---------------------|--------------|
| Pavement markings (standard width or wider)                              | ✓                   | ✓            |
| In-lane curve warning pavement markings                                  | ✓                   |              |
| Retroreflective strips on sign posts                                     | ✓                   | ✓            |
| Delineators                                                              |                     | ✓            |
| Chevron signs                                                            |                     | ✓            |
| Enhanced Conspicuity (larger, fluorescent, and/or retroreflective signs) | ✓                   | ✓            |
| Dynamic curve warning signs (including speed radar feedback signs)       | ✓                   |              |
| Sequential dynamic chevrons                                              |                     | ✓            |

Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and appropriate operating speed.

Agencies can take the following steps to implement enhanced delineation strategies:

1. Review signing practices and policies to ensure they comply with the Manual on Uniform Traffic Control Devices (MUTCD) principles of traffic control devices. Consistent practice for similar curves sets the appropriate driver expectancy.
2. Use the [systemic approach](#) to identify and treat problem curves. For example, Minnesota uses risk factors that include curve radii between 500 and 1,200 ft, traffic volumes between 500 and 1,000 vehicles per day, intersection in the curve, and presence of a visual trap.<sup>1</sup>
3. Match the appropriate strategy to the identified problem(s), considering the full range of enhanced delineation treatments. Once the MUTCD requirements and recommendations have been met, an incremental approach is often beneficial to avoid excessive cost.



Chevron signs with retroreflective strips on sign posts installed along a curve. Source: FHWA

1 (CMF ID: [2439,2431,2432](#)) Albin et al. Low-Cost Treatments for Horizontal Curve Safety 2016. FHWA-SA-15-084, (2016).  
 2 (CMF ID: [2438](#)) Srinivasan et al. Safety Evaluation of Improved Curve Delineation. FHWA-HRT-09-045, (2009).  
 3 (CMF ID: [8978](#)) Lyon et al. Safety Evaluation of Two Curve Warning Treatments: In-Lane Curve Warning Pavement Markings and Oversized Chevron Signs. Presented at the 96th TRB Annual Meeting, Paper No. 17-00432, (2017).  
 4 (CMF ID: [10362](#)) Hallmark, S. Evaluation of Sequential Dynamic Chevrons on Rural Two-lane Highways. FHWA, (2017).  
 5 (CMF ID: [10312,9167](#)) Donnell et al. Reducing Roadway Departure Crashes at Horizontal Curve Sections on Two-lane Rural Highways. FHWA-SA-19-005, (2019).

## CMF / CRF Details

**CMF ID:** 4203

**CMF Name:** Increase yellow interval and add all red interval

**Description:** The average increase in the yellow time was 0.8 seconds (minimum

**Prior Condition:** Signalized intersection with yellow interval and no all red interval

**Category:** Intersection traffic control

**Study ID:** [Evaluation of Safety Strategies at Signalized Intersections, Srinivasan, et al. 2011](#)

| Star Quality Rating  |         |
|----------------------|---------|
| Star Quality Rating: | 3 Stars |

| Crash Modification Factor (CMF) |       |
|---------------------------------|-------|
| Value:                          | 0.99  |
| Adjusted Standard Error:        |       |
| Unadjusted Standard Error:      | 0.146 |

| Crash Reduction Factor     |      |
|----------------------------|------|
| Value:                     | 1    |
| Adjusted Standard Error:   |      |
| Unadjusted Standard Error: | 14.6 |

| Applicability                                   |                                                                         |
|-------------------------------------------------|-------------------------------------------------------------------------|
| Crash Type:                                     | All                                                                     |
| Crash Severity:                                 | All                                                                     |
| Roadway Types:                                  | Not Specified                                                           |
| Minimum Number of Lanes:                        |                                                                         |
| Maximum Number of Lanes:                        |                                                                         |
| Number of Lanes Direction:                      |                                                                         |
| Number of Lanes Comment:                        |                                                                         |
| Road Division Type:                             |                                                                         |
| Minimum Speed Limit:                            |                                                                         |
| Maximum Speed Limit:                            |                                                                         |
| Speed Unit:                                     |                                                                         |
| Speed Limit Comment:                            |                                                                         |
| Area Type:                                      | Urban                                                                   |
| Traffic Volume:                                 |                                                                         |
| Average Traffic Volume:                         |                                                                         |
| Time of Day:                                    | All                                                                     |
| <i>If countermeasure is intersection-based.</i> |                                                                         |
| Intersection Type:                              | Roadway/roadway (not interchange related)                               |
| Intersection Geometry:                          | 3-leg,4-leg                                                             |
| Traffic Control:                                | Signalized                                                              |
| Major Road Traffic Volume:                      | Minimum of 5950 to Maximum of 31600 Annual Average Daily Traffic (AADT) |
| Minor Road Traffic Volume:                      | Minimum of 2650 to Maximum of 20225 Annual Average Daily Traffic (AADT) |

|                                   |                                           |
|-----------------------------------|-------------------------------------------|
| <b>Average Major Road Volume:</b> | 17417 Annual Average Daily Traffic (AADT) |
| <b>Average Minor Road Volume:</b> | 8484 Annual Average Daily Traffic (AADT)  |

| Development Details              |                                                                |
|----------------------------------|----------------------------------------------------------------|
| <b>Date Range of Data Used:</b>  | 1992 to 2002                                                   |
| <b>Municipality:</b>             | San Diego, San Francisco, Howard County, and Montgomery County |
| <b>State:</b>                    | CA,MD                                                          |
| <b>Country:</b>                  | USA                                                            |
| <b>Type of Methodology Used:</b> | Before/after using empirical Bayes or full Bayes               |
| <b>Sample Size (sites):</b>      | 11 sites after                                                 |

| Other Details                       |                                                                                          |
|-------------------------------------|------------------------------------------------------------------------------------------|
| <b>Included in HSM:</b>             | No                                                                                       |
| <b>Date Added to Clearinghouse:</b> | Dec 06, 2012                                                                             |
| <b>Comments:</b>                    | Assumed 2 crashes per site in both the before and after periods to estimate sample size. |

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This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

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## CMF / CRF Details

**CMF ID:** 9029

**CMF Name:** Install single luminaire at intersection

**Description:** A single luminaire is a safety treatment used to reduce nighttime c

**Prior Condition:** No lighting

**Category:** Highway lighting

**Study ID:** [Advancing Innovating Intersection Safety Treatments for Two-Lane Rural Highways, Torbic et al. 2015](#)

| Star Quality Rating  |         |
|----------------------|---------|
| Star Quality Rating: | 3 Stars |

| Crash Modification Factor (CMF) |      |
|---------------------------------|------|
| Value:                          | 0.29 |
| Adjusted Standard Error:        |      |
| Unadjusted Standard Error:      | 0.29 |

| Crash Reduction Factor     |    |
|----------------------------|----|
| Value:                     | 71 |
| Adjusted Standard Error:   |    |
| Unadjusted Standard Error: | 29 |

| Applicability                                   |                                                                       |
|-------------------------------------------------|-----------------------------------------------------------------------|
| Crash Type:                                     | All,Nighttime                                                         |
| Crash Severity:                                 | All                                                                   |
| Roadway Types:                                  | Not specified                                                         |
| Minimum Number of Lanes:                        | 2                                                                     |
| Maximum Number of Lanes:                        | 2                                                                     |
| Number of Lanes Direction:                      |                                                                       |
| Number of Lanes Comment:                        |                                                                       |
| Road Division Type:                             | Undivided                                                             |
| Minimum Speed Limit:                            |                                                                       |
| Maximum Speed Limit:                            |                                                                       |
| Speed Unit:                                     |                                                                       |
| Speed Limit Comment:                            |                                                                       |
| Area Type:                                      | Rural                                                                 |
| Traffic Volume:                                 |                                                                       |
| Average Traffic Volume:                         |                                                                       |
| Time of Day:                                    | Night                                                                 |
| <i>If countermeasure is intersection-based.</i> |                                                                       |
| Intersection Type:                              | Roadway/roadway (not interchange related)                             |
| Intersection Geometry:                          | 3-leg,4-leg                                                           |
| Traffic Control:                                | Stop-controlled                                                       |
| Major Road Traffic Volume:                      | Minimum of 200 to Maximum of 7300 Annual Average Daily Traffic (AADT) |
| Minor Road Traffic Volume:                      | Minimum of 30 to Maximum of 2000 Annual Average Daily Traffic (AADT)  |

|                                   |  |
|-----------------------------------|--|
| <b>Average Major Road Volume:</b> |  |
| <b>Average Minor Road Volume:</b> |  |

| Development Details              |                                                  |
|----------------------------------|--------------------------------------------------|
| <b>Date Range of Data Used:</b>  |                                                  |
| <b>Municipality:</b>             |                                                  |
| <b>State:</b>                    | MN                                               |
| <b>Country:</b>                  |                                                  |
| <b>Type of Methodology Used:</b> | Before/after using empirical Bayes or full Bayes |
| <b>Sample Size (crashes):</b>    | 20 crashes before, 1 crashes after               |
| <b>Sample Size (sites):</b>      | 27 sites before, 27 sites after                  |
| <b>Sample Size (site-years):</b> | site-years before, 43 site-years after           |

| Other Details                       |              |
|-------------------------------------|--------------|
| <b>Included in HSM:</b>             | No           |
| <b>Date Added to Clearinghouse:</b> | Jan 17, 2018 |
| <b>Comments:</b>                    |              |

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**Safety Benefits:**  
Lighting can reduce  
crashes up to:

**42%**

for nighttime injury pedestrian  
crashes at intersections.<sup>1</sup>

**33-38%**

for nighttime crashes at rural  
and urban intersections.<sup>2,1</sup>

**28%**

for nighttime injury crashes  
on rural and urban  
highways.<sup>1</sup>



Source: FHWA

For more information on this  
and other FHWA Proven Safety  
Countermeasures, please visit  
<https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/other/visibility/roadway-lighting-resources>.

## Lighting

The number of fatal crashes occurring in daylight is about the same as those that occur in darkness. However, the nighttime fatality rate is three times the daytime rate because only 25 percent of vehicle miles traveled (VMT) occur at night. At nighttime, vehicles traveling at higher speeds may not have the ability to stop once a hazard or change in the road ahead becomes visible by the headlights. Therefore, lighting can be applied continuously along segments and at spot locations such as intersections and pedestrian crossings in order to reduce the chances of a crash.

Adequate lighting (i.e., at or above minimum acceptable standards) is based on research recommending horizontal and vertical illuminance levels to provide safety benefits to all users of the roadway environment. Adequate lighting can also provide benefits in terms of personal security for pedestrians, wheelchair and other mobility device users, bicyclists, and transit users as they travel along and across roadways.

### Applications

#### Roadway Segments

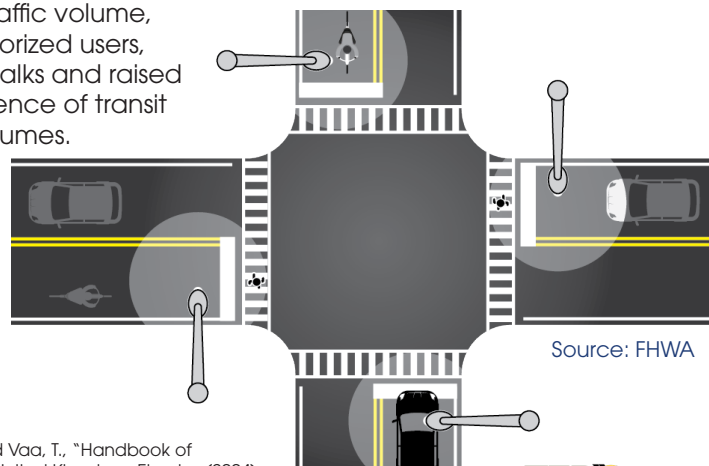
Research indicates that continuous lighting on both rural and urban highways (including freeways) has an established safety benefit for motorized vehicles.<sup>1</sup> Agencies can provide adequate visibility of the roadway and its users through the uniform application of lighting that provides full coverage along the roadway and the strategic placement of lighting where it is needed the most.

#### Intersections and Pedestrian Crossings

Increased visibility at intersections at nighttime is important since various modes of travel cross paths at these locations. Agencies should consider providing lighting to intersections based on factors such as a history of crashes at nighttime, traffic volume, the volume of non-motorized users, the presence of crosswalks and raised medians, and the presence of transit stops and boarding volumes.

### Considerations

Most new lighting installations are made with breakaway features, shielded, or placed far enough from the roadway to reduce the probability and/or severity of fixed-object crashes. Modern lighting technology gives precise control with minimal excessive light affecting the nighttime sky or spilling over to adjacent properties. Agencies can equitably engage with underserved communities to determine where and how new and improved lighting can most benefit the community by considering their priorities, including eliminating crash disparities, connecting to essential neighborhood services, improving active transportation routes, and promoting personal safety.



Source: FHWA

<sup>1</sup> (CMF ID: [436.433.192](#)) Elvik, R. and Vaa, T., "Handbook of Road Safety Measures." Oxford, United Kingdom, Elsevier, (2004).

<sup>2</sup> (CMF ID: [2376](#)) Ye et al. A Simultaneous Equations Model of Crash Frequency By Collision Type for Rural Intersections, 87th Annual Meeting of the Transportation Research Board, (2008).



8%

of all fatalities on divided highways are due to head-on crashes.<sup>1</sup>

**Safety Benefits:**  
**Median Barriers Installed on Rural Four-Lane Freeways**

97%

reduction in cross-median crashes.<sup>2</sup>

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/safety/rwd/reduce-crash-severity>.

## Median Barriers

Median barriers are longitudinal barriers that separate opposing traffic on a divided highway and are designed to redirect vehicles striking either side of the barrier. Median barriers significantly reduce the number of cross-median crashes, which are attributed to the relatively high speeds that are typical on divided highways. AASHTO's *Roadside Design Guide* (RDG) recommends guidelines for the use of median barriers on high-speed, fully controlled-access roadways for locations where the median is 30 ft in width or less and the average daily traffic (ADT) is greater than 20,000 vehicles per day (vpd). For locations with median widths greater than 50 ft and where the ADT is less than 20,000 vpd, a median barrier is optional. For locations where the median is between 30 and 50 feet, the RDG suggests an analysis to determine the cost effectiveness of median barrier installation. Median barriers can be cable, metal-beam, or concrete.

- **Cable barriers** are flexible barriers, made from steel cables mounted on weak steel posts, resulting in less occupant impact force as it absorbs energy from the crash, capturing or redirecting the vehicle. Due to larger deflection, median width is an important consideration. These barriers are more adaptable to slopes typically found in medians. Cable barriers tend to require more frequent maintenance and repair than other barrier types.

- **Metal-beam guardrails** are considered semi-rigid barriers, where the W-beam or box-beam is mounted to steel or timber posts. When impacted, they are designed to deform and deflect, absorbing some of the crash energy and redirecting the vehicle. Metal-beam guardrails often do not require maintenance after minor impacts. They deflect less than cable barriers, so they can be located closer to objects where space is limited.

- **Concrete barriers** are usually rigid and result in little to no deflection. They redirect rather than absorb energy from the impact. Rigid concrete barriers seldom require repair or maintenance. Some agencies have used portable concrete barriers as median barriers. These barriers require

repositioning after an impact but are typically less maintenance than a post mounted barrier.

To reduce cross-median crashes, transportation agencies should review their head-on crash history on divided highways to identify hot spots. Agencies should also consider implementing a systemic approach to median barrier placement based on cross-median crash risk factors. Potential risk factors include:

- Traffic volumes.
- Vehicle classifications.
- Median crossover history.
- Crash incidents.
- Vertical and horizontal alignment.
- Median terrain configurations.



Median cable barrier prevents a potential head-on crash.  
Source: Washington State DOT

<sup>1</sup> Fatality Analysis Reporting System.

<sup>2</sup> (CMF ID: 7040) NCHRP Report 794: Median Cross-Section Design for Rural Divided Highways, (2011).

## CMF / CRF Details

**CMF ID:** 7792

**CMF Name:** Install raised median

**Description:**

**Prior Condition:** Roadways without raised medians

**Category:** Access management

**Study ID:** [Validation and Application of Highway Safety Manual \(Part D\) in Florida, Abdel-Aty et al. 2014](#)

| Star Quality Rating  |         |
|----------------------|---------|
| Star Quality Rating: | 3 Stars |

| Crash Modification Factor (CMF) |      |
|---------------------------------|------|
| Value:                          | 0.76 |
| Adjusted Standard Error:        |      |
| Unadjusted Standard Error:      | 0.12 |

| Crash Reduction Factor     |    |
|----------------------------|----|
| Value:                     | 24 |
| Adjusted Standard Error:   |    |
| Unadjusted Standard Error: | 12 |

| Applicability                                   |                                                                          |
|-------------------------------------------------|--------------------------------------------------------------------------|
| Crash Type:                                     | All                                                                      |
| Crash Severity:                                 | K (fatal),A (serious injury),B (minor injury),C (possible injury)        |
| Roadway Types:                                  | Not specified                                                            |
| Minimum Number of Lanes:                        | 2                                                                        |
| Maximum Number of Lanes:                        |                                                                          |
| Number of Lanes Direction:                      |                                                                          |
| Number of Lanes Comment:                        | > = 2 Lanes                                                              |
| Road Division Type:                             |                                                                          |
| Minimum Speed Limit:                            |                                                                          |
| Maximum Speed Limit:                            |                                                                          |
| Speed Unit:                                     |                                                                          |
| Speed Limit Comment:                            |                                                                          |
| Area Type:                                      | Rural                                                                    |
| Traffic Volume:                                 | Minimum of 1547 to Maximum of 139000 Annual Average Daily Traffic (AADT) |
| Average Traffic Volume:                         |                                                                          |
| Time of Day:                                    | All                                                                      |
| <i>If countermeasure is intersection-based.</i> |                                                                          |
| Intersection Type:                              |                                                                          |
| Intersection Geometry:                          |                                                                          |
| Traffic Control:                                |                                                                          |
| Major Road Traffic Volume:                      |                                                                          |
| Minor Road Traffic Volume:                      |                                                                          |

|                                   |  |
|-----------------------------------|--|
| <b>Average Major Road Volume:</b> |  |
| <b>Average Minor Road Volume:</b> |  |

| Development Details               |                          |
|-----------------------------------|--------------------------|
| <b>Date Range of Data Used:</b>   | 2010 to 2012             |
| <b>Municipality:</b>              |                          |
| <b>State:</b>                     | FL                       |
| <b>Country:</b>                   | USA                      |
| <b>Type of Methodology Used:</b>  | Regression cross-section |
| <b>Sample Size (sites):</b>       | 418 sites                |
| <b>Sample Size (site-years):</b>  | 801 site-years           |
| <b>Sample Size (miles):</b>       | 266.9 miles              |
| <b>Sample Size (miles-years):</b> | 1578 mile-years          |

| Other Details                       |                                                            |
|-------------------------------------|------------------------------------------------------------|
| <b>Included in HSM:</b>             | No                                                         |
| <b>Date Added to Clearinghouse:</b> | Mar 08, 2016                                               |
| <b>Comments:</b>                    | Crashes at intersections are excluded for developing CMFs. |

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## CMF / CRF Details

**CMF ID:** 326

**CMF Name:** Install a traffic signal

**Description:**

**Prior Condition:** No Prior Condition(s)

**Category:** Intersection traffic control

**Study ID:** [Accident Modification Factors for Traffic Engineering and ITS Improvements, Harkey et al. 2008](#)

| Star Quality Rating  |         |
|----------------------|---------|
| Star Quality Rating: | 5 Stars |

| Crash Modification Factor (CMF) |      |
|---------------------------------|------|
| Value:                          | 0.23 |
| Adjusted Standard Error:        | 0.02 |
| Unadjusted Standard Error:      | 0.02 |

| Crash Reduction Factor     |    |
|----------------------------|----|
| Value:                     | 77 |
| Adjusted Standard Error:   | 2  |
| Unadjusted Standard Error: | 2  |

| Applicability                                   |                                                                         |
|-------------------------------------------------|-------------------------------------------------------------------------|
| Crash Type:                                     | Angle                                                                   |
| Crash Severity:                                 | All                                                                     |
| Roadway Types:                                  | Not Specified                                                           |
| Minimum Number of Lanes:                        |                                                                         |
| Maximum Number of Lanes:                        |                                                                         |
| Number of Lanes Direction:                      |                                                                         |
| Number of Lanes Comment:                        |                                                                         |
| Road Division Type:                             |                                                                         |
| Minimum Speed Limit:                            |                                                                         |
| Maximum Speed Limit:                            |                                                                         |
| Speed Unit:                                     |                                                                         |
| Speed Limit Comment:                            |                                                                         |
| Area Type:                                      | Rural                                                                   |
| Traffic Volume:                                 |                                                                         |
| Average Traffic Volume:                         |                                                                         |
| Time of Day:                                    |                                                                         |
| <i>If countermeasure is intersection-based.</i> |                                                                         |
| Intersection Type:                              | Roadway/roadway (not interchange related)                               |
| Intersection Geometry:                          | 3-leg,4-leg                                                             |
| Traffic Control:                                | Stop-controlled                                                         |
| Major Road Traffic Volume:                      | Minimum of 3261 to Maximum of 29926 Annual Average Daily Traffic (AADT) |
| Minor Road Traffic Volume:                      | Minimum of 101 to Maximum of 10300 Annual Average Daily Traffic (AADT)  |

|                                   |  |
|-----------------------------------|--|
| <b>Average Major Road Volume:</b> |  |
| <b>Average Minor Road Volume:</b> |  |

| Development Details              |                                                  |
|----------------------------------|--------------------------------------------------|
| <b>Date Range of Data Used:</b>  |                                                  |
| <b>Municipality:</b>             |                                                  |
| <b>State:</b>                    |                                                  |
| <b>Country:</b>                  |                                                  |
| <b>Type of Methodology Used:</b> | Before/after using empirical Bayes or full Bayes |

| Other Details                       |                                                                                           |
|-------------------------------------|-------------------------------------------------------------------------------------------|
| <b>Included in HSM:</b>             | Yes. HSM lists this CMF in <strong>bold</strong> font to indicate that it has the highest |
| <b>Date Added to Clearinghouse:</b> | Dec 01, 2009                                                                              |
| <b>Comments:</b>                    | Countermeasure name changed to match HSM                                                  |

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# Safety Benefits of Walkways, Sidewalks, and Paved Shoulders



## FHWA Safety Program



U.S. Department of Transportation  
**Federal Highway Administration**



In a suburban community a six lane road is built. It has businesses on both sides of the street, driveways, and bus stops. Students often walk along the shoulder to get to school, restaurants, and nearby shops. Along the edge of the road, footprints in the grass leave dirt paths. For pedestrians it is dangerous, inaccessible, and uncomfortable to walk along this roadway — they need a sidewalk.

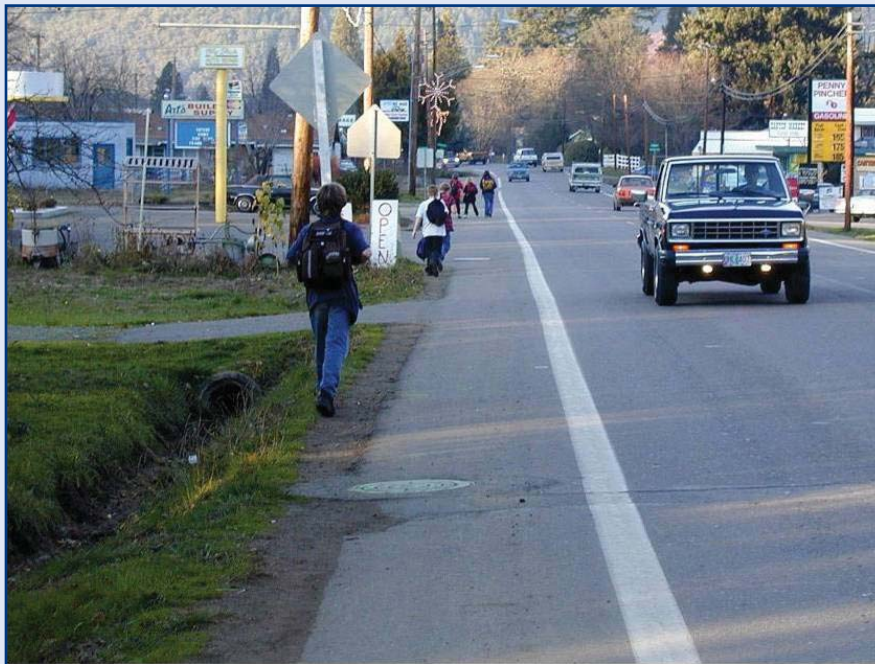


Photo Credit: Michael Ronkin



## Walkways

Annually, around 4,500 pedestrians are killed in traffic crashes with motor vehicles in the United States.<sup>1</sup> Pedestrians killed while “walking along the roadway” account for almost 8 percent of these deaths.<sup>2</sup> Many of these tragedies are preventable. Providing walkways separated from the travel lanes could help to prevent up to 88 percent of these “walking along roadway crashes.”<sup>3</sup>

Walkways can be provided by constructing either stabilized or paved surfaces separated from the roadway, or by widening paved shoulders. These treatments can not only improve the safety of pedestrians, but also make pedestrian trips more viable.

Providing walkways for pedestrians dramatically increases how well pedestrians perceive their needs are being met along roadways.<sup>4</sup> The wider the separation is between the pedestrian and the roadway, the more comfortable the pedestrian facility.



Photo Credit: [www.pedbikeimages.org](http://www.pedbikeimages.org)/Dan Burden

## Benefits of Sidewalks

Sidewalks separated from the roadway are the preferred accommodation for pedestrians. Sidewalks provide many benefits including safety, mobility, and healthier communities.

In addition to reducing walking along roadway crashes, sidewalks reduce other pedestrian crashes. Roadways without sidewalks are more than twice as likely to have pedestrian crashes as sites with sidewalks on both sides of the street.<sup>5</sup> By providing sidewalks on both sides of the street, numerous midblock crossing crashes can be eliminated.



Photo Credit: [www.pedbikeimages.org/](http://www.pedbikeimages.org/)Dan Burden

By providing facilities that are more comfortable, we can increase the number of trips made by walking, particularly in areas with mixed land uses.<sup>6</sup> Moreover, we can better serve our local populations. Many people cannot drive a car and are reliant on walking and public transit for transportation. Children, older adults, and people with disabilities make up a substantial portion of the population

— up to 37 percent in some States.<sup>7</sup> Other people might choose to walk if they had better accommodations. Providing sidewalks, widened paved shoulders, or stabilized shoulders — particularly when providing access to transit and schools — can increase the transportation options for these individuals. Additionally, by moving pedestrians off the travel lanes, motorists operations are improved and capacity increased.

Research also indicates that people will walk for recreational purposes if a facility is provided.<sup>6</sup> Recreational walking is one of the easiest ways for people to get the recommended allotment of physical exercise each day.

## Benefits of Paved Shoulders

Paved shoulders provide numerous safety benefits for motorists as well as benefits for pedestrians. Providing or widening paved shoulders has the following benefits:

- Provides a stable surface off of the roadway for pedestrians to use when sidewalks cannot be provided
- Reduces numerous crash types including the following:
  - Head on crashes (15%-75% reported reduction)<sup>8</sup>
  - Sideswipe crashes (15%-41%)<sup>8</sup>
  - Fixed object crashes (29%-49%)<sup>8</sup>
  - Pedestrian (walking along roadway) crashes (71%)<sup>8</sup>
- Improves roadway drainage
- Increases effective turning radii at intersections
- Reduces shoulder maintenance requirements
- Provides emergency stopping space for broken down vehicles
- Provides space for maintenance operations and snow storage
- Provides space for variable message signs
- Provides an increased level of comfort for bicyclists<sup>4</sup>



Photo Credit: Michael Ronkin



## Case Study: Dale Mabry Highway, Tampa, Florida

Before / During Construction



Photo Credit: Bruce Landis

After Construction

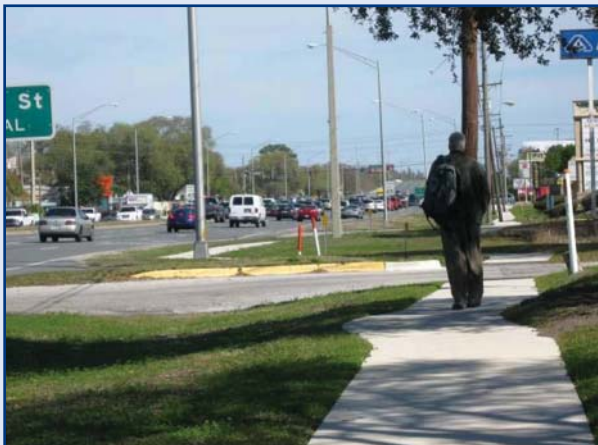


Photo Credit: Jennifer Bartlett

Before the installation of sidewalks, Dale Mabry Highway (SR580) in Tampa, Florida was not a place anyone would feel comfortable walking. Dale Mabry is a commercial corridor with six lanes of traffic, a five foot shoulder, and transit service stopping along the route. Many vehicles using this corridor are traveling faster than the 45 mph posted speed limit and pedestrian crashes were all too common. Even before construction was completed, pedestrians were using the sidewalks. Pedestrians can now walk in a safe location off the roadway/shoulders on separated accessible sidewalks.

## Guidance Statement/Application:

The Federal Highway Administration (FHWA) *Guidance Memorandum on Consideration and Implementation of Proven Safety Countermeasures* offers the following guidance for the application of sidewalks and shoulders:

*Accessible sidewalks or pathways should be provided and maintained along both sides of streets and highways in urban areas, particularly near school zones and transit locations, and where there is frequent pedestrian activity.*

Sidewalks should be considered the preferred treatment for accommodating pedestrians in urban areas and where frequent pedestrian use is expected. For less developed areas with occasional pedestrian traffic expected, the Guidance Memorandum provides the following:

*Walkable shoulders (minimum of 4 feet stabilized or paved surface) should be provided along both sides of rural highways...<sup>9</sup>*

For more information, visit <http://safety.fhwa.dot.gov/policy/memo071008/>

---

<sup>1</sup> NHTSA, Traffic Safety Facts 2008 Pedestrians, NHTSA, Washington, D.C., 2009.

<sup>2</sup> FHWA, *Pedestrian and Bicycle Crashes of the Early 1990's*. Publication No. FHWA- RD-95-163, FHWA, 1995.

<sup>3</sup> FHWA, *An Analysis of Factors Contributing to "Walking Along Roadway" Crashes: Research Study and Guidelines for Sidewalks and Walkways*. Report No. FHWA-RD-01-101, FHWA, Washington D.C., 2001.

<sup>4</sup> NCHRP Report 616, *Multimodal Level of Service Analysis for Urban Streets*, TRB, Washington D.C., 2008.

<sup>5</sup> FHWA *Investigation of Exposure-Based Pedestrian Accident Areas: Crosswalks, Sidewalks, Local Streets, and Major Arterials*. Publication No. FHWA/RD87-038, FHWA, Washington, D.C., 1987.

<sup>6</sup> Florida Department of Transportation, *Conserve by Bicycle and Pedestrian Study Phase II*. FDOT, Tallahassee, FL, 2009.

<sup>7</sup> FHWA, FHWA University Course on Bicycle and Pedestrian Transportation: Student Workbook. FHWA, Washington, D.C., July 2005.

<sup>8</sup> Florida Department of Transportation, *Update of Florida Crash Reduction Factors and Countermeasures to improve the Development of District Safety Improvement Projects*. FDOT, Tallahassee, FL, 2005.

<sup>9</sup> Lindley, J., *Guidance Memorandum on Consideration and Implementation of Proven Safety Countermeasures* FHWA, Washington D.C., July 2008.

### **For More Information:**

For more information, visit [http://safety.fhwa.dot.gov/ped\\_bike](http://safety.fhwa.dot.gov/ped_bike)

### **FHWA, Office of Safety**

Tamara Redmon  
[tamara.redmon@dot.gov](mailto:tamara.redmon@dot.gov)  
202-366-4077



## Safety Benefits:

**36-50%**  
reduction in  
red light running.<sup>3</sup>

**8-14%**  
reduction in  
total crashes.<sup>3</sup>

**12%**  
reduction in  
injury crashes.<sup>3</sup>

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasal3027.pdf>.

## Yellow Change Intervals

At a signalized intersection, the yellow change interval is the length of time that the yellow signal indication is displayed following a green signal indication. The yellow signal confirms to motorists that the green has ended and that a red will soon follow.

Since red-light running is a leading cause of severe crashes at signalized intersections, it is imperative that the yellow change interval be appropriately timed. Too brief an interval may result in drivers being unable to stop safely and cause unintentional red-light running. Too long of an interval may result in drivers treating the yellow as an extension of the green phase and invite intentional red-light running. Factors such as the speed of approaching and turning vehicles, driver perception-reaction time, vehicle deceleration, and intersection geometry should all be considered in the timing calculation.

Transportation agencies can improve signalized intersection safety and reduce red-light running by reviewing and updating their traffic signal timing policies and procedures concerning the yellow change interval. Agencies should institute regular evaluation and adjustment protocols for existing traffic signal timing. Refer to the *Manual on Uniform Traffic Control Devices* for basic requirements and further recommendations about yellow change interval timing.<sup>1</sup> As part of strategic signal system modernization and updates, incorporating automated traffic signal performance measures (ATSPMs) is a proven approach to improve on traditional retiming processes. ATSPMs provide continuous performance monitoring capability and the ability to modify timing based on actual performance, without requiring expensive modeling or data collection.<sup>2</sup>



Appropriately timed yellow change intervals can reduce red-light running and improve overall intersection safety. Source: FHWA

<sup>1</sup> Manual on Uniform Traffic Control Devices (MUTCD), Section 4F.17, FHWA, (2023).

<sup>2</sup> Federal Highway Administration, "Automated Traffic Signal Performance," (2020).

<sup>3</sup> (CMF ID: [380.384](#)) NCHRP Report 731: Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections, (2011).

**25%** OF UTAH FATAL CRASHES  
HAPPEN AT CURVES  
IN THE ROAD

**39%** OF ROLLOVER CRASHES  
HAPPEN AT CURVES, ROLLING  
OVER IS ONE OF THE MOST  
DANGEROUS EVENTS IN A CRASH

ROLLOVER CRASHES ARE ALMOST  
**8X MORE LIKELY TO  
RESULT IN A FATALITY**



## WHY IS IT IMPORTANT?

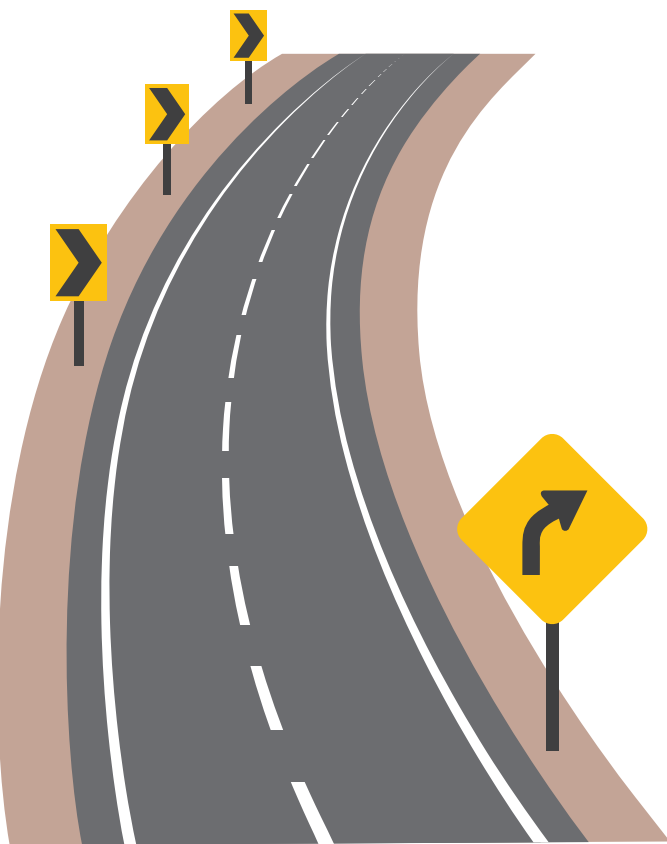
Roadway departure crashes account for 51% of all fatalities. These are especially common at curves where a driver may be unable to see the upcoming change in alignment.

## WHAT DOES IT DO?

Proper signing and delineation alerts the driver of upcoming curves, helping them to stay in their lane and to negotiate the curve safely. This is especially valuable when drivers are unfamiliar with the road and terrain.

## HOW EFFECTIVE IS IT?

Proper warning signs and delineation can reduce crashes by up to 39%. The costs of signing and striping a curve are usually only \$5,000-\$10,000.







## PROJECT: I-70 CLEAR CREEK SUMMIT

2014

Severe Crashes - Before: 1 | After: 0

Total Crashes - Before: 3 | After: 3

Benefit to Cost Ratio: 254

## PROJECT: US-191 KANE SPRINGS HILL

2014

Severe Crashes - Before: 0 | After: 0

Total Crashes - Before: 7 | After: 6

Benefit to Cost Ratio: 24.7



## PROJECT: REGION1 CURVE SIGNING UPGRADES

2019

Severe Crashes - Before: 9 | Forecast After: 7

Total Crashes - Before: 202 | Forecast After: 159

Benefit to Cost Ratio: 22.1

## PROJECT: REGION 3 CURVE SIGNING UPGRADES

2020

Severe Crashes - Before: 12 | Forecast After: 10

Total Crashes - Before: 119 | Forecast After: 109

Benefit to Cost Ratio: 29.5



## PROJECT: SR-143 SIGNING & GUARDRAIL (MP 30 TO 40)

2021

Severe Crashes - Before: 2 | Forecast After: 1

Total Crashes - Before: 2 | Forecast After: 1

Benefit to Cost Ratio: 11.4

Protected Under 23 USC 409





**33%** OF INTERSECTION  
CRASHES INVOLVE A  
LEFT TURN

ONLY 2% OF INTERSECTION CRASHES ARE SEVERE,  
BUT 45% OF THESE COLLISIONS INVOLVE A  
**LEFT-TURNING VEHICLE**

**63%** OF SEVERE MOTORCYCLE  
COLLISIONS INVOLVE A  
LEFT TURN

## WHY IS IT IMPORTANT?

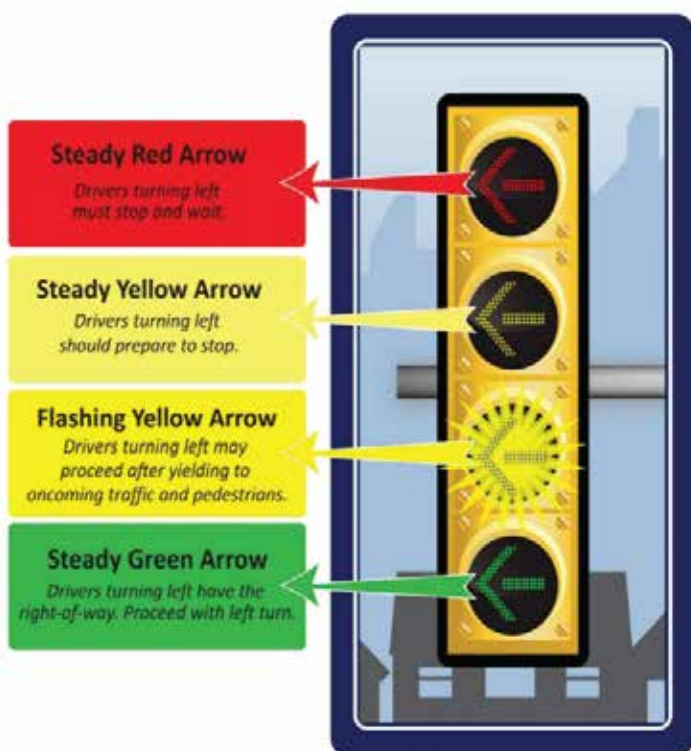
Flashing yellow arrow signals provide more opportunities to make a left turn than with the protected green arrow indication. This measure reduces delay but provides clearer instruction to drivers and results in fewer crashes than traditional “yield-on-green” indications. Flashing yellow arrow indications also provide traffic engineers with more options to handle variable traffic volumes including time-of-day programming and pedestrian conflicts.

## WHAT DOES IT DO?

The signal features a flashing yellow arrow in addition to the steady red, yellow, and green arrows. When illuminated, the flashing yellow arrow allows waiting motorists to make a left turn after yielding to oncoming traffic.

## HOW EFFECTIVE IS IT?

According to national data, flashing yellow arrows can reduce left-turn collisions as much as 20% (as long as the before-period phasing is not a protected left turn.)





## SR-53 & 2550 SOUTH OGDEN

2017

Severe Crashes - Before: 1 | After: 0

Total Crashes - Before: 4 | After: 2

Benefit to Cost Ratio: 93.13



## SR-71 (700 EAST) & 1300 SOUTH SALT LAKE CITY

2019

Severe Crashes - Before: 0 | After: 0

Total Crashes - Before: 7 | After: 4

Benefit to Cost Ratio: 10.75



## SR-71 (700 EAST) & 1700 SOUTH SALT LAKE CITY

2019

Severe Crashes - Before: 1 | After: 0

Total Crashes - Before: 10 | After: 6

Benefit to Cost Ratio: 103.88



## SR-109 (GENTILE ST) & WASATCH DR LAYTON

2016

Severe Crashes - Before: 0 | After: 0

Total Crashes - Before: 6 | After: 2

Benefit to Cost Ratio: 14.60

Protected Under 23 USC 409





**40%** OF INTERSECTION FATALITIES  
OCCUR IN THE LATE-NIGHT/  
EARLY MORNING HOURS

**ENHANCED LIGHTING**  
CAN REDUCE CRASHES BY AN AVERAGE OF 35%

FATAL CRASHES ARE MORE  
LIKELY WHEN IT IS DARK **3X**

## WHY IS IT IMPORTANT?

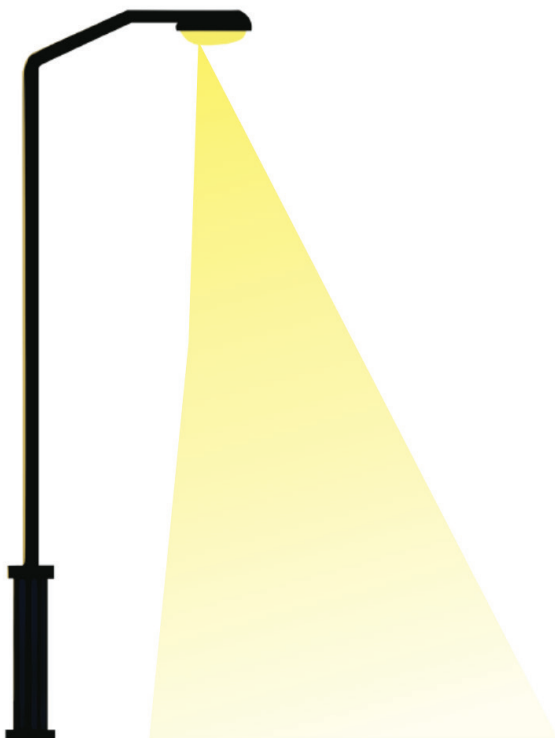
More than 40% of intersection fatalities occur during the nighttime (late-night/early morning hours). The probability of being killed in a crash during this time is as much as three times greater than during the day. A primary reason for the difference in crashes is poor intersection visibility of conflicting traffic and other road users.

## WHAT DOES IT DO?

Intersection street lighting is typically done by installing overhead luminaires to the top of signal poles. Lighting can also be provided by nearby highway luminaires, luminaires affixed to utility poles, and even luminaires installed underneath signal mast arms. Motorists are better able to see obstructions, other vehicles, and pedestrians at the intersection with provided lighting. Increasing the luminance levels of existing lighting systems, or providing overhead lighting where necessary, can reduce late-night/early morning crashes at intersections.

## HOW EFFECTIVE IS IT?

Installing lighting at the intersection can reduce nighttime crashes by an average of 35%. The cost for each luminaire fixture at an intersection typically ranges from \$1350-\$1700.





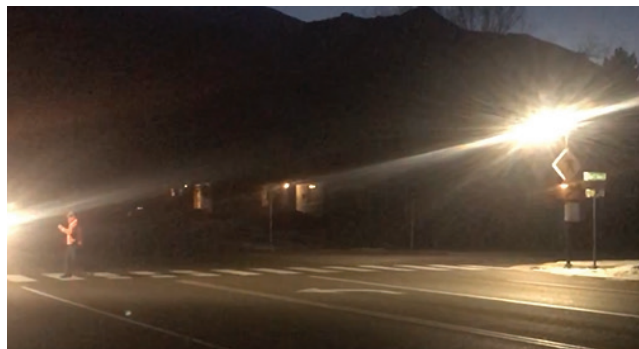
## SR-171 (3300 SOUTH) & 1000 WEST SOUTH SALT LAKE

Luminares mounted underneath the signal mast arms enhance the overall lighting of the pedestrian hybrid beacon crossing at this intersection.



## SR-111 & 6200 SOUTH WEST VALLEY CITY

Luminaire extensions on top of signal poles provide light at each corner of the intersection.



## SR-79 (30TH STREET) & QUINCY AVE

Luminaire shines down on pedestrian when push button is activated at this RRFB crossing.



## SR-18 & DIAMOND VALLEY DRIVE WASHINGTON COUNTY

Highway luminaires were used to illuminate this non-signalized intersection in 2017.





**17%** OF NATIONAL ROADWAY FATALITIES ARE PEDESTRIANS

28% OF FATAL PEDESTRIAN CRASHES INVOLVED A DRIVER THAT DID NOT

**YIELD TO A PEDESTRIAN**

**90%** DRIVER YIELDING COMPLIANCE RATE IS ACHIEVED AFTER ENHANCEMENTS ARE INSTALLED



Data from the AAA Foundation for Traffic Safety, *Impact Speed and a Pedestrian's Risk of Severe Injury or Death*, September 2011.

## TYPES OF ENHANCEMENTS

OVERHEAD FLASHING BEACON (OFB)

RECTANGULAR RAPID FLASHING BEACON (RRFB)

PEDESTRIAN HYBRID BEACON (PHB)

PEDESTRIAN SIGNAL

## WHY IS IT IMPORTANT?

Pedestrians are among the most vulnerable road users. They accounted for approximately 17 percent of all roadway fatalities nationally in 2018, per the Fatality Analysis Reporting System (FARS). Pedestrians are especially vulnerable at non-intersection locations, where 72 percent of the 2018 pedestrian fatalities occurred. Pedestrian crashes are 11 times more likely to result in a death than other motor vehicle crashes.

## WHAT DOES IT DO?

Uncontrolled pedestrian crossing locations correspond to higher pedestrian crash rates than controlled locations, often due to inadequate pedestrian crossing accommodations. Adding pedestrian enhancements at crossings reduces vehicle/pedestrian conflicts. These conflicts are often caused by excessive vehicle speed, inadequate visibility, insufficient pedestrian separation from traffic, and most commonly drivers not yielding to pedestrians at crosswalks.

## HOW EFFECTIVE IS IT?

UDOT has installed over 80 pedestrian crossing enhancements to improve pedestrian safety. Crossings with no enhancements have a 35% driver yielding compliance rate while crossings with enhancements see a 90% compliance rate.





3300 South & 1000 West

**PHB**

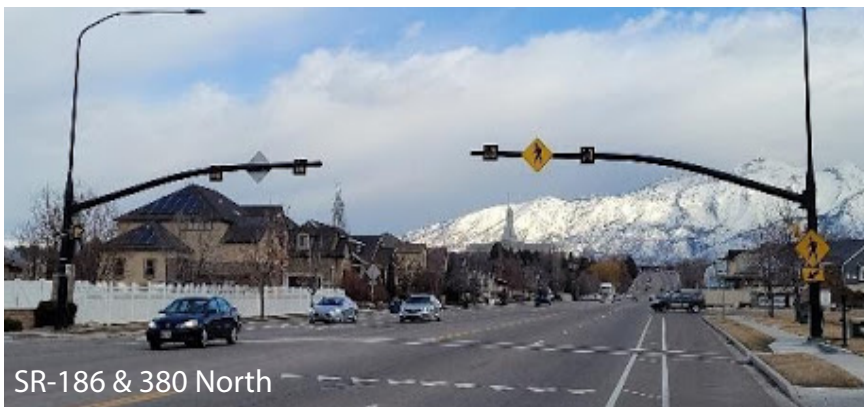
**3300 SOUTH & 1000 WEST  
WEST VALLEY CITY**

**2020**

Severe Crashes - Before: 3 | After: 0

Total Crashes - Before: 5 | After: 0

Benefit-to-Cost Ratio: 265



SR-186 & 380 North

**OFB**

**US-89 (STATE ST) & BAIRD AVE  
SOUTH SALT LAKE**

**2015**

Severe Crashes - Before: 4 | After: 0

Total Crashes - Before: 6 | After: 2

Benefit-to-Cost Ratio: 188



State Street & Gregson Ave

**RRFB**

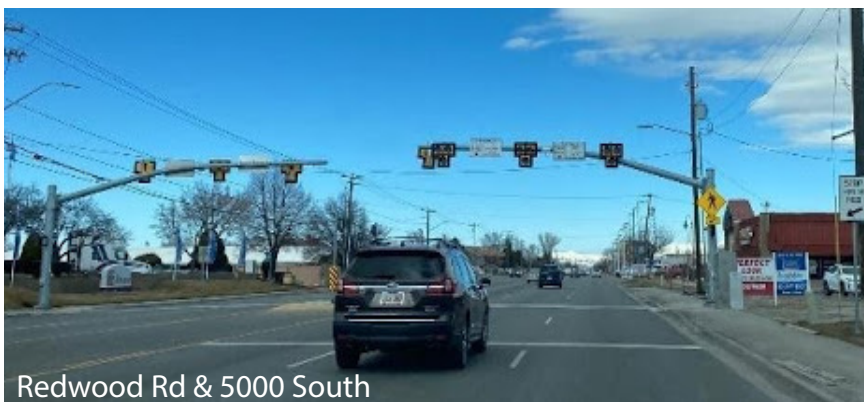
**STATE STREET & GREGSON AVE  
SOUTH SALT LAKE**

**2020**

Severe Crashes - Before: 3 | After: 0

Total Crashes - Before: 5 | After: 0

Benefit-to-Cost Ratio: 104



Redwood Rd & 5000 South

**PHB**

**REDWOOD RD & 5000 SOUTH  
TAYLORSVILLE**

**2019**

Severe Crashes - Before: 4 | After: 1

Total Crashes - Before: 9 | After: 2

Benefit-to-Cost Ratio: 165

Protected Under 23 USC 409



MEDIANS HAVE BEEN PROVEN TO REDUCE CRASHES BY AT LEAST

**22%**

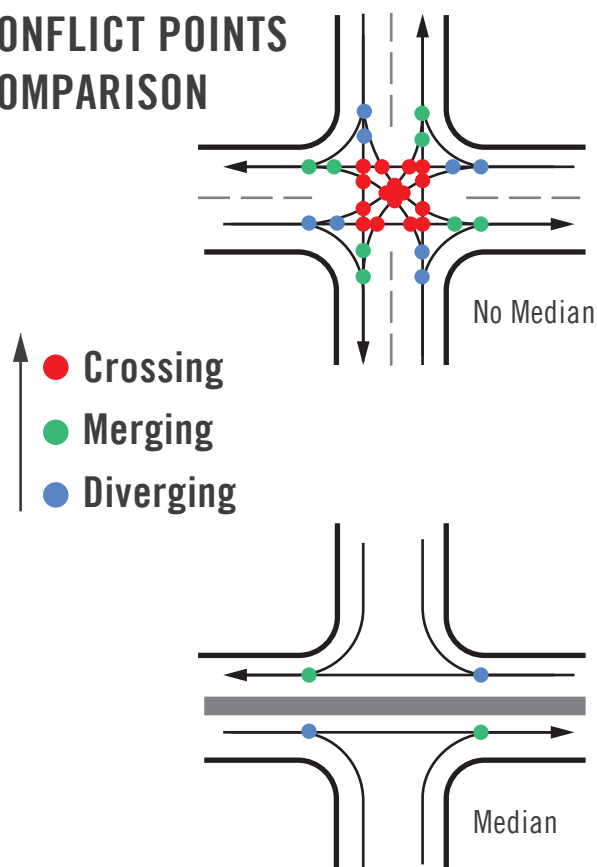
**RAISED MEDIANS**

*ELIMINATE LEFT-TURN CONFLICTS*  
IN LOCATIONS WHERE THEY ARE UNSAFE

RAISED MEDIANS REDUCE DELAY BY UP TO

**30%**

## CONFLICT POINTS COMPARISON



## WHY IS IT IMPORTANT?

Left-turn movements away from major intersections are particularly hazardous because drivers must cross lanes with no traffic control. This risk is magnified on congested urban corridors with frequent business access and high volumes because drivers may not be anticipating these movements. Limiting these hazardous conflicts reduces crash risk and improves overall operations.

## WHAT DOES IT DO?

Raised medians limit conflict points and provide safer, predictable access. A typical 4-leg access or intersection may have 32 conflict points, a raised median reduces this to just 4. This improves safety and operations by eliminating uncontrolled movements and the associated conflicts, providing a more predictable and consistent experience for drivers.

## HOW EFFECTIVE IS IT?

Raised medians have been proven to reduce crashes by 22% for injury crashes and 39% for fatal crashes. Some studies even report crash reductions greater than 50%. These reductions include high-severity left-turn angle crashes. In addition, raised medians result in operational improvements with delay reductions as high as 30% by reducing conflicts.





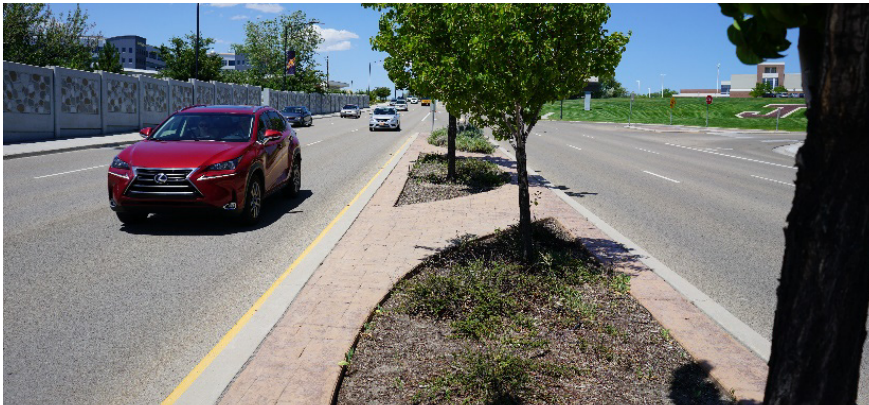
**PROJECT:**  
**ST. GEORGE BOULEVARD**

Year: 2005  
Severe Crashes - Before: 7 | After: 2  
Total Crashes - Before: 552 | After: 329



**PROJECT: 1300 EAST**  
**10600 SOUTH TO 7800 SOUTH**

Year: 2009  
Severe Crashes - Before: 16 | After: 8  
Total Crashes - Before: 477 | After: 316



**PROJECT: 10600 SOUTH**  
**REDWOOD RD TO JORDAN GATEWAY**

Year: 2018  
Severe Crashes - Before: 5 | After: 3  
Total Crashes - Before: 227 | After: 117



**PROJECT: STATE STREET**  
**11400 S TO 10600 S**

Year: 2018  
Severe Crashes - Before: 2 | After: 2  
Total Crashes - Before: 108 | After: 55

**PROJECT: US-89**  
**PROVO 500 WEST**

Year: 2020  
Severe Crashes - Before: 0 | Forecast After: 0  
Total Crashes - Before: 50 | Forecast After: 40

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**51%** OF FATAL CRASHES INVOLVE A VEHICLE LEAVING THE ROADWAY

RUMBLE STRIPS REDUCE ROADWAY DEPARTURE CRASHES BY ABOUT **16%**

FATAL INJURY RISK IS 4X HIGHER IN ROADWAY DEPARTURE CRASHES

## WHY IS IT IMPORTANT?

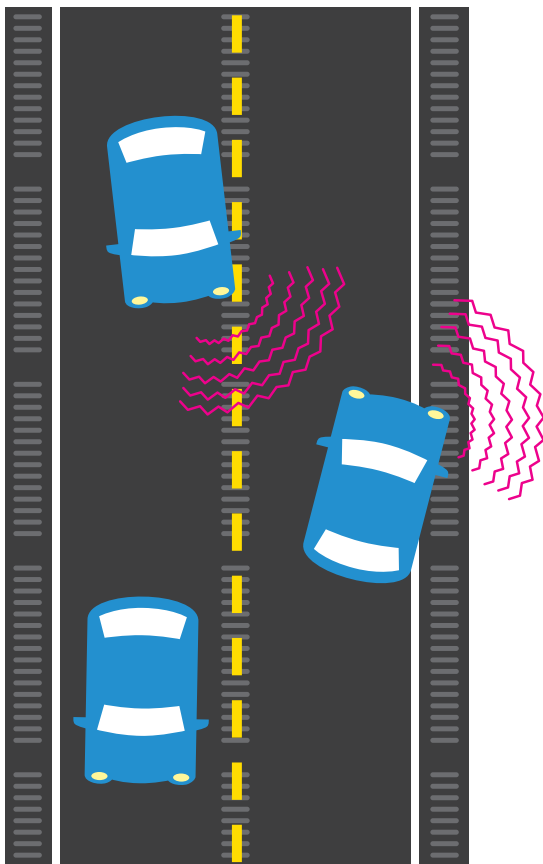
Leaving the road exposes drivers to oncoming vehicles and hazards on the side of the road. Keeping drivers on the road and in their lane is the best way to prevent a serious or fatal injury crash.

## WHAT DOES IT DO?

Rumble strips work like an alarm, warning the driver that they are drifting out of their lane. This is often caused by inattention or drowsy driving. Sinusoidal rumble strips reduce exterior noise, allowing them to be installed in populated areas while maintaining their effectiveness.

## HOW EFFECTIVE IS IT?

Rumble strips reduce roadway departure crashes by an average of 16% and only cost around \$5,000 per mile. Rumble strips typically have a 50x return on investment.







## PROJECT: US-89 GUARDRAIL AND RUMBLE STRIPS

2012

Severe Crashes - Before: 3 | After: 2

Total Crashes - Before: 7 | After: 8

Benefit to Cost Ratio: 3.7

## PROJECT: REGION 4 RUMBLE STRIPS - PHASE I

2012

Severe Crashes - Before: 8 | After: 5

Total Crashes - Before: 52 | After: 25

Benefit to Cost Ratio: 49



## PROJECT: REGION 4 RUMBLE STRIPS - PHASE II

2013

Severe Crashes - Before: 21 | After: 15

Total Crashes - Before: 232 | After: 198

Benefit to Cost Ratio: 23.5

## PROJECT: I-80 RUMBLE STRIPS

2015

Severe Crashes - Before: 8 | After: 4

Total Crashes - Before: 148 | After: 178

Benefit to Cost Ratio: 280.3



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## CMF / CRF Details

**CMF ID: 4499**

**CMF Name:** Changing left turn phasing from permissive to flashing yellow arrow

**Description:** Approaches with permissive left turn phase changed to the flashing

**Prior Condition:** All treated approaches had permissive left turn.

**Category:** Intersection traffic control

**Study ID:** [Crash Modification Factors for Changing Left Turn Phasing, Srinivasan et al. 2012](#)

| Star Quality Rating  |         |
|----------------------|---------|
| Star Quality Rating: | 3 Stars |

| Crash Modification Factor (CMF) |       |
|---------------------------------|-------|
| Value:                          | 0.404 |
| Adjusted Standard Error:        |       |
| Unadjusted Standard Error:      | 0.142 |

| Crash Reduction Factor     |      |
|----------------------------|------|
| Value:                     | 59.6 |
| Adjusted Standard Error:   |      |
| Unadjusted Standard Error: | 14.2 |

| Applicability                                   |                                                                 |
|-------------------------------------------------|-----------------------------------------------------------------|
| Crash Type:                                     | All                                                             |
| Crash Severity:                                 | All                                                             |
| Roadway Types:                                  | Not specified                                                   |
| Minimum Number of Lanes:                        |                                                                 |
| Maximum Number of Lanes:                        |                                                                 |
| Number of Lanes Direction:                      |                                                                 |
| Number of Lanes Comment:                        |                                                                 |
| Road Division Type:                             |                                                                 |
| Minimum Speed Limit:                            |                                                                 |
| Maximum Speed Limit:                            |                                                                 |
| Speed Unit:                                     |                                                                 |
| Speed Limit Comment:                            |                                                                 |
| Area Type:                                      | Urban                                                           |
| Traffic Volume:                                 |                                                                 |
| Average Traffic Volume:                         |                                                                 |
| Time of Day:                                    | Not specified                                                   |
| <i>If countermeasure is intersection-based.</i> |                                                                 |
| Intersection Type:                              | Roadway/roadway (not interchange related)                       |
| Intersection Geometry:                          | 4-leg                                                           |
| Traffic Control:                                | Signalized                                                      |
| Major Road Traffic Volume:                      | Minimum of 8260 to Maximum of 32600 Average Daily Traffic (ADT) |
| Minor Road Traffic Volume:                      | Minimum of 780 to Maximum of 13745 Average Daily Traffic (ADT)  |

|                                   |                                   |
|-----------------------------------|-----------------------------------|
| <b>Average Major Road Volume:</b> | 22255 Average Daily Traffic (ADT) |
| <b>Average Minor Road Volume:</b> | 3946 Average Daily Traffic (ADT)  |

| Development Details              |                                                  |
|----------------------------------|--------------------------------------------------|
| <b>Date Range of Data Used:</b>  |                                                  |
| <b>Municipality:</b>             |                                                  |
| <b>State:</b>                    | OR,WA                                            |
| <b>Country:</b>                  | USA                                              |
| <b>Type of Methodology Used:</b> | Before/after using empirical Bayes or full Bayes |
| <b>Sample Size (crashes):</b>    | 110 crashes before, 9 crashes after              |

| Other Details                       |              |
|-------------------------------------|--------------|
| <b>Included in HSM:</b>             | No           |
| <b>Date Added to Clearinghouse:</b> | Nov 01, 2012 |
| <b>Comments:</b>                    |              |

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This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

*The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.*

**APPENDIX C: STEERING COMMITTEE INPUTS**

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DRAFT

| Intersection Prioritization List-Steering Committee |                        |                                                                                                                                                                                                                                     |
|-----------------------------------------------------|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Location                                            | Community Score (0–10) | Comments                                                                                                                                                                                                                            |
| US-91 / Main St                                     | 10                     | Light at Main Street/US-91, crossing guard crosses elementary school children twice daily - oncoming traffic safety issues- cars do not slow down for kids or guard at high speeds                                                  |
| US-91 / 100 S                                       | 5                      |                                                                                                                                                                                                                                     |
| State St / 100 N                                    | 5                      | Sheriff's comment: The biggest issue at the cross walk. Pedestrians almost getting hit at the intersection. Has only 2 stop sings east and west. Recommended to make it a 4 way as the traffic on State St speeds through the area. |
| State St / Main St                                  | 10                     | This is a high traffic area. We have post office, old city building (upcoming senior center building). Grocery and 40's café, all traffic and pedestrians                                                                           |
| State St / 100 S                                    | 5                      | No Concern, but recognize safety                                                                                                                                                                                                    |
| State St / 200 S                                    | 5                      |                                                                                                                                                                                                                                     |
| State St / 300 S                                    | 5                      | State Street / Rocky Pointe Drive intersection: oncoming traffic from Rocky to State Street; State gets high-speed traffic as they head north                                                                                       |
| State St / 400 S                                    | 5                      |                                                                                                                                                                                                                                     |
| State St / 470 S                                    | 5                      |                                                                                                                                                                                                                                     |
| State St / 600 S                                    | 5                      | Kids crossing from school parking lot cars into school or onto school buses                                                                                                                                                         |
| State St / 800 S                                    | 5                      |                                                                                                                                                                                                                                     |
| 300 E / 100 N                                       | 10                     | School children will come off 300 E whether on bikes/scooters and catch high speeds as they shoot straight down to the school on 100 N                                                                                              |
| 100 W / Main St                                     | 5                      |                                                                                                                                                                                                                                     |
| 100 E / Main St                                     | 5                      |                                                                                                                                                                                                                                     |
| 200 E /Main St                                      | 5                      |                                                                                                                                                                                                                                     |
| 100 N / 100 W                                       | 5                      |                                                                                                                                                                                                                                     |
| 100 N / 100 E                                       | 5                      |                                                                                                                                                                                                                                     |
| 100 N / 200 E                                       | 5                      |                                                                                                                                                                                                                                     |
| 100 W / 100 S                                       | 5                      |                                                                                                                                                                                                                                     |

|  |                   |
|--|-------------------|
|  | School Safe Route |
|  | School            |
|  | Multiple VRU      |
|  | Park              |
|  | Church            |

|                |    |                                       |
|----------------|----|---------------------------------------|
| Strong Input   | 10 | High concern                          |
| Moderate Input | 5  | Not high concern but still recongized |
| No Input       | 0  | No concern                            |

| Intersection Prioritization List-Steering Committee |                        |                                                                                                                                                                                                     |
|-----------------------------------------------------|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Location                                            | Community Score (0–10) | Comments                                                                                                                                                                                            |
| US-91 / 100 N                                       | 10                     | Traffic coming from Lee's turning east                                                                                                                                                              |
| US-91 / 300 S                                       | 10                     | Day care/preschool traffic exiting from US-91 at high rates of speed<br>Preschool on corner of this intersection, traffic coming off highway at high-speed turns, any traffic at preschool/day care |
| US-91 / 600 S                                       | 10                     |                                                                                                                                                                                                     |
| 300 E / 200 S                                       | 5                      |                                                                                                                                                                                                     |
| 300 E / 300 S                                       | 5                      | Oncoming traffic from 300 S getting onto 300 E. 300 E traffic travels at high rates of speed; safety to 300 S traffic                                                                               |
| 300 E / 400 S                                       | 5                      |                                                                                                                                                                                                     |
| 300 E / City Creek Rd                               | 5                      |                                                                                                                                                                                                     |
| 300 E / Cherry Creek Pkwy                           | 5                      |                                                                                                                                                                                                     |
| 300 E / Sunburst Ln                                 | 5                      |                                                                                                                                                                                                     |
| 100 E / 400 S                                       | 5                      |                                                                                                                                                                                                     |
| 300 S / 200 E                                       | 5                      |                                                                                                                                                                                                     |
| 300 S / 300 E                                       | 5                      |                                                                                                                                                                                                     |
| 400 S / 200 E                                       | 5                      |                                                                                                                                                                                                     |
| 400 S / 300 E                                       | 5                      |                                                                                                                                                                                                     |
| 100 W / 200 S                                       | 5                      | No Concerns, but recognize safety                                                                                                                                                                   |
| 100 E / 200 S                                       | 5                      | No Concerns, but recognize safety                                                                                                                                                                   |
| 200 E /200 S                                        | 5                      | No Concerns, but recognize safety                                                                                                                                                                   |
| 100 E / 300 S                                       | 5                      | No Concerns, but recognize safety                                                                                                                                                                   |
| 100 S / 100 E                                       | 5                      | No Concerns, but recognize safety                                                                                                                                                                   |

|  |                   |
|--|-------------------|
|  | School Safe Route |
|  | School            |
|  | Multiple VRU      |
|  | Park              |
|  | Church            |

|                |    |                                       |
|----------------|----|---------------------------------------|
| Strong Input   | 10 | High concern                          |
| Moderate Input | 5  | Not high concern but still recongized |
| No Input       | 0  | No concern                            |

| Intersection Prioritization List-Steering Committee             |                        |                                                                                                                                                                                                                                                 |
|-----------------------------------------------------------------|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Location                                                        | Community Score (0–10) | Comments                                                                                                                                                                                                                                        |
| US-91 / MP 41 (Entrance Access of Pepperidge Farm Thrift Store) |                        |                                                                                                                                                                                                                                                 |
| US-91 / 11300 N                                                 |                        |                                                                                                                                                                                                                                                 |
| US-91 / 10600 N                                                 |                        |                                                                                                                                                                                                                                                 |
| US-91 / 200 S                                                   |                        |                                                                                                                                                                                                                                                 |
| US-91 / 450 S                                                   |                        |                                                                                                                                                                                                                                                 |
| Lower Richmond Rd / 11800 N                                     |                        |                                                                                                                                                                                                                                                 |
| US-91 / Main St                                                 |                        |                                                                                                                                                                                                                                                 |
| 300 E / 300 N                                                   | 10                     |                                                                                                                                                                                                                                                 |
| State St / 200 N                                                |                        |                                                                                                                                                                                                                                                 |
| State St / Lower Richmond Rd / 450 N                            | 10                     | State Street / Rocky Point Drive noted as 10: oncoming traffic; safety issue with high speeds<br>State Street / Rocky Pointe Drive intersection: oncoming traffic from Rocky to State Street; State gets high-speed traffic as they head north. |
| 300 E / 500 N                                                   |                        |                                                                                                                                                                                                                                                 |
| 300 E / 200 N                                                   |                        |                                                                                                                                                                                                                                                 |
| 300 E / Main St                                                 |                        |                                                                                                                                                                                                                                                 |
| 300 E / 100 S                                                   |                        |                                                                                                                                                                                                                                                 |
| 500 W / Main St                                                 |                        |                                                                                                                                                                                                                                                 |
| 400 W / Main St                                                 |                        |                                                                                                                                                                                                                                                 |
| 300 W / Main St                                                 |                        |                                                                                                                                                                                                                                                 |
| 400 E / Main St                                                 |                        |                                                                                                                                                                                                                                                 |
| 500 E / Main St                                                 |                        |                                                                                                                                                                                                                                                 |
| 650 E / Main St                                                 |                        |                                                                                                                                                                                                                                                 |
| 800 W / 200 S                                                   |                        |                                                                                                                                                                                                                                                 |
| 500 W / 200 S                                                   |                        |                                                                                                                                                                                                                                                 |
| 400 W / 200 S                                                   |                        |                                                                                                                                                                                                                                                 |
| 300 W / 200 S                                                   |                        |                                                                                                                                                                                                                                                 |
| 100 E / 600 S                                                   |                        |                                                                                                                                                                                                                                                 |
| 157 W / 600 S                                                   |                        |                                                                                                                                                                                                                                                 |
| 191 W / 100 N (West Access of the School)                       |                        |                                                                                                                                                                                                                                                 |
| 100 E / 300 N                                                   |                        |                                                                                                                                                                                                                                                 |
| Cherry Creek Pkwy / Chokecherry Cir                             |                        |                                                                                                                                                                                                                                                 |
| 200 E / 200 N                                                   |                        |                                                                                                                                                                                                                                                 |
| 250 E / 825 S                                                   |                        |                                                                                                                                                                                                                                                 |
| 250 E / 850 S                                                   |                        |                                                                                                                                                                                                                                                 |
| 200 E / 100 S                                                   |                        |                                                                                                                                                                                                                                                 |

|  |                   |
|--|-------------------|
|  | School Safe Route |
|  | School            |
|  | Multiple VRU      |
|  | Park              |
|  | Church            |

|                |    |                                       |
|----------------|----|---------------------------------------|
| Strong Input   | 10 | High concern                          |
| Moderate Input | 5  | Not high concern but still recongized |
| No Input       | 0  | No concern                            |

| Intersection Prioritization List-Steering Committee |                        |          |
|-----------------------------------------------------|------------------------|----------|
| Location                                            | Community Score (0–10) | Comments |
| 200 E / 300 N                                       |                        |          |
| 300 E / 300 N                                       |                        |          |
| 400 E / 300 N                                       |                        |          |
| Cherry Creek Pkwy / 500 N                           |                        |          |
| 535 N / 500 N                                       |                        |          |
| 390 N / 500 N                                       |                        |          |
| 100 W / 300 S                                       |                        |          |
| 100 S / 200 E                                       |                        |          |
| 100 E / Lower Richmond Rd                           |                        |          |
| 100 E / 200 N                                       |                        |          |
| 100 E / 100 N                                       |                        |          |
| 100 E / 600 S                                       |                        |          |
| 100 E / 800 S                                       |                        |          |
| 100 E / 825 S                                       |                        |          |

|  |                   |
|--|-------------------|
|  | School Safe Route |
|  | School            |
|  | Multiple VRU      |
|  | Park              |
|  | Church            |

|                |    |                                       |
|----------------|----|---------------------------------------|
| Strong Input   | 10 | High concern                          |
| Moderate Input | 5  | Not high concern but still recongized |
| No Input       | 0  | No concern                            |



| Segments Prioritization List-Steering Committee |                        |                                                                                         |
|-------------------------------------------------|------------------------|-----------------------------------------------------------------------------------------|
| Location                                        | Community Score (0–10) | Comments                                                                                |
| State St: 100 N to Main St                      | 5                      | No Concerns currently, but recognize safety                                             |
| State St: Main St to 100 S                      | 5                      | No Concerns currently, but recognize safety                                             |
| State St: 100 S to 200 S                        | 5                      | No Concerns currently, but recognize safety                                             |
| State St: 200 S to 300 S                        | 5                      | No Concerns currently, but recognize safety                                             |
| State St: 300 S to 400 S                        | 5                      | No Concerns currently, but recognize safety                                             |
| State St: 400 S to 470 S                        | 5                      | No Concerns currently, but recognize safety                                             |
| State St: 470 S to 600 S                        | 5                      | Buses turning; narrow roads; buses traveling into oncoming traffic with narrow roadways |
| State St: 600 S to 800 S                        | 5                      | Buses turning; narrow roads; buses traveling into oncoming traffic with narrow roadways |
| E Main St: US-91 to 100 W                       | 5                      | No Concerns currently, but recognize safety                                             |
| E Main St: 100 W to State St                    | 5                      | No Concerns currently, but recognize safety                                             |
| E Main St: State St to 100 E                    | 5                      | No Concerns currently, but recognize safety                                             |
| E Main St: 100 E to 200 E                       | 5                      | No Concerns currently, but recognize safety                                             |
| 600 S: US-91 to State St                        | 5                      | No Concerns currently, but recognize safety                                             |
| 100 N: 100 W to State St                        | 5                      | No Concerns currently, but recognize safety                                             |
| 100 N: State St to 100 E                        | 5                      | No Concerns currently, but recognize safety                                             |
| 100 N: 100 E to 200 E                           | 5                      | No Concerns currently, but recognize safety                                             |
| 100 N: 200 E to 300 E                           | 5                      | No Concerns currently, but recognize safety                                             |
| 100 W: 100 N to Main St                         | 5                      | No Concerns currently, but recognize safety                                             |
| 100 W: Main St to 100 S                         | 5                      | No Concerns currently, but recognize safety                                             |
| 100 S: 100 W to State St                        | 5                      | No Concerns currently, but recognize safety                                             |
| 470 S: US-91 to State St                        | 5                      | When buses travel this route, pedestrians and school kids; warning safety               |

|  |                   |
|--|-------------------|
|  | School Safe Route |
|  | School            |
|  | Multiple VRU      |
|  | Park              |
|  | Church            |

|                |    |                                       |
|----------------|----|---------------------------------------|
| Strong Input   | 10 | High concern                          |
| Moderate Input | 5  | Not high concern but still recongized |
| No Input       | 0  | No concern                            |

| Segments Prioritization List-Steering Committee |                        |                                                                                                                                                                                         |
|-------------------------------------------------|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Location                                        | Community Score (0–10) | Comments                                                                                                                                                                                |
| US-91: MP 40.3 (Lee's Market Place) to 10600 N  | 10                     | Any section of traffic coming from Lee's onto highway is a high safety concern                                                                                                          |
| US-91: 10600 N to 100 N                         | 10                     | Traffic traveling north to turn west into Lee's first entrance usually start turning in the southbound turn lane that turns east onto 100 N. Roadway                                    |
| US-91: 300 S to 470 S                           | 10                     |                                                                                                                                                                                         |
| US-91: 470 S to 600 S                           | 10                     | Buses leaving school; hard to see oncoming traffic in foggy weather. Traffic Light would be best here                                                                                   |
| US-91: 600 S to 9400 N (Boundary)               | 10                     | Buses leaving school; hard to see oncoming traffic in foggy weather. Traffic Light would be best here                                                                                   |
| 100 N: US-91 to 100 W                           | 10                     | Parking during school pickup; kids crossing unsafe; blocking driveways.<br>School bus turn problems; parents pick up from school, blocking driveways                                    |
| 100 S: US-91 to 100 W                           | 5                      | No current concerns, but always safety issues with speed off US-91                                                                                                                      |
| US-91: Main St to 100 S                         | 10                     | Students crossing                                                                                                                                                                       |
| 100 W: 100 S to 200 S                           | 10                     | Students crossing                                                                                                                                                                       |
| 300 E: 200 S to 300 S                           | 5                      | Any areas surrounding parks pose safety issue and concern with small children                                                                                                           |
| 300 E: 300 S to 400 S                           | 5                      | Any areas surrounding parks pose safety issue and concern with small children                                                                                                           |
| 300 E: 400 S to City Creek Rd                   | 5                      | Any areas surrounding parks pose safety issue and concern with small children                                                                                                           |
| 300 E: Cherry Creek Pkwy to Sunburst Ln         | 5                      | Any areas surrounding parks pose safety issue and concern with small children                                                                                                           |
| 300 E: Sunburst Ln to 500 N                     | 5                      | Any areas surrounding parks pose safety issue and concern with small children                                                                                                           |
| 300 E: 500 N to 300 N                           | 5                      | 300 N / 300 E / White Pine Park noted as 10: children at play in park;<br>300 E going up to Cherry Peak is always busy with car traffic;<br>kids playing at park with high traffic area |
| 300 S: 100 E to 200 E                           | 5                      |                                                                                                                                                                                         |
| 300 S: 200 E to 300 E                           | 5                      | Any areas surrounding parks pose safety issue and concern with small children                                                                                                           |
| 400 S: 100 E to 200 E                           | 5                      | Any areas surrounding parks pose safety issue and concern with small children                                                                                                           |
| 400 S: 200 E to 300 E                           | 5                      | Any areas surrounding parks pose safety issue and concern with small children                                                                                                           |
| 200 S: 100 W to State St                        | 5                      | Any areas surrounding church houses; no current safety concerns, but recognize safety                                                                                                   |
| 200 S: State St to 100 E                        | 5                      | Any areas surrounding church houses; no current safety concerns, but recognize safety                                                                                                   |
| 200 S: 100 E to 200 E                           | 5                      | Any areas surrounding church houses; no current safety concerns, but recognize safety                                                                                                   |
| 100 E: Main St to 100 S                         | 5                      | Any areas surrounding church houses; no current safety concerns, but recognize safety                                                                                                   |
| 100 E: 100 S to 200 S                           | 5                      | Any areas surrounding church houses; no current safety concerns, but recognize safety                                                                                                   |
| 100 E: 200 S to 300 S                           | 5                      | Any areas surrounding church houses; no current safety concerns, but recognize safety                                                                                                   |

|  |                   |
|--|-------------------|
|  | School Safe Route |
|  | School            |
|  | Multiple VRU      |
|  | Park              |
|  | Church            |

|                |    |                                       |
|----------------|----|---------------------------------------|
| Strong Input   | 10 | High concern                          |
| Moderate Input | 5  | Not high concern but still recongized |
| No Input       | 0  | No concern                            |

| Segments Prioritization List-Steering Committee                        |                        |                                                                                                                                          |
|------------------------------------------------------------------------|------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| Location                                                               | Community Score (0–10) | Comments                                                                                                                                 |
| US-91: 11600 N to MP 41 (Pepperidge Thrift Store)                      | 5                      |                                                                                                                                          |
| US-91: MP 41 (Pepperidge Thrift Store) to MP 40.3 (Lee's Market Place) | 5                      |                                                                                                                                          |
| US-91: 100 N to Main St                                                | 5                      |                                                                                                                                          |
| US-91: 100 S to 200 S                                                  | 5                      |                                                                                                                                          |
| US-91: 200 S to 300 S                                                  | 5                      |                                                                                                                                          |
| Lower Richmond: 11800 N to 11600 N                                     | 5                      |                                                                                                                                          |
| Lower Richmond: 11600 N to 450 N                                       | 5                      |                                                                                                                                          |
| State St: 450 N to 300 N                                               | 5                      |                                                                                                                                          |
| State St: 300 N to 200 N                                               | 5                      |                                                                                                                                          |
| State St: 200 N to 100 N                                               | 5                      |                                                                                                                                          |
| State St: 800 S to 9400 N (Boundary)                                   | 5                      | Sheriff: In the past potential crashes along the state st and remembers one occuring near the south end which was a serious injury crash |
| 300 E: 300 N to 200 N                                                  | 5                      |                                                                                                                                          |
| 300 E: 200 N to 100 N                                                  | 5                      |                                                                                                                                          |
| 300 E: 100 N to Main St                                                | 5                      |                                                                                                                                          |
| 300 E: Main St to 100 S                                                | 5                      |                                                                                                                                          |
| 300 E: 100 S to 200 S                                                  | 5                      |                                                                                                                                          |
| W Main St: 800 W (Boundary) to 500 W                                   | 5                      |                                                                                                                                          |
| W Main St: 500 W to 400 W                                              | 5                      |                                                                                                                                          |
| W Main St: 400 W to 300 W                                              | 5                      |                                                                                                                                          |
| 100 S: State St to 100 E                                               | 5                      |                                                                                                                                          |
| E Main St: 200 E to 300 E                                              |                        |                                                                                                                                          |
| E Main St: 300 E to 400 E                                              |                        |                                                                                                                                          |
| E Main St: 400 E to 500 E                                              |                        |                                                                                                                                          |
| E Main St: 500 E to 650 E                                              |                        |                                                                                                                                          |
| 200 S: 800 W (Boundary) to 500 W                                       |                        |                                                                                                                                          |
| 200 S: 500 W to 400 W                                                  |                        |                                                                                                                                          |
| 200 S: 400 W to 300 W                                                  |                        |                                                                                                                                          |
| 200 S: 300 W to US-91                                                  |                        |                                                                                                                                          |

|  |                   |
|--|-------------------|
|  | School Safe Route |
|  | School            |
|  | Multiple VRU      |
|  | Park              |
|  | Church            |

|                |    |                                       |
|----------------|----|---------------------------------------|
| Strong Input   | 10 | High concern                          |
| Moderate Input | 5  | Not high concern but still recongized |
| No Input       | 0  | No concern                            |

| Segments Prioritization List-Steering Committee |                        |          |
|-------------------------------------------------|------------------------|----------|
| Location                                        | Community Score (0–10) | Comments |
| 200 S: US-91 to 100 W                           |                        |          |
| 200 S: 200 E to 300 E                           |                        |          |
| 600 S: 550 W (Boundary) to 400 W                |                        |          |
| 600 S: 400 W to US-91                           |                        |          |
| 600 S: State St to 100 E                        |                        |          |
| 300 N: State St to 100 E                        |                        |          |
| 300 N: 100 E to 200 E                           |                        |          |
| 300 N: 200 E to 300 E                           |                        |          |
| 300 N: 300 E to 400 E                           |                        |          |
| 500 N: Cherry Creek Pkwy to 535 N               |                        |          |
| 500 N: 535 N to Cherry Ridge Ln                 |                        |          |
| 500 N: Cherry Ridge Ln to Sunburst Ln           |                        |          |
| 500 N: Sunburst Ln to East Boundary             |                        |          |
| 100 W: 200 S to 300 S                           |                        |          |
| 100 S: 100 E to 200 E                           |                        |          |
| 100 S: 200 E to 300 E                           |                        |          |
| 100 E: Lower Richmond Rd to 300 N               |                        |          |
| 100 E: 300 N to 200 N                           |                        |          |
| 100 E: 200 N to 100 N                           |                        |          |
| 100 E: 100 N to Main St                         |                        |          |
| 100 E: 300 S to 400 S                           |                        |          |
| 100 E: 400 S to 600 S                           |                        |          |
| 100 E: 600 S to 800 S                           |                        |          |
| 100 E: 800 S to 825 S                           |                        |          |
| 300 S: US-91 to 100 W                           |                        |          |
| 300 S: 100 W to State St                        |                        |          |
| 300 S: State St to 100 E                        |                        |          |
| 400 S: State St to 100 E                        |                        |          |

|  |                   |
|--|-------------------|
|  | School Safe Route |
|  | School            |
|  | Multiple VRU      |
|  | Park              |
|  | Church            |

|                |    |                                       |
|----------------|----|---------------------------------------|
| Strong Input   | 10 | High concern                          |
| Moderate Input | 5  | Not high concern but still recongized |
| No Input       | 0  | No concern                            |

**APPENDIX D: SCORING SYSTEM AND PRIORITIZATION LIST**

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DRAFT

### Systemic Score (Segments)

| Segments                                                               | Criteria       |                  |                   |           | Roadside Hazards-Fix Objected | VRU Generators (School) | VRU Generators (Church) | VRU Generators (Park) |
|------------------------------------------------------------------------|----------------|------------------|-------------------|-----------|-------------------------------|-------------------------|-------------------------|-----------------------|
|                                                                        | Speed Limit    | Lighting         | Sidewalk/Crossing |           |                               |                         |                         |                       |
| US-91: 11600 N to MP 41 (Pepperidge Thrift Store)                      | 60             | No Lighting      | No Sidewalk       | 10 ft     | -                             | -                       | -                       |                       |
| US-91: MP 41 (Pepperidge Thrift Store) to MP 40.3 (Lee's Market Place) | 60             | No Lighting      | No Sidewalk       | 10 ft     | -                             | -                       | -                       |                       |
| US-91: MP 40.3 (Lee's Market Place) to 10600 N                         | 45             | No Lighting      | No Sidewalk       | 10 ft     | School                        | -                       | -                       |                       |
| US-91: 10600 N to 100 N                                                | 45             | Partial Lighting | No Sidewalk       | 10 ft     | School                        | -                       | -                       |                       |
| US-91: 100 N to Main St                                                | 45             | Full Lighting    | Full Sidewalk     | 10 ft     | One Block Adjacent (School)   | One Block (Church)      | One Block (Park)        |                       |
| US-91: Main St to 100 S                                                | 45             | Full Lighting    | Full Sidewalk     | 5 ft      | School                        | Church                  | Park                    |                       |
| US-91: 100 S to 200 S                                                  | 45             | Full Lighting    | Full Sidewalk     | 16 ft     | One Block Adjacent (School)   | One Block (Church)      | One Block (Park)        |                       |
| US-91: 200 S to 300 S                                                  | 45             | Partial Lighting | Partial Sidewalk  | 10 ft     | -                             | -                       | -                       |                       |
| US-91: 300 S to 470 S                                                  | 45             | Partial Lighting | Partial Sidewalk  | 10 ft     | -                             | -                       | -                       |                       |
| US-91: 470 S to 600 S                                                  | 45             | Partial Lighting | Partial Sidewalk  | 10 ft     | School                        | -                       | -                       |                       |
| US-91: 600 S to 9400 N (Boundary)                                      | 45             | Partial Lighting | Partial Sidewalk  | 10 ft     | One Block Adjacent (School)   | -                       | -                       |                       |
| Lower Richmond: 11800 N to 11600 N                                     | 30             | No Lighting      | No Sidewalk       | 10 ft     | -                             | -                       | -                       |                       |
| Lower Richmond: 11600 N to 450 N                                       | 30             | No Lighting      | No Sidewalk       | 10 ft     | -                             | -                       | -                       |                       |
| State St: 450 N to 300 N                                               | 30             | No Lighting      | Partial Sidewalk  | 10 ft     | -                             | -                       | -                       |                       |
| State St: 300 N to 200 N                                               | 30             | No Lighting      | Partial Sidewalk  | 14 ft     | -                             | -                       | -                       |                       |
| State St: 200 N to 100 N                                               | 30             | No Lighting      | Partial Sidewalk  | >16.4 ft  | -                             | -                       | -                       |                       |
| State St: 100 N to Main St                                             | 30             | No Lighting      | Full Sidewalk     | >16.4 ft  | Public Library                | -                       | One Block (Park)        |                       |
| State St: Main St to 100 S                                             | 30             | No Lighting      | Full Sidewalk     | 10 ft     | -                             | -                       | Park                    |                       |
| State St: 100 S to 200 S                                               | 30             | No Lighting      | Full Sidewalk     | >16.4 ft  | -                             | Church                  | One Block (Park)        |                       |
| State St: 200 S to 300 S                                               | 30             | No Lighting      | Full Sidewalk     | >16.4 ft  | -                             | One Block (Church)      | -                       |                       |
| State St: 300 S to 400 S                                               | 30             | No Lighting      | Full Sidewalk     | 14 ft     | -                             | -                       | -                       |                       |
| State St: 400 S to 470 S                                               | 30             | No Lighting      | Full Sidewalk     | 14 ft     | One Block Adjacent (School)   | -                       | -                       |                       |
| State St: 470 S to 600 S                                               | 30             | Partial Lighting | Full Sidewalk     | 10 ft     | School                        | -                       | -                       |                       |
| State St: 600 S to 800 S                                               | 30             | No Lighting      | Partial Sidewalk  | 6 ft      | One Block Adjacent (School)   | -                       | -                       |                       |
| State St: 800 S to 9400 N (Boundary)                                   | 30             | No Lighting      | Partial Sidewalk  | 7 ft      | -                             | -                       | -                       |                       |
| 300 E: 500 N to 300 N                                                  | 30             | No Lighting      | Partial Sidewalk  | 7 ft      | -                             | -                       | -                       |                       |
| 300 E: 300 N to 200 N                                                  | 30             | No Lighting      | Partial Sidewalk  | 8 ft      | -                             | -                       | -                       |                       |
| 300 E: 200 N to 100 N                                                  | 30             | No Lighting      | Partial Sidewalk  | 8 ft      | -                             | -                       | -                       |                       |
| 300 E: 100 N to Main St                                                | 30             | No Lighting      | Partial Sidewalk  | 10 ft     | -                             | -                       | -                       |                       |
| 300 E: Main St to 100 S                                                | 30             | No Lighting      | Partial Sidewalk  | 10 ft     | -                             | -                       | -                       |                       |
| 300 E: 100 S to 200 S                                                  | 30             | No Lighting      | Partial Sidewalk  | 10 ft     | -                             | -                       | -                       |                       |
| 300 E: 200 S to 300 S                                                  | 30             | No Lighting      | Partial Sidewalk  | 10 ft     | -                             | -                       | One Block (Park)        |                       |
| 300 E: 300 S to 400 S                                                  | 30             | No Lighting      | Partial Sidewalk  | 10 ft     | -                             | -                       | Park                    |                       |
| 300 E: 400 S to City Creek Rd                                          | 30             | No Lighting      | No Sidewalk       | 4 ft      | -                             | -                       | One Block (Park)        |                       |
| W Main St: 800 W (Boundary) to 500 W                                   | 40             | No Lighting      | Partial Sidewalk  | 12 ft     | -                             | -                       | -                       |                       |
| W Main St: 500 W to 400 W                                              | 40             | No Lighting      | Partial Sidewalk  | 14 ft     | -                             | -                       | -                       |                       |
| W Main St: 400 W to 300 W                                              | 40             | No Lighting      | Partial Sidewalk  | 8 ft      | -                             | -                       | -                       |                       |
| W Main St: 300 W to US-91                                              | 40             | No Lighting      | Full Sidewalk     | 8 ft      | -                             | One Block (Church)      | One Block (Park)        |                       |
| E Main St: US-91 to 100 W                                              | 20             | Full Lighting    | Full Sidewalk     | 3 ft      | -                             | Church                  | Park                    |                       |
| E Main St: 100 W to State St                                           | 20             | Full Lighting    | Full Sidewalk     | 10 ft     | -                             | One Block (Church)      | Park                    |                       |
| E Main St: State St to 100 E                                           | 30             | No Lighting      | Full Sidewalk     | 5 ft      | -                             | -                       | One Block (Park)        |                       |
| E Main St: 100 E to 200 E                                              | 30             | No Lighting      | Partial Sidewalk  | 15 ft     | -                             | -                       | -                       |                       |
| E Main St: 200 E to 300 E                                              | 30             | No Lighting      | Partial Sidewalk  | 15 ft     | -                             | -                       | -                       |                       |
| E Main St: 300 E to 400 E                                              | 30             | No Lighting      | No Sidewalk       | 16 ft     | -                             | -                       | -                       |                       |
| E Main St: 400 E to 500 E                                              | 30             | No Lighting      | No Sidewalk       | 10 ft     | -                             | -                       | -                       |                       |
| E Main St: 500 E to 650 E                                              | 30             | No Lighting      | No Sidewalk       | 8 ft      | -                             | -                       | -                       |                       |
| 200 S: 800 W (Boundary) to 500 W                                       | No Speed Limit | No Lighting      | No Sidewalk       | > 16.6 ft | -                             | -                       | -                       |                       |
| 200 S: 500 W to 400 W                                                  | No Speed Limit | No Lighting      | No Sidewalk       | 10 ft     | -                             | -                       | -                       |                       |
| 200 S: 400 W to 300 W                                                  | No Speed Limit | No Lighting      | Partial Sidewalk  | 10 ft     | -                             | -                       | -                       |                       |
| 200 S: 300 W to US-91                                                  | No Speed Limit | No Lighting      | No Sidewalk       | 10 ft     | -                             | -                       | -                       |                       |
| 200 S: US-91 to 100 W                                                  | No Speed Limit | No Lighting      | No Sidewalk       | 12 ft     | -                             | -                       | -                       |                       |
| 200 S: 100 W to State St                                               | No Speed Limit | No Lighting      | No Sidewalk       | 13 ft     | -                             | One Block (Church)      | -                       |                       |
| 200 S: State St to 100 E                                               | No Speed Limit | No Lighting      | Partial Sidewalk  | 14 ft     | -                             | Church                  | -                       |                       |

| Speed Limit | Lighting | Sidewalk/<br>Crossing/T<br>rail | Score                               |                   | Sum | Score |
|-------------|----------|---------------------------------|-------------------------------------|-------------------|-----|-------|
|             |          |                                 | Roadside<br>Hazards-Fix<br>Objected | VRU<br>Generators |     |       |
| 40          | 40       | 40                              | 20                                  | 0                 | 140 | 28    |
| 40          | 40       | 40                              | 20                                  | 0                 | 140 | 28    |
| 40          | 40       | 40                              | 20                                  | 40                | 180 | 36    |
| 40          | 20       | 40                              | 20                                  | 40                | 160 | 32    |
| 40          | 0        | 0                               | 20                                  | 20                | 80  | 16    |
| 40          | 0        | 0                               | 20                                  | 40                | 100 | 20    |
| 40          | 0        | 0                               | 20                                  | 20                | 80  | 16    |
| 40          | 20       | 20                              | 20                                  | 0                 | 100 | 20    |
| 40          | 20       | 20                              | 20                                  | 0                 | 100 | 20    |
| 40          | 20       | 20                              | 20                                  | 40                | 140 | 28    |
| 40          | 20       | 20                              | 20                                  | 20                | 120 | 24    |
| 40          | 40       | 40                              | 20                                  | 0                 | 140 | 28    |
| 40          | 40       | 40                              | 20                                  | 0                 | 140 | 28    |
| 40          | 40       | 20                              | 20                                  | 0                 | 120 | 24    |
| 40          | 40       | 20                              | 20                                  | 0                 | 120 | 24    |
| 40          | 40       | 20                              | 0                                   | 0                 | 100 | 20    |
| 40          | 40       | 0                               | 0                                   | 20                | 100 | 20    |
| 40          | 40       | 0                               | 20                                  | 40                | 140 | 28    |
| 40          | 40       | 0                               | 0                                   | 20                | 100 | 20    |
| 40          | 40       | 0                               | 0                                   | 0                 | 80  | 16    |
| 40          | 40       | 0                               | 20                                  | 0                 | 100 | 20    |
| 40          | 40       | 0                               | 20                                  | 0                 | 100 | 20    |
| 40          | 20       | 0                               | 20                                  | 0                 | 80  | 16    |
| 40          | 40       | 20                              | 20                                  | 0                 | 120 | 24    |
| 40          | 40       | 20                              | 20                                  | 0                 | 120 | 24    |
| 40          | 40       | 20                              | 20                                  | 0                 | 120 | 24    |
| 40          | 40       | 20                              | 20                                  | 0                 | 120 | 24    |
| 40          | 40       | 20                              | 20                                  | 0                 | 120 | 24    |
| 40          | 40       | 20                              | 20                                  | 0                 | 120 | 24    |
| 40          | 40       | 20                              | 20                                  | 0                 | 120 | 24    |
| 40          | 40       | 20                              | 20                                  | 20                | 140 | 28    |
| 40          | 40       | 20                              | 20                                  | 40                | 160 | 32    |
| 40          | 40       | 40                              | 20                                  | 20                | 160 | 32    |
| 40          | 40       | 20                              | 20                                  | 0                 | 120 | 24    |
| 40          | 40       | 20                              | 20                                  | 0                 | 120 | 24    |
| 40          | 40       | 20                              | 20                                  | 0                 | 120 | 24    |
| 40          | 40       | 0                               | 20                                  | 20                | 120 | 24    |
| 20          | 0        | 0                               | 40                                  | 40                | 100 | 20    |
| 20          | 0        | 0                               | 20                                  | 40                | 80  | 16    |
| 40          | 40       | 0                               | 20                                  | 20                | 120 | 24    |
| 40          | 40       | 20                              | 20                                  | 0                 | 120 | 24    |
| 40          | 40       | 20                              | 20                                  | 0                 | 120 | 24    |
| 40          | 40       | 40                              | 20                                  | 0                 | 140 | 28    |
| 40          | 40       | 40                              | 20                                  | 0                 | 140 | 28    |
| 40          | 40       | 40                              | 20                                  | 0                 | 140 | 28    |
| 20          | 40       | 40                              | 0                                   | 0                 | 100 | 20    |
| 20          | 40       | 40                              | 20                                  | 0                 | 120 | 24    |
| 20          | 40       | 20                              | 20                                  | 0                 | 100 | 20    |
| 20          | 40       | 40                              | 20                                  | 0                 | 120 | 24    |
| 20          | 40       | 40                              | 20                                  | 0                 | 120 | 24    |
| 20          | 40       | 40                              | 20                                  | 20                | 140 | 28    |
| 20          | 40       | 20                              | 20                                  | 40                | 140 | 28    |

| Criteria                                |                |                  |                   |                               |                             |                         |                       |
|-----------------------------------------|----------------|------------------|-------------------|-------------------------------|-----------------------------|-------------------------|-----------------------|
| Segments                                | Speed Limit    | Lighting         | Sidewalk/Crossing | Roadside Hazards-Fix Objected | VRU Generators (School)     | VRU Generators (Church) | VRU Generators (Park) |
| 200 S: 100 E to 200 E                   | No Speed Limit | No Lighting      | Partial Sidewalk  | 17 ft                         | -                           | One Block (Church)      | -                     |
| 200 S: 200 E to 300 E                   | No Speed Limit | No Lighting      | No Sidewalk       | 13 ft                         | -                           | -                       | -                     |
| 600 S: 550 W (Boundary) to 400 W        | 40             | No Lighting      | No Sidewalk       | >16.6 ft                      | -                           | -                       | -                     |
| 600 S: 400 W to US-91                   | 25             | No Lighting      | No Sidewalk       | 9 ft                          | Block adjacent to school    | -                       | -                     |
| 600 S: US-91 to State St                | 20             | No Lighting      | Partial Sidewalk  | 3 ft                          | School                      | -                       | -                     |
| 600 S: State St to 100 E                | No Speed Limit | No Lighting      | Partial Sidewalk  | 9 ft                          | Block adjacent to school    | -                       | -                     |
| 200 N: State St to 100 E                | No Speed Limit | No Lighting      | No Sidewalk       | 9 ft                          | -                           | -                       | -                     |
| 200 N: 100 E to 200 E                   | No Speed Limit | No Lighting      | No Sidewalk       | 17 ft                         | -                           | -                       | -                     |
| 200 N: 200 E to 300 E                   | No Speed Limit | No Lighting      | No Sidewalk       | 4 ft                          | -                           | -                       | -                     |
| 300 N: State St to 100 E                | No Speed Limit | No Lighting      | No Sidewalk       | >16.6 ft                      | -                           | -                       | -                     |
| 300 N: 100 E to 200 E                   | No Speed Limit | No Lighting      | No Sidewalk       | 15.5 ft                       | -                           | -                       | -                     |
| 300 N: 200 E to 300 E                   | No Speed Limit | No Lighting      | Partial Sidewalk  | 12 ft                         | -                           | -                       | -                     |
| 300 N: 300 E to 400 E                   | No Speed Limit | Partial Lighting | Full Sidewalk     | >16.6 ft                      | -                           | -                       | -                     |
| 500 N: Cherry Creek Pkwy to 535 N       | No Speed Limit | Full Lighting    | Partial Sidewalk  | >16.6 ft                      | -                           | -                       | -                     |
| 500 N: 535 N to Cherry Ridge Ln         | No Speed Limit | Full Lighting    | Full Sidewalk     | 14 ft                         | -                           | -                       | One Block (Park)      |
| 500 N: Cherry Ridge Ln to Sunburst Ln   | 30             | Partial Lighting | Partial Sidewalk  | 14 ft                         | -                           | -                       | Park                  |
| 500 N: Sunburst Ln to East Boundary     | 30             | Partial Lighting | Partial Sidewalk  | 15 ft                         | -                           | -                       | -                     |
| 300 E: Cherry Creek Pkwy to Sunburst Ln | 30             | Partial Lighting | Partial Sidewalk  | 15 ft                         | -                           | -                       | One Block (Park)      |
| 300 E: Sunburst Ln to 500 N             | 30             | Partial Lighting | Partial Sidewalk  | 15 ft                         | -                           | -                       | Park                  |
| 100 N: US-91 to 100 W                   | No Speed Limit | No Lighting      | Partial Sidewalk  | 9 ft                          | School                      | -                       | -                     |
| 100 N: 100 W to State St                | No Speed Limit | No Lighting      | Full Sidewalk     | 9 ft                          | One Block Adjacent (School) | -                       | -                     |
| 100 N: State St to 100 E                | No Speed Limit | No Lighting      | Partial Sidewalk  | 16 ft                         | -                           | -                       | -                     |
| 100 N: 100 E to 200 E                   | No Speed Limit | No Lighting      | Full Sidewalk     | 14 ft                         | -                           | -                       | -                     |
| 100 N: 200 E to 300 E                   | No Speed Limit | No Lighting      | Partial Sidewalk  | >16.6 ft                      | -                           | -                       | -                     |
| 100 W: 100 N to Main St                 | No Speed Limit | No Lighting      | Partial Sidewalk  | 15 ft                         | -                           | One Block (Church)      | -                     |
| 100 W: Main St to 100 S                 | No Speed Limit | Partial Lighting | Full Sidewalk     | >16.6 ft                      | -                           | Church                  | -                     |
| 100 W: 100 S to 200 S                   | No Speed Limit | No Lighting      | Partial Sidewalk  | 13 ft                         | -                           | One Block (Church)      | -                     |
| 100 W: 200 S to 300 S                   | No Speed Limit | No Lighting      | Partial Sidewalk  | 14 ft                         | -                           | -                       | -                     |
| 100 S: US-91 to 100 W                   | No Speed Limit | No Lighting      | Partial Sidewalk  | >16.6 ft                      | -                           | Church                  | Park                  |
| 100 S: 100 W to State St                | No Speed Limit | No Lighting      | Partial Sidewalk  | 10 ft                         | -                           | One Block (Church)      | Park                  |
| 100 S: State St to 100 E                | No Speed Limit | No Lighting      | Partial Sidewalk  | >16.6 ft                      | -                           | Church                  | -                     |
| 100 S: 100 E to 200 E                   | No Speed Limit | No Lighting      | Partial Sidewalk  | >16.6 ft                      | -                           | One Block (Church)      | -                     |
| 100 S: 200 E to 300 E                   | No Speed Limit | No Lighting      | Partial Sidewalk  | >16.6 ft                      | -                           | -                       | -                     |
| 100 E: Lower Richmond Rd to 300 N       | No Speed Limit | No Lighting      | No Sidewalk       | >16.6 ft                      | -                           | -                       | -                     |
| 100 E: 300 N to 200 N                   | No Speed Limit | No Lighting      | No Sidewalk       | >16.6 ft                      | -                           | -                       | -                     |
| 100 E: 200 N to 100 N                   | No Speed Limit | No Lighting      | No Sidewalk       | 14 ft                         | -                           | -                       | -                     |
| 100 E: 100 N to Main St                 | No Speed Limit | No Lighting      | No Sidewalk       | 15 ft                         | -                           | -                       | -                     |
| 100 E: Main St to 100 S                 | No Speed Limit | No Lighting      | No Sidewalk       | 13 ft                         | -                           | -                       | -                     |
| 100 E: 100 S to 200 S                   | No Speed Limit | No Lighting      | Partial Sidewalk  | 6 ft                          | -                           | -                       | -                     |
| 100 E: 200 S to 300 S                   | No Speed Limit | No Lighting      | Partial Sidewalk  | 14 ft                         | -                           | -                       | -                     |
| 100 E: 300 S to 400 S                   | No Speed Limit | No Lighting      | Partial Sidewalk  | 10 ft                         | -                           | -                       | -                     |
| 100 E: 400 S to 600 S                   | No Speed Limit | Partial Lighting | Partial Sidewalk  | 12 ft                         | -                           | -                       | -                     |
| 100 E: 600 S to 800 S                   | No Speed Limit | No Lighting      | Partial Sidewalk  | 8 ft                          | -                           | -                       | -                     |
| 100 E: 800 S to 825 S                   | No Speed Limit | No Lighting      | No Sidewalk       | >16.6 ft                      | -                           | -                       | -                     |
| 300 S: US-91 to 100 W                   | No Speed Limit | Partial Lighting | Partial Sidewalk  | 15 ft                         | -                           | -                       | -                     |
| 300 S: 100 W to State St                | No Speed Limit | Partial Lighting | Partial Sidewalk  | 11 ft                         | -                           | -                       | -                     |
| 300 S: State St to 100 E                | No Speed Limit | No Lighting      | No Sidewalk       | 16 ft                         | -                           | -                       | -                     |
| 300 S: 100 E to 200 E                   | No Speed Limit | No Lighting      | Partial Sidewalk  | >16.6 ft                      | -                           | -                       | One Block (Park)      |
| 300 S: 200 E to 300 E                   | No Speed Limit | No Lighting      | Partial Sidewalk  | >16.6 ft                      | -                           | -                       | Park                  |
| 400 S: State St to 100 E                | No Speed Limit | No Lighting      | Partial Sidewalk  | 7 ft                          | -                           | -                       | -                     |
| 400 S: 100 E to 200 E                   | No Speed Limit | No Lighting      | Partial Sidewalk  | >16.6 ft                      | -                           | -                       | One Block (Park)      |
| 400 S: 200 E to 300 E                   | No Speed Limit | No Lighting      | Partial Sidewalk  | 7 ft                          | -                           | -                       | Park                  |
| 470 S: US-91 to State St                | 20             | No Lighting      | Partial Sidewalk  | >16.6 ft                      | School                      | -                       | -                     |

\* For the places with no speed limit, given the residential area 25 mph was used to provide the score of 20

\* Normalized scores are calculated by normalizing the total scores based on the highest possible total score (200) multiplied by 40

| Score       |          |                          |                               |                |     |       |
|-------------|----------|--------------------------|-------------------------------|----------------|-----|-------|
| Speed Limit | Lighting | Sidewalk/Crossing/T rail | Roadside Hazards-Fix Objected | VRU Generators | Sum | Score |
| 20          | 40       | 20                       | 0                             | 20             | 100 | 20    |
| 20          | 40       | 40                       | 20                            | 0              | 120 | 24    |
| 40          | 40       | 40                       | 0                             | 0              | 120 | 24    |
| 20          | 40       | 40                       | 20                            | 20             | 140 | 28    |
| 20          | 40       | 20                       | 40                            | 40             | 160 | 32    |
| 20          | 40       | 20                       | 20                            | 20             | 120 | 24    |
| 20          | 40       | 40                       | 0                             | 0              | 100 | 20    |
| 20          | 40       | 40                       | 0                             | 0              | 100 | 20    |
| 20          | 40       | 40                       | 0                             | 0              | 100 | 20    |
| 20          | 40       | 40                       | 20                            | 0              | 120 | 24    |
| 20          | 40       | 20                       | 20                            | 0              | 100 | 20    |
| 20          | 20       | 0                        | 0                             | 0              | 40  | 8     |
| 20          | 0        | 0                        | 0                             | 0              | 40  | 8     |
| 20          | 0        | 0                        | 20                            | 20             | 60  | 12    |
| 40          | 20       | 20                       | 20                            | 40             | 140 | 28    |
| 40          | 20       | 20                       | 20                            | 0              | 100 | 20    |
| 40          | 20       | 20                       | 20                            | 20             | 120 | 24    |
| 40          | 20       | 20                       | 20                            | 40             | 140 | 28    |
| 20          | 40       | 20                       | 20                            | 40             | 140 | 28    |
| 20          | 40       | 0                        | 20                            | 20             | 100 | 20    |
| 20          | 40       | 20                       | 20                            | 0              | 100 | 20    |
| 20          | 40       | 0                        | 20                            | 0              | 80  | 16    |
| 20          | 40       | 20                       | 0                             | 0              | 80  | 16    |
| 20          | 40       | 20                       | 20                            | 20             | 120 | 24    |
| 20          | 20       | 0                        | 0                             | 40             | 80  | 16    |
| 20          | 40       | 20                       | 20                            | 20             | 120 | 24    |
| 20          | 40       | 20                       | 20                            | 0              | 100 | 20    |
| 20          | 40       | 20                       | 0                             | 40             | 120 | 24    |
| 20          | 40       | 20                       | 20                            | 40             | 140 | 28    |
| 20          | 40       | 20                       | 0                             | 40             | 120 | 24    |
| 20          | 40       | 20                       | 0                             | 20             | 100 | 20    |
| 20          | 40       | 20                       | 0                             | 0              | 80  | 16    |
| 20          | 40       | 40                       | 0                             | 0              | 100 | 20    |
| 20          | 40       | 40                       | 0                             | 0              | 100 | 20    |
| 20          | 40       | 40                       | 20                            | 0              | 120 | 24    |
| 20          | 40       | 40                       | 20                            | 0              | 120 | 24    |
| 20          | 40       | 20                       | 20                            | 0              | 100 | 20    |
| 20          | 40       | 20                       | 20                            | 0              | 100 | 20    |
| 20          | 20       | 20                       | 20                            | 0              | 80  | 16    |
| 20          | 40       | 20                       | 20                            | 0              | 100 | 20    |
| 20          | 40       | 40                       | 0                             | 0              | 100 | 20    |
| 20          | 20       | 20                       | 20                            | 0              | 80  | 16    |
| 20          | 40       | 40                       | 20                            | 0              | 120 | 24    |
| 20          | 40       | 20                       | 0                             | 20             | 100 | 20    |
| 20          | 40       | 20                       | 0                             | 40             | 120 | 24    |
| 20          | 40       | 20                       | 20                            | 0              | 100 | 20    |
| 20          | 40       | 20                       | 0                             | 20             | 100 | 20    |
| 20          | 40       | 20                       | 20                            | 40             | 140 | 28    |
| 20          | 40       | 20                       | 0                             | 20             | 100 | 20    |

### Systemic Score (Intersections)

| Criteria                                                        |                |                  |                       |                                     |                              |                            |                          |
|-----------------------------------------------------------------|----------------|------------------|-----------------------|-------------------------------------|------------------------------|----------------------------|--------------------------|
| Intersections                                                   | Speed Limit    | Lighting         | Sidewalk/<br>Crossing | Roadside<br>Hazards-Fix<br>Objected | VRU Generators<br>(School)   | VRU Generators<br>(Church) | VRU Generators<br>(Park) |
| US-91 / MP 41 (Entrance Access of Pepperidge Farm Thrift Store) | 60             | Partial Lighting | No Crosswalk          | 10 ft                               | -                            | -                          | -                        |
| US-91 / 11300 N                                                 | 60             | No Lighting      | No Crosswalk          | 10 ft                               | -                            | -                          | -                        |
| US-91 / 10600 N                                                 | 45             | No Lighting      | No Crosswalk          | 10 ft                               | 1 Block Adjacent<br>(School) | -                          | -                        |
| US-91 / MP 40.3 (Lee's Market Place)                            | 45             | No Lighting      | No Crosswalk          | 10 ft                               | 1 Block Adjacent<br>(School) | -                          | -                        |
| US-91 / 100 N                                                   | 45             | Full Lighting    | No Crosswalk          | 10 ft                               | School                       | One Block<br>(Church)      | One Block (Park)         |
| US-91 / Cache Valley Cabinets and Tops                          | 45             | Full Lighting    | No Crosswalk          | 10 ft                               | -                            | -                          | -                        |
| US-91 / Main St                                                 | 45             | Full Lighting    | Full Crosswalk        | 10 ft                               | -                            | Church                     | Park                     |
| US-91 / 100 S                                                   | 45             | Full Lighting    | No Crosswalk          | 10 ft                               | -                            | One Block<br>(Church)      | Park                     |
| US-91 / 200 S                                                   | 45             | Partial Lighting | No Crosswalk          | 10 ft                               | -                            | -                          | One Block (Park)         |
| US-91 / 300 S                                                   | 45             | Partial Lighting | No Crosswalk          | 10 ft                               | -                            | -                          | -                        |
| US-91 / 450 S                                                   | 45             | Partial Lighting | No Crosswalk          | 10 ft                               | -                            | -                          | -                        |
| US-91 / 470 S                                                   | 45             | Partial Lighting | No Crosswalk          | 10 ft                               | School                       | -                          | -                        |
| US-91 / 600 S                                                   | 45             | Partial Lighting | No Crosswalk          | 10 ft                               | School                       | -                          | -                        |
| Lower Richmond Rd / 11800 N                                     | 30             | No Lighting      | No Crosswalk          | 10 ft                               | -                            | -                          | -                        |
| Lower Richmond Rd / 11600 N                                     | 30             | No Lighting      | No Crosswalk          | 10 ft                               | -                            | -                          | -                        |
| State St / Lower Richmond Rd / 450 N                            | 30             | Partial Lighting | No Crosswalk          | 10 ft                               | -                            | -                          | -                        |
| State St / 300 N                                                | 30             | No Lighting      | No Crosswalk          | >16.4 ft                            | -                            | -                          | -                        |
| State St / 200 N                                                | 30             | Partial Lighting | No Crosswalk          | 10 ft                               | -                            | -                          | -                        |
| State St / 100 N                                                | 30             | Partial Lighting | Full Crosswalk        | >16.4 ft                            | 1 Block Adjacent<br>(School) | -                          | One Block (Park)         |
| State St / Main St                                              | 30             | Partial Lighting | Full Crosswalk        | >16.4 ft                            | School                       | One Block<br>(Church)      | Park                     |
| State St / 100 S                                                | 30             | Partial Lighting | Partial Crosswalk     | 10 ft                               | 1 Block Adjacent<br>(School) | -                          | Park                     |
| State St / 200 S                                                | 30             | Partial Lighting | No Crosswalk          | >16.4 ft                            | -                            | One Block<br>(Church)      | One Block (Park)         |
| State St / 300 S                                                | 30             | Partial Lighting | No Crosswalk          | >16.4 ft                            | -                            | -                          | -                        |
| State St / 400 S                                                | 30             | Partial Lighting | No Crosswalk          | >16.4 ft                            | -                            | -                          | -                        |
| State St / 470 S                                                | 30             | Partial Lighting | No Crosswalk          | 14 ft                               | School                       | -                          | -                        |
| State St / 600 S                                                | 30             | Partial Lighting | No Crosswalk          | < 3.3 ft                            | School                       | -                          | -                        |
| State St / 800 S                                                | 30             | Partial Lighting | No Crosswalk          | 6 ft                                | -                            | -                          | -                        |
| 300 E / 500 N                                                   | 30             | Partial Lighting | No Crosswalk          | 10 ft                               | -                            | -                          | -                        |
| 300 E / 300 N                                                   | 30             | Partial Lighting | Partial Crosswalk     | 7 ft                                | -                            | -                          | -                        |
| 300 E / 200 N                                                   | 30             | Partial Lighting | No Crosswalk          | 9 ft                                | -                            | -                          | -                        |
| 300 E / 100 N                                                   | 30             | Partial Lighting | Partial Crosswalk     | 8 ft                                | -                            | -                          | -                        |
| 300 E / Main St                                                 | 30             | Partial Lighting | Partial Crosswalk     | 8 ft                                | -                            | -                          | -                        |
| 300 E / 100 S                                                   | 30             | Partial Lighting | No Crosswalk          | 8 ft                                | -                            | -                          | -                        |
| 300 E / 200 S                                                   | 30             | Partial Lighting | No Crosswalk          | 10 ft                               | -                            | -                          | One Block (Park)         |
| 300 E / 300 S                                                   | 30             | Partial Lighting | No Crosswalk          | 10 ft                               | -                            | -                          | Park                     |
| 300 E / 400 S                                                   | 30             | No Lighting      | No Crosswalk          | 5 ft                                | -                            | -                          | Park                     |
| 300 E / City Creek Rd                                           | 30             | No Lighting      | No Crosswalk          | 8 ft                                | -                            | -                          | One Block (Park)         |
| 500 W / Main St                                                 | 40             | No Lighting      | No Crosswalk          | 14 ft                               | -                            | -                          | -                        |
| 400 W / Main St                                                 | 40             | Partial Lighting | No Crosswalk          | 14 ft                               | -                            | -                          | -                        |
| 300 W / Main St                                                 | 40             | Partial Lighting | No Crosswalk          | 16 ft                               | -                            | One Block<br>(Church)      | One Block (Park)         |
| 100 W / Main St                                                 | 20             | Full Lighting    | Full Crosswalk        | 10 ft                               | 1 Block Adjacent<br>(School) | Chruch                     | Park                     |
| 100 E / Main St                                                 | 30             | Partial Lighting | No Crosswalk          | 10 ft                               | 1 Block Adjacent<br>(School) | -                          | One Block (Park)         |
| 200 E / Main St                                                 | 30             | Partial Lighting | No Crosswalk          | 12 ft                               | -                            | -                          | -                        |
| 400 E / Main St                                                 | 30             | No Lighting      | No Crosswalk          | 10 ft                               | -                            | -                          | -                        |
| 500 E / Main St                                                 | 30             | No Lighting      | No Crosswalk          | > 16.4 ft                           | -                            | -                          | -                        |
| 650 E / Main St                                                 | 30             | No Lighting      | No Crosswalk          | 15 ft                               | -                            | -                          | -                        |
| 800 W / 200 S                                                   | No Speed Limit | No Lighting      | No Crosswalk          | >16.4 ft                            | -                            | -                          | -                        |
| 500 W / 200 S                                                   | No Speed Limit | No Lighting      | No Crosswalk          | 10 ft                               | -                            | -                          | -                        |
| 400 W / 200 S                                                   | No Speed Limit | Partial Lighting | No Crosswalk          | 10 ft                               | -                            | -                          | -                        |
| 300 W / 200 S                                                   | No Speed Limit | Partial Lighting | No Crosswalk          | 10 ft                               | -                            | -                          | -                        |
| 100 W / 200 S                                                   | No Speed Limit | Partial Lighting | No Crosswalk          | 10 ft                               | -                            | -                          | -                        |
| 100 E / 200 S                                                   | No Speed Limit | Partial Lighting | No Crosswalk          | 10 ft                               | -                            | Chruch                     | -                        |
| 200 E / 200 S                                                   | No Speed Limit | Partial Lighting | No Crosswalk          | 10 ft                               | -                            | One Block<br>(Church)      | -                        |
| 100 E / 600 S                                                   | No Speed Limit | Partial Lighting | No Crosswalk          | 10 ft                               | One Block (School)           | -                          | -                        |
| 157 W / 600 S                                                   | 25             | No Lighting      | No Crosswalk          | 10 ft                               | -                            | -                          | -                        |

| Speed Limit | Lighting | Sidewalk/Crossing | Score                         |                | Total Score | Normalized Score |
|-------------|----------|-------------------|-------------------------------|----------------|-------------|------------------|
|             |          |                   | Roadside Hazards-Fix Objected | VRU Generators |             |                  |
| 40          | 20       | 40                | 20                            | 0              | 120         | 24               |
| 40          | 40       | 40                | 20                            | 0              | 140         | 28               |
| 40          | 40       | 40                | 20                            | 20             | 160         | 32               |
| 40          | 40       | 40                | 20                            | 20             | 160         | 32               |
| 40          | 0        | 40                | 20                            | 40             | 140         | 28               |
| 40          | 0        | 40                | 20                            | 0              | 100         | 20               |
| 40          | 0        | 0                 | 20                            | 40             | 100         | 20               |
| 40          | 0        | 40                | 20                            | 40             | 140         | 28               |
| 40          | 20       | 40                | 20                            | 20             | 140         | 28               |
| 40          | 20       | 40                | 20                            | 0              | 120         | 24               |
| 40          | 20       | 40                | 20                            | 0              | 120         | 24               |
| 40          | 20       | 40                | 20                            | 40             | 160         | 32               |
| 40          | 20       | 40                | 20                            | 40             | 160         | 32               |
| 40          | 40       | 40                | 20                            | 0              | 140         | 28               |
| 40          | 40       | 40                | 20                            | 0              | 140         | 28               |
| 40          | 20       | 40                | 20                            | 0              | 120         | 24               |
| 40          | 40       | 40                | 0                             | 0              | 120         | 24               |
| 40          | 20       | 40                | 20                            | 0              | 120         | 24               |
| 40          | 20       | 0                 | 0                             | 20             | 80          | 16               |
| 40          | 20       | 0                 | 0                             | 40             | 100         | 20               |
| 40          | 20       | 20                | 20                            | 40             | 140         | 28               |
| 40          | 20       | 40                | 0                             | 20             | 120         | 24               |
| 40          | 20       | 40                | 0                             | 0              | 100         | 20               |
| 40          | 20       | 40                | 0                             | 0              | 100         | 20               |
| 40          | 20       | 40                | 20                            | 40             | 160         | 32               |
| 40          | 20       | 40                | 40                            | 40             | 180         | 36               |
| 40          | 20       | 40                | 20                            | 0              | 120         | 24               |
| 40          | 20       | 40                | 20                            | 0              | 120         | 24               |
| 40          | 20       | 20                | 20                            | 0              | 100         | 20               |
| 40          | 20       | 40                | 20                            | 0              | 120         | 24               |
| 40          | 20       | 20                | 20                            | 0              | 100         | 20               |
| 40          | 20       | 20                | 20                            | 0              | 100         | 20               |
| 40          | 20       | 40                | 20                            | 0              | 120         | 24               |
| 40          | 20       | 40                | 20                            | 20             | 140         | 28               |
| 40          | 20       | 40                | 20                            | 40             | 160         | 32               |
| 40          | 40       | 40                | 20                            | 40             | 180         | 36               |
| 40          | 40       | 40                | 20                            | 20             | 160         | 32               |
| 40          | 40       | 40                | 20                            | 0              | 140         | 28               |
| 40          | 20       | 40                | 20                            | 0              | 120         | 24               |
| 40          | 20       | 40                | 20                            | 20             | 140         | 28               |
| 20          | 0        | 0                 | 20                            | 40             | 80          | 16               |
| 40          | 20       | 40                | 20                            | 20             | 140         | 28               |
| 40          | 20       | 40                | 20                            | 0              | 120         | 24               |
| 40          | 40       | 40                | 20                            | 0              | 140         | 28               |
| 40          | 40       | 40                | 0                             | 0              | 120         | 24               |
| 40          | 40       | 40                | 20                            | 0              | 140         | 28               |
| 20          | 40       | 40                | 0                             | 0              | 100         | 20               |
| 20          | 40       | 40                | 20                            | 0              | 120         | 24               |
| 20          | 20       | 40                | 20                            | 0              | 100         | 20               |
| 20          | 20       | 40                | 20                            | 0              | 100         | 20               |
| 20          | 20       | 40                | 20                            | 0              | 100         | 20               |
| 20          | 20       | 40                | 20                            | 40             | 140         | 28               |
| 20          | 20       | 40                | 20                            | 20             | 120         | 24               |
| 20          | 20       | 40                | 20                            | 20             | 120         | 24               |
| 20          | 40       | 40                | 20                            | 0              | 120         | 24               |



| Intersections                             | Criteria       |                  |                       |                                     |                            |                            |                          |
|-------------------------------------------|----------------|------------------|-----------------------|-------------------------------------|----------------------------|----------------------------|--------------------------|
|                                           | Speed Limit    | Lighting         | Sidewalk/<br>Crossing | Roadside<br>Hazards-Fix<br>Objected | VRU Generators<br>(School) | VRU Generators<br>(Church) | VRU Generators<br>(Park) |
| 191 W / 100 N (West Access of the School) | 45             | Full Lighting    | No Crosswalk          | 6 ft                                | -                          | -                          | -                        |
| 100 E / 300 N                             | No Speed Limit | No Lighting      | No Crosswalk          | 15 ft                               | -                          | -                          | -                        |
| Cherry Creek Pkwy / Chokecherry Cir       | No Speed Limit | Partial Lighting | No Crosswalk          | 10 ft                               | -                          | -                          | -                        |
| 200 E / 200 N                             | No Speed Limit | Partial Lighting | No Crosswalk          | 15 ft                               | -                          | -                          | -                        |
| 100 E / 300 S                             | No Speed Limit | Partial Lighting | No Crosswalk          | 9 ft                                | -                          | -                          | -                        |
| 250 E / 825 S                             | 30             | No Lighting      | No Crosswalk          | 8 ft                                | -                          | -                          | -                        |
| 250 E / 850 S                             | 30             | No Lighting      | No Crosswalk          | 12 ft                               | -                          | -                          | -                        |
| 200 E / 100 S                             | 30             | Partial Lighting | No Crosswalk          | 15 ft                               | -                          | -                          | -                        |
| 200 E / 300 N                             | No Speed Limit | Partial Lighting | Partial Crosswalk     | 10 ft                               | -                          | -                          | -                        |
| 300 E / 300 N                             | 30             | Partial Lighting | Partial Crosswalk     | 10 ft                               | -                          | -                          | -                        |
| 400 E / 300 N                             | No Speed Limit | Partial Lighting | Partial Crosswalk     | >16.4 ft                            | -                          | -                          | -                        |
| Cherry Creek Pkwy / 500 N                 | No Speed Limit | No Lighting      | No Crosswalk          | 7 ft                                | -                          | -                          | -                        |
| 535 N / 500 N                             | No Speed Limit | Partial Lighting | Partial Crosswalk     | >16.4 ft                            | -                          | -                          | -                        |
| 390 N / 500 N                             | 30             | Partial Lighting | Partial Crosswalk     | 8 ft                                | -                          | -                          | -                        |
| 300 E / Cherry Creek Pkwy                 | 30             | No Lighting      | Partial Crosswalk     | >16.4 ft                            | -                          | -                          | Park                     |
| 300 E / Sunburst Ln                       | 30             | Partial Lighting | Partial Crosswalk     | 10 ft                               | -                          | -                          | Park                     |
| 100 N / 100 W                             | No Speed Limit | Partial Lighting | Partial Crosswalk     | 9 ft                                | School                     | -                          | -                        |
| 100 N / 100 E                             | No Speed Limit | Partial Lighting | Partial Crosswalk     | 11 ft                               | -                          | -                          | -                        |
| 100 N / 200 E                             | No Speed Limit | Partial Lighting | Partial Crosswalk     | 11 ft                               | -                          | -                          | -                        |
| 100 W / 100 S                             | No Speed Limit | Partial Lighting | Partial Crosswalk     | 12 ft                               | -                          | Park                       | Chruch                   |
| 100 W / 300 S                             | No Speed Limit | Partial Lighting | No Crosswalk          | 10 ft                               | -                          | -                          | -                        |
| 100 S / 100 E                             | No Speed Limit | No Lighting      | Partial Crosswalk     | 13 ft                               | -                          | Church                     | -                        |
| 100 S / 200 E                             | No Speed Limit | Partial Lighting | No Crosswalk          | 13 ft                               | -                          | -                          | -                        |
| 100 E / Lower Richmond Rd                 | No Speed Limit | Partial Lighting | No Crosswalk          | 15 ft                               | -                          | -                          | -                        |
| 100 E / 200 N                             | No Speed Limit | No Lighting      | No Crosswalk          | 10 ft                               | -                          | -                          | -                        |
| 100 E / 100 N                             | No Speed Limit | Partial Lighting | No Crosswalk          | 9 ft                                | -                          | -                          | -                        |
| 100 E / 400 S                             | No Speed Limit | Partial Lighting | No Crosswalk          | 7 ft                                | -                          | -                          | One Block (Park)         |
| 100 E / 600 S                             | No Speed Limit | Partial Lighting | No Crosswalk          | 9 ft                                | -                          | -                          | -                        |
| 100 E / 800 S                             | No Speed Limit | Partial Lighting | No Crosswalk          | < 3.3 ft                            | -                          | -                          | -                        |
| 100 E / 825 S                             | No Speed Limit | Partial Lighting | No Crosswalk          | 6 ft                                | -                          | -                          | -                        |
| 300 S / 200 E                             | No Speed Limit | Partial Lighting | No Crosswalk          | 9 ft                                | -                          | -                          | Park                     |
| 300 S / 300 E                             | No Speed Limit | No Lighting      | No Crosswalk          | >16.4 ft                            | -                          | -                          | Park                     |
| 400 S / 200 E                             | No Speed Limit | No Lighting      | No Crosswalk          | >16.4 ft                            | -                          | -                          | Park                     |
| 400 S / 300 E                             | No Speed Limit | No Lighting      | No Crosswalk          | >16.4 ft                            | -                          | -                          | Park                     |

\* For the places with no speed limit, given the residential area 25 mph was used to provide the score of 20

\* Normalized scores are calculated by normalizing the total scores based on the highest possible total score (200) multiplied by 40

| Speed<br>Limit | Lighting | Sidewalk/C<br>rossing | Score                               |                   |  |  | Total<br>Score | Normalized<br>Score |
|----------------|----------|-----------------------|-------------------------------------|-------------------|--|--|----------------|---------------------|
|                |          |                       | Roadside<br>Hazards-Fix<br>Objected | VRU<br>Generators |  |  |                |                     |
| 40             | 0        | 40                    | 20                                  | 0                 |  |  | 100            | 20                  |
| 20             | 40       | 40                    | 20                                  | 0                 |  |  | 120            | 24                  |
| 20             | 20       | 40                    | 20                                  | 0                 |  |  | 100            | 20                  |
| 20             | 20       | 40                    | 20                                  | 0                 |  |  | 100            | 20                  |
| 20             | 20       | 40                    | 20                                  | 0                 |  |  | 100            | 20                  |
| 40             | 40       | 40                    | 20                                  | 0                 |  |  | 140            | 28                  |
| 40             | 40       | 40                    | 20                                  | 0                 |  |  | 140            | 28                  |
| 40             | 20       | 40                    | 20                                  | 0                 |  |  | 120            | 24                  |
| 20             | 20       | 20                    | 20                                  | 0                 |  |  | 80             | 16                  |
| 40             | 20       | 20                    | 20                                  | 0                 |  |  | 100            | 20                  |
| 20             | 20       | 20                    | 0                                   | 0                 |  |  | 60             | 12                  |
| 20             | 40       | 40                    | 20                                  | 0                 |  |  | 120            | 24                  |
| 20             | 20       | 20                    | 0                                   | 0                 |  |  | 60             | 12                  |
| 40             | 20       | 20                    | 20                                  | 0                 |  |  | 100            | 20                  |
| 40             | 40       | 20                    | 0                                   | 40                |  |  | 140            | 28                  |
| 40             | 20       | 20                    | 20                                  | 40                |  |  | 140            | 28                  |
| 20             | 20       | 20                    | 20                                  | 40                |  |  | 120            | 24                  |
| 20             | 20       | 20                    | 20                                  | 0                 |  |  | 80             | 16                  |
| 20             | 20       | 20                    | 20                                  | 0                 |  |  | 80             | 16                  |
| 20             | 20       | 20                    | 20                                  | 40                |  |  | 120            | 24                  |
| 20             | 20       | 40                    | 20                                  | 0                 |  |  | 100            | 20                  |
| 20             | 40       | 20                    | 20                                  | 40                |  |  | 140            | 28                  |
| 20             | 20       | 40                    | 20                                  | 0                 |  |  | 100            | 20                  |
| 20             | 20       | 40                    | 20                                  | 0                 |  |  | 100            | 20                  |
| 20             | 20       | 40                    | 20                                  | 0                 |  |  | 120            | 24                  |
| 20             | 20       | 40                    | 20                                  | 0                 |  |  | 100            | 20                  |
| 20             | 20       | 40                    | 20                                  | 20                |  |  | 120            | 24                  |
| 20             | 20       | 40                    | 20                                  | 0                 |  |  | 100            | 20                  |
| 20             | 20       | 40                    | 40                                  | 0                 |  |  | 120            | 24                  |
| 20             | 20       | 40                    | 20                                  | 0                 |  |  | 100            | 20                  |
| 20             | 40       | 40                    | 0                                   | 40                |  |  | 140            | 28                  |
| 20             | 40       | 40                    | 0                                   | 40                |  |  | 140            | 28                  |
| 20             | 40       | 40                    | 0                                   | 40                |  |  | 140            | 28                  |
| 20             | 40       | 40                    | 0                                   | 40                |  |  | 140            | 28                  |

### Crash Score (Segments)

| Segments                                                               | Fatal    | Suspected Serious Injury | Suspected Minor Injury | Possible Injury | No injury/P DO | Total      | EPDO Values | Crash Score |
|------------------------------------------------------------------------|----------|--------------------------|------------------------|-----------------|----------------|------------|-------------|-------------|
| US-91: MP 41 (Pepperidge Thrift Store) to MP 40.3 (Lee's Market Place) | 0        | 0                        | 0                      | 2               | 27             | 29         | 51          | 8           |
| US-91: Main St to 100 S                                                | 0        | 0                        | 0                      | 2               | 10             | 12         | 34          | 5           |
| US-91: 600 S to 9400 N                                                 | 1        | 0                        | 0                      | 1               | 6              | 8          | 246         | 39          |
| US-91: 100 N to Main St                                                | 1        | 0                        | 0                      | 2               | 3              | 6          | 255         | 40          |
| US-91: 300 S to 470 S                                                  | 0        | 0                        | 0                      | 0               | 6              | 6          | 6           | 1           |
| US-91: 200 S to 300 S                                                  | 0        | 0                        | 0                      | 0               | 5              | 5          | 5           | 1           |
| US-91: 470 S to 600 S                                                  | 0        | 0                        | 1                      | 1               | 3              | 5          | 37          | 6           |
| US-91: 11600 N to MP 41 (Pepperidge Thrift Store)                      | 0        | 0                        | 0                      | 0               | 4              | 4          | 4           | 1           |
| US-91: MP 40.3 (Lee's Market Place) to 10600 N                         | 0        | 0                        | 0                      | 0               | 4              | 4          | 4           | 1           |
| US-91: 100 S to 200 S                                                  | 0        | 0                        | 0                      | 0               | 3              | 3          | 3           | 0           |
| Main St: 300 W to US-91                                                | 0        | 0                        | 1                      | 0               | 1              | 2          | 23          | 4           |
| Main St: 800 W to 500 W                                                | 0        | 0                        | 0                      | 0               | 2              | 2          | 2           | 0           |
| 100 E: 400 S to 600 S                                                  | 0        | 0                        | 0                      | 0               | 1              | 1          | 1           | 0           |
| 100 S: State St to 100 E                                               | 0        | 0                        | 0                      | 0               | 1              | 1          | 1           | 0           |
| 200 E: 100 N to Main St                                                | 0        | 0                        | 0                      | 0               | 1              | 1          | 1           | 0           |
| 200 N: 100 E to 200 E                                                  | 0        | 1                        | 0                      | 0               | 0              | 1          | 228         | 36          |
| 200 N: State St to 100 E                                               | 0        | 0                        | 0                      | 0               | 1              | 1          | 1           | 0           |
| 200 S: 100 E to 200 E                                                  | 0        | 0                        | 0                      | 0               | 1              | 1          | 1           | 0           |
| 200 S: 300 W to US-91                                                  | 0        | 0                        | 0                      | 0               | 1              | 1          | 1           | 0           |
| 200 S: State St to 100 E                                               | 0        | 1                        | 0                      | 0               | 0              | 1          | 228         | 36          |
| 300 E: 300 N to 200 N                                                  | 0        | 0                        | 0                      | 0               | 1              | 1          | 1           | 0           |
| 300 E: 300 S to 400 S                                                  | 0        | 0                        | 0                      | 0               | 1              | 1          | 1           | 0           |
| 300 E: 400 S to City Creek Rd                                          | 0        | 0                        | 0                      | 0               | 1              | 1          | 1           | 0           |
| 300 N: 300 E to 400 E                                                  | 0        | 0                        | 0                      | 0               | 1              | 1          | 1           | 0           |
| 600 S: US-91 to State St                                               | 0        | 0                        | 0                      | 0               | 1              | 1          | 1           | 0           |
| Cherry Creek Pkwy: Chockecherry Cir to Cherry Ridge Ln                 | 0        | 0                        | 0                      | 0               | 1              | 1          | 1           | 0           |
| Lower Richmond: 450 N to 11600 N                                       | 0        | 1                        | 0                      | 0               | 0              | 1          | 228         | 36          |
| Main St: 100 W to State St                                             | 0        | 0                        | 0                      | 0               | 1              | 1          | 1           | 0           |
| Main St: State St to 100 E                                             | 0        | 0                        | 0                      | 0               | 1              | 1          | 1           | 0           |
| Main St: US-91 to 100 W                                                | 0        | 0                        | 0                      | 0               | 1              | 1          | 1           | 0           |
| State St: 100 N to Main St                                             | 0        | 0                        | 0                      | 0               | 1              | 1          | 1           | 0           |
| State St: 100 S to 200 S                                               | 0        | 0                        | 0                      | 0               | 1              | 1          | 1           | 0           |
| State St: 300 S to 400 S                                               | 0        | 0                        | 0                      | 0               | 1              | 1          | 1           | 0           |
| State St: 470 S to 600 S                                               | 0        | 0                        | 0                      | 1               | 0              | 1          | 12          | 2           |
| State St: 800 S to 9400 N                                              | 0        | 0                        | 1                      | 0               | 0              | 1          | 22          | 3           |
| US-91: 10600 N to 100 N                                                | 0        | 0                        | 0                      | 0               | 1              | 1          | 1           | 0           |
| <b>Total</b>                                                           | <b>2</b> | <b>3</b>                 | <b>3</b>               | <b>9</b>        | <b>93</b>      | <b>110</b> | <b>1407</b> | <b>221</b>  |

### Crash Score (Intersections)

| Intersections                                                   | Fatal    | Suspected Serious Injury | Suspected Minor Injury | Possible Injury | No injury/P DO | Total     | EPDO Values | Crash Score |
|-----------------------------------------------------------------|----------|--------------------------|------------------------|-----------------|----------------|-----------|-------------|-------------|
| US-91 / Main St                                                 | 0        | 1                        | 6                      | 7               | 10             | 24        | 454         | 40          |
| US-91 / 300 S                                                   | 0        | 0                        | 0                      | 2               | 6              | 8         | 30          | 3           |
| US-91 / 600 S                                                   | 0        | 0                        | 0                      | 0               | 6              | 6         | 6           | 1           |
| US-91 / 100 N                                                   | 0        | 0                        | 1                      | 0               | 2              | 3         | 24          | 2           |
| US-91 / 100 S                                                   | 0        | 0                        | 0                      | 2               | 1              | 3         | 25          | 2           |
| US-91 / 200 S                                                   | 0        | 0                        | 0                      | 1               | 2              | 3         | 14          | 1           |
| US-91 / 470 S                                                   | 0        | 0                        | 0                      | 2               | 1              | 3         | 25          | 2           |
| 100 E / 300 N                                                   | 0        | 0                        | 0                      | 2               | 0              | 2         | 24          | 2           |
| 191 W / 100 N (West Access of the School)                       | 0        | 0                        | 0                      | 0               | 2              | 2         | 2           | 0           |
| 400 W / 200 S                                                   | 0        | 0                        | 1                      | 0               | 1              | 2         | 23          | 2           |
| State St / 300 S                                                | 0        | 0                        | 0                      | 2               | 0              | 2         | 24          | 2           |
| 100 E / 200 S                                                   | 0        | 0                        | 0                      | 0               | 1              | 1         | 1           | 0           |
| 100 E / 300 S                                                   | 0        | 0                        | 0                      | 1               | 0              | 1         | 12          | 1           |
| 100 W / Main St                                                 | 0        | 0                        | 0                      | 0               | 1              | 1         | 1           | 0           |
| 157 W / 600 S                                                   | 0        | 0                        | 0                      | 0               | 1              | 1         | 1           | 0           |
| 200 E / 100 S                                                   | 0        | 0                        | 0                      | 0               | 1              | 1         | 1           | 0           |
| 200 E / 200 N                                                   | 0        | 0                        | 0                      | 1               | 0              | 1         | 12          | 1           |
| 250 E / 825 S                                                   | 0        | 0                        | 0                      | 0               | 1              | 1         | 1           | 0           |
| 250 E / 850 S                                                   | 0        | 0                        | 0                      | 0               | 1              | 1         | 1           | 0           |
| 300 E / 300 N                                                   | 0        | 0                        | 0                      | 0               | 1              | 1         | 1           | 0           |
| 300 E / Main St                                                 | 0        | 0                        | 0                      | 0               | 1              | 1         | 1           | 0           |
| Cherry Creek Pkwy / Chokecherry Cir                             | 0        | 0                        | 0                      | 0               | 1              | 1         | 1           | 0           |
| State St / 100 S                                                | 0        | 0                        | 1                      | 0               | 0              | 1         | 22          | 2           |
| State St / 200 S                                                | 0        | 0                        | 0                      | 1               | 0              | 1         | 12          | 1           |
| State St / 400 S                                                | 0        | 0                        | 0                      | 0               | 1              | 1         | 1           | 0           |
| State St / 600 S                                                | 0        | 0                        | 0                      | 0               | 1              | 1         | 1           | 0           |
| State St / Main St                                              | 0        | 0                        | 0                      | 0               | 1              | 1         | 1           | 0           |
| US-91 / 10600 N                                                 | 0        | 0                        | 0                      | 0               | 1              | 1         | 1           | 0           |
| US-91 / 11300 N                                                 | 0        | 0                        | 0                      | 0               | 1              | 1         | 1           | 0           |
| US-91 / MP 41 (Entrance Access of Pepperidge Farm Thrift Store) | 0        | 0                        | 0                      | 1               | 0              | 1         | 12          | 1           |
| <b>Total</b>                                                    | <b>0</b> | <b>1</b>                 | <b>9</b>               | <b>21</b>       | <b>45</b>      | <b>77</b> | <b>723</b>  |             |

## Prioritization List (Segments)

| Segments Prioritization List                                           |                       |                               |                                 |                           |               |                  |               |      |
|------------------------------------------------------------------------|-----------------------|-------------------------------|---------------------------------|---------------------------|---------------|------------------|---------------|------|
| Location                                                               | Crash Score<br>(0-40) | Systemic Risk<br>Score (0-40) | Feasibility/CIP<br>Score (0-10) | Community<br>Score (0-10) | TOTAL (0-100) | Normalized Score | Priority Tier | Rank |
| 200 S: State St to 100 E                                               | 36                    | 28                            | 0                               | 5                         | 69            | 100              | Tier 1        | 1    |
| US-91: 100 N to Main St                                                | 40                    | 16                            | 0                               | 5                         | 61            | 88               | Tier 1        | 2    |
| 200 N: 100 E to 200 E                                                  | 36                    | 20                            | 0                               | 0                         | 56            | 81               | Tier 1        | 3    |
| US-91: MP 40.3 (Lee's Market Place) to 10600 N                         | 1                     | 36                            | 0                               | 10                        | 47            | 68               | Tier 2        | 4    |
| US-91: 470 S to 600 S                                                  | 6                     | 28                            | 0                               | 10                        | 44            | 64               | Tier 2        | 5    |
| US-91: 10600 N to 100 N                                                | 0                     | 32                            | 0                               | 10                        | 42            | 61               | Tier 2        | 6    |
| US-91: MP 41 (Pepperidge Thrift Store) to MP 40.3 (Lee's Market Place) | 8                     | 28                            | 0                               | 5                         | 41            | 59               | Tier 2        | 7    |
| State St: Main St to 100 S                                             | 0                     | 28                            | 5                               | 5                         | 38            | 55               | Tier 2        | 8    |
| 100 N: US-91 to 100 W                                                  | 0                     | 28                            | 0                               | 10                        | 38            | 55               | Tier 2        | 8    |
| 300 E: 300 S to 400 S                                                  | 0                     | 32                            | 0                               | 5                         | 37            | 54               | Tier 2        | 10   |
| 300 E: 400 S to City Creek Rd                                          | 0                     | 32                            | 0                               | 5                         | 37            | 54               | Tier 2        | 10   |
| 600 S: US-91 to State St                                               | 0                     | 32                            | 0                               | 5                         | 37            | 54               | Tier 2        | 10   |
| US-91: Main St to 100 S                                                | 5                     | 20                            | 0                               | 10                        | 35            | 51               | Tier 2        | 13   |
| US-91: 11600 N to MP 41 (Pepperidge Thrift Store)                      | 1                     | 28                            | 0                               | 5                         | 34            | 49               | Tier 3        | 14   |
| US-91: 600 S to 9400 N (Boundary)                                      | 0                     | 24                            | 0                               | 10                        | 34            | 49               | Tier 3        | 14   |
| State St: 450 N to 300 N                                               | 0                     | 24                            | 5                               | 5                         | 34            | 49               | Tier 3        | 14   |
| State St: 300 N to 200 N                                               | 0                     | 24                            | 5                               | 5                         | 34            | 49               | Tier 3        | 14   |
| State St: 600 S to 800 S                                               | 0                     | 24                            | 5                               | 5                         | 34            | 49               | Tier 3        | 14   |
| State St: 800 S to 9400 N (Boundary)                                   | 0                     | 24                            | 5                               | 5                         | 34            | 49               | Tier 3        | 14   |
| 300 E: 200 N to 100 N                                                  | 0                     | 24                            | 5                               | 5                         | 34            | 49               | Tier 3        | 14   |
| 300 E: 100 N to Main St                                                | 0                     | 24                            | 5                               | 5                         | 34            | 49               | Tier 3        | 14   |
| E Main St: State St to 100 E                                           | 0                     | 24                            | 5                               | 5                         | 34            | 49               | Tier 3        | 14   |
| E Main St: 100 E to 200 E                                              | 0                     | 24                            | 5                               | 5                         | 34            | 49               | Tier 3        | 14   |
| 100 W: 100 S to 200 S                                                  | 0                     | 24                            | 0                               | 10                        | 34            | 49               | Tier 3        | 14   |
| Lower Richmond: 11800 N to 11600 N                                     | 0                     | 28                            | 0                               | 5                         | 33            | 48               | Tier 3        | 25   |
| Lower Richmond: 11600 N to 450 N                                       | 0                     | 28                            | 0                               | 5                         | 33            | 48               | Tier 3        | 25   |
| 300 E: 200 S to 300 S                                                  | 0                     | 28                            | 0                               | 5                         | 33            | 48               | Tier 3        | 25   |
| E Main St: 300 E to 400 E                                              | 0                     | 28                            | 5                               | 0                         | 33            | 48               | Tier 3        | 25   |
| E Main St: 400 E to 500 E                                              | 0                     | 28                            | 5                               | 0                         | 33            | 48               | Tier 3        | 25   |
| E Main St: 500 E to 650 E                                              | 0                     | 28                            | 5                               | 0                         | 33            | 48               | Tier 3        | 25   |
| 200 S: 100 W to State St                                               | 0                     | 28                            | 0                               | 5                         | 33            | 48               | Tier 3        | 25   |
| 500 N: Cherry Ridge Ln to Sunburst Ln                                  | 0                     | 28                            | 5                               | 0                         | 33            | 48               | Tier 3        | 25   |
| 300 E: Sunburst Ln to 500 N                                            | 0                     | 28                            | 0                               | 5                         | 33            | 48               | Tier 3        | 25   |
| 100 S: 100 W to State St                                               | 0                     | 28                            | 0                               | 5                         | 33            | 48               | Tier 3        | 25   |
| 400 S: 200 E to 300 E                                                  | 0                     | 28                            | 0                               | 5                         | 33            | 48               | Tier 3        | 25   |
| US-91: 300 S to 470 S                                                  | 1                     | 20                            | 0                               | 10                        | 31            | 45               | Tier 3        | 36   |
| State St: 200 N to 100 N                                               | 0                     | 20                            | 5                               | 5                         | 30            | 43               | Tier 3        | 37   |
| State St: 100 N to Main St                                             | 0                     | 20                            | 5                               | 5                         | 30            | 43               | Tier 3        | 37   |
| State St: 100 S to 200 S                                               | 0                     | 20                            | 5                               | 5                         | 30            | 43               | Tier 3        | 37   |
| State St: 300 S to 400 S                                               | 0                     | 20                            | 5                               | 5                         | 30            | 43               | Tier 3        | 37   |
| State St: 400 S to 470 S                                               | 0                     | 20                            | 5                               | 5                         | 30            | 43               | Tier 3        | 37   |
| E Main St: US-91 to 100 W                                              | 0                     | 20                            | 5                               | 5                         | 30            | 43               | Tier 3        | 37   |
| 300 E: 500 N to 300 N                                                  | 0                     | 24                            | 0                               | 5                         | 29            | 42               | Tier 3        | 43   |
| 300 E: 300 N to 200 N                                                  | 0                     | 24                            | 0                               | 5                         | 29            | 42               | Tier 3        | 43   |
| 300 E: Main St to 100 S                                                | 0                     | 24                            | 0                               | 5                         | 29            | 42               | Tier 3        | 43   |
| 300 E: 100 S to 200 S                                                  | 0                     | 24                            | 0                               | 5                         | 29            | 42               | Tier 3        | 43   |
| W Main St: 800 W (Boundary) to 500 W                                   | 0                     | 24                            | 0                               | 5                         | 29            | 42               | Tier 3        | 43   |
| W Main St: 500 W to 400 W                                              | 0                     | 24                            | 0                               | 5                         | 29            | 42               | Tier 3        | 43   |
| W Main St: 400 W to 300 W                                              | 0                     | 24                            | 0                               | 5                         | 29            | 42               | Tier 3        | 43   |
| E Main St: 200 E to 300 E                                              | 0                     | 24                            | 5                               | 0                         | 29            | 42               | Tier 3        | 43   |
| 600 S: State St to 100 E                                               | 0                     | 24                            | 5                               | 0                         | 29            | 42               | Tier 3        | 43   |
| 300 N: 100 E to 200 E                                                  | 0                     | 24                            | 5                               | 0                         | 29            | 42               | Tier 3        | 43   |
| 300 E: Cherry Creek Pkwy to Sunburst Ln                                | 0                     | 24                            | 0                               | 5                         | 29            | 42               | Tier 3        | 43   |
| 100 W: 100 N to Main St                                                | 0                     | 24                            | 0                               | 5                         | 29            | 42               | Tier 3        | 43   |
| 100 S: US-91 to 100 W                                                  | 0                     | 24                            | 0                               | 5                         | 29            | 42               | Tier 3        | 43   |
| 100 S: State St to 100 E                                               | 0                     | 24                            | 0                               | 5                         | 29            | 42               | Tier 3        | 43   |
| 100 E: Main St to 100 S                                                | 0                     | 24                            | 0                               | 5                         | 29            | 42               | Tier 3        | 43   |
| 300 S: 200 E to 300 E                                                  | 0                     | 24                            | 0                               | 5                         | 29            | 42               | Tier 3        | 43   |
| State St: 470 S to 600 S                                               | 2                     | 16                            | 5                               | 5                         | 28            | 41               | Tier 3        | 59   |
| 600 S: 400 W to US-91                                                  | 0                     | 28                            | 0                               | 0                         | 28            | 41               | Tier 3        | 59   |
| US-91: 200 S to 300 S                                                  | 1                     | 20                            | 0                               | 5                         | 26            | 38               | Tier 3        | 61   |
| State St: 200 S to 300 S                                               | 0                     | 16                            | 5                               | 5                         | 26            | 38               | Tier 3        | 61   |
| E Main St: 100 W to State St                                           | 0                     | 16                            | 5                               | 5                         | 26            | 38               | Tier 3        | 61   |
| 200 S: 100 E to 200 E                                                  | 0                     | 20                            | 0                               | 5                         | 25            | 36               | Tier 3        | 64   |

| Segments Prioritization List        |                       |                               |                                 |                           |               |                  |               |      |
|-------------------------------------|-----------------------|-------------------------------|---------------------------------|---------------------------|---------------|------------------|---------------|------|
| Location                            | Crash Score<br>(0–40) | Systemic Risk<br>Score (0–40) | Feasibility/CIP<br>Score (0–10) | Community<br>Score (0–10) | TOTAL (0–100) | Normalized Score | Priority Tier | Rank |
| 300 N: State St to 100 E            | 0                     | 20                            | 5                               | 0                         | 25            | 36               | Tier 3        | 64   |
| 300 N: 200 E to 300 E               | 0                     | 20                            | 5                               | 0                         | 25            | 36               | Tier 3        | 64   |
| 500 N: Sunburst Ln to East Boundary | 0                     | 20                            | 5                               | 0                         | 25            | 36               | Tier 3        | 64   |
| 100 N: 100 W to State St            | 0                     | 20                            | 0                               | 5                         | 25            | 36               | Tier 3        | 64   |
| 100 N: State St to 100 E            | 0                     | 20                            | 0                               | 5                         | 25            | 36               | Tier 3        | 64   |
| 100 E: 100 S to 200 S               | 0                     | 20                            | 0                               | 5                         | 25            | 36               | Tier 3        | 64   |
| 100 E: 200 S to 300 S               | 0                     | 20                            | 0                               | 5                         | 25            | 36               | Tier 3        | 64   |
| 300 S: 100 E to 200 E               | 0                     | 20                            | 0                               | 5                         | 25            | 36               | Tier 3        | 64   |
| 400 S: 100 E to 200 E               | 0                     | 20                            | 0                               | 5                         | 25            | 36               | Tier 3        | 64   |
| 470 S: US-91 to State St            | 0                     | 20                            | 0                               | 5                         | 25            | 36               | Tier 3        | 64   |
| W Main St: 300 W to US-91           | 0                     | 24                            | 0                               | 0                         | 24            | 35               | Tier 3        | 75   |
| 200 S: 500 W to 400 W               | 0                     | 24                            | 0                               | 0                         | 24            | 35               | Tier 3        | 75   |
| 200 S: 300 W to US-91               | 0                     | 24                            | 0                               | 0                         | 24            | 35               | Tier 3        | 75   |
| 200 S: US-91 to 100 W               | 0                     | 24                            | 0                               | 0                         | 24            | 35               | Tier 3        | 75   |
| 200 S: 200 E to 300 E               | 0                     | 24                            | 0                               | 0                         | 24            | 35               | Tier 3        | 75   |
| 600 S: 550 W (Boundary) to 400 W    | 0                     | 24                            | 0                               | 0                         | 24            | 35               | Tier 3        | 75   |
| 100 E: 200 N to 100 N               | 0                     | 24                            | 0                               | 0                         | 24            | 35               | Tier 3        | 75   |
| 100 E: 100 N to Main St             | 0                     | 24                            | 0                               | 0                         | 24            | 35               | Tier 3        | 75   |
| 300 S: State St to 100 E            | 0                     | 24                            | 0                               | 0                         | 24            | 35               | Tier 3        | 75   |
| US-91: 100 S to 200 S               | 0                     | 16                            | 0                               | 5                         | 21            | 30               | Tier 3        | 84   |
| 100 N: 100 E to 200 E               | 0                     | 16                            | 0                               | 5                         | 21            | 30               | Tier 3        | 84   |
| 100 N: 200 E to 300 E               | 0                     | 16                            | 0                               | 5                         | 21            | 30               | Tier 3        | 84   |
| 100 W: Main St to 100 S             | 0                     | 16                            | 0                               | 5                         | 21            | 30               | Tier 3        | 84   |
| 200 S: 800 W (Boundary) to 500 W    | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 88   |
| 200 S: 400 W to 300 W               | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 88   |
| 200 N: State St to 100 E            | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 88   |
| 200 N: 200 E to 300 E               | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 88   |
| 100 W: 200 S to 300 S               | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 88   |
| 100 S: 100 E to 200 E               | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 88   |
| 100 E: Lower Richmond Rd to 300 N   | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 88   |
| 100 E: 300 N to 200 N               | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 88   |
| 100 E: 300 S to 400 S               | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 88   |
| 100 E: 600 S to 800 S               | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 88   |
| 100 E: 800 S to 825 S               | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 88   |
| 400 S: State St to 100 E            | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 88   |
| 500 N: 535 N to Cherry Ridge Ln     | 0                     | 12                            | 5                               | 0                         | 17            | 25               | Tier 3        | 100  |
| 100 S: 200 E to 300 E               | 0                     | 16                            | 0                               | 0                         | 16            | 23               | Tier 3        | 101  |
| 100 E: 400 S to 600 S               | 0                     | 16                            | 0                               | 0                         | 16            | 23               | Tier 3        | 101  |
| 300 S: US-91 to 100 W               | 0                     | 16                            | 0                               | 0                         | 16            | 23               | Tier 3        | 101  |
| 300 S: 100 W to State St            | 0                     | 16                            | 0                               | 0                         | 16            | 23               | Tier 3        | 101  |
| 300 N: 300 E to 400 E               | 0                     | 8                             | 5                               | 0                         | 13            | 19               | Tier 3        | 105  |
| 500 N: Cherry Creek Pkwy to 535 N   | 0                     | 8                             | 5                               | 0                         | 13            | 19               | Tier 3        | 105  |

## Prioritization List (Intersections)

| Intersection Prioritization List                                |                       |                               |                                 |                           |               |                  |               |      |
|-----------------------------------------------------------------|-----------------------|-------------------------------|---------------------------------|---------------------------|---------------|------------------|---------------|------|
| Location                                                        | Crash Score<br>(0-40) | Systemic Risk Score<br>(0-40) | Feasibility/CIP<br>Score (0-10) | Community Score<br>(0-10) | TOTAL (0-100) | Normalized Score | Priority Tier | Rank |
| US-91 / Main St                                                 | 40                    | 20                            | 0                               | 10                        | 70            | 100              | Tier 1        | 1    |
| US-91 / 600 S                                                   | 1                     | 32                            | 0                               | 10                        | 43            | 61               | Tier 2        | 2    |
| State St / 600 S                                                | 0                     | 36                            | 0                               | 5                         | 41            | 59               | Tier 2        | 3    |
| 300 E / 400 S                                                   | 0                     | 36                            | 0                               | 5                         | 41            | 59               | Tier 2        | 3    |
| US-91 / 100 N                                                   | 2                     | 28                            | 0                               | 10                        | 40            | 57               | Tier 2        | 5    |
| US-91 / 300 S                                                   | 3                     | 24                            | 0                               | 10                        | 37            | 53               | Tier 2        | 6    |
| State St / 470 S                                                | 0                     | 32                            | 0                               | 5                         | 37            | 53               | Tier 2        | 6    |
| 300 E / 300 S                                                   | 0                     | 32                            | 0                               | 5                         | 37            | 53               | Tier 2        | 6    |
| 300 E / City Creek Rd                                           | 0                     | 32                            | 0                               | 5                         | 37            | 53               | Tier 2        | 6    |
| US-91 / 100 S                                                   | 2                     | 28                            | 0                               | 5                         | 35            | 50               | Tier 2        | 10   |
| State St / 100 S                                                | 2                     | 28                            | 0                               | 5                         | 35            | 50               | Tier 2        | 10   |
| US-91 / 470 S                                                   | 2                     | 32                            | 0                               | 0                         | 34            | 49               | Tier 3        | 12   |
| State St / Lower Richmond Rd / 450 N                            | 0                     | 24                            | 0                               | 10                        | 34            | 49               | Tier 3        | 12   |
| 300 E / 200 S                                                   | 0                     | 28                            | 0                               | 5                         | 33            | 47               | Tier 3        | 14   |
| 100 E / Main St                                                 | 0                     | 28                            | 0                               | 5                         | 33            | 47               | Tier 3        | 14   |
| 100 E / 200 S                                                   | 0                     | 28                            | 0                               | 5                         | 33            | 47               | Tier 3        | 14   |
| 300 E / Cherry Creek Pkwy                                       | 0                     | 28                            | 0                               | 5                         | 33            | 47               | Tier 3        | 14   |
| 300 E / Sunburst Ln                                             | 0                     | 28                            | 0                               | 5                         | 33            | 47               | Tier 3        | 14   |
| 100 S / 100 E                                                   | 0                     | 28                            | 0                               | 5                         | 33            | 47               | Tier 3        | 14   |
| 300 S / 200 E                                                   | 0                     | 28                            | 0                               | 5                         | 33            | 47               | Tier 3        | 14   |
| 300 S / 300 E                                                   | 0                     | 28                            | 0                               | 5                         | 33            | 47               | Tier 3        | 14   |
| 400 S / 200 E                                                   | 0                     | 28                            | 0                               | 5                         | 33            | 47               | Tier 3        | 14   |
| 400 S / 300 E                                                   | 0                     | 28                            | 0                               | 5                         | 33            | 47               | Tier 3        | 14   |
| US-91 / 10600 N                                                 | 0                     | 32                            | 0                               | 0                         | 32            | 46               | Tier 3        | 24   |
| US-91 / MP 40.3 (Lee's Market Place)                            | 0                     | 32                            | 0                               | 0                         | 32            | 46               | Tier 3        | 24   |
| State St / Main St                                              | 0                     | 20                            | 0                               | 10                        | 30            | 43               | Tier 3        | 26   |
| State St / 200 S                                                | 1                     | 24                            | 0                               | 5                         | 30            | 43               | Tier 3        | 26   |
| 300 E / 300 N                                                   | 0                     | 20                            | 0                               | 10                        | 30            | 43               | Tier 3        | 26   |
| 300 E / 100 N                                                   | 0                     | 20                            | 0                               | 10                        | 30            | 43               | Tier 3        | 26   |
| 300 E / 300 N                                                   | 0                     | 20                            | 0                               | 10                        | 30            | 43               | Tier 3        | 26   |
| US-91 / 200 S                                                   | 1                     | 28                            | 0                               | 0                         | 29            | 41               | Tier 3        | 31   |
| State St / 800 S                                                | 0                     | 24                            | 0                               | 5                         | 29            | 41               | Tier 3        | 31   |
| 200 E / Main St                                                 | 0                     | 24                            | 0                               | 5                         | 29            | 41               | Tier 3        | 31   |
| 200 E / 200 S                                                   | 0                     | 24                            | 0                               | 5                         | 29            | 41               | Tier 3        | 31   |
| 100 N / 100 W                                                   | 0                     | 24                            | 0                               | 5                         | 29            | 41               | Tier 3        | 31   |
| 100 W / 100 S                                                   | 0                     | 24                            | 0                               | 5                         | 29            | 41               | Tier 3        | 31   |
| 100 E / 400 S                                                   | 0                     | 24                            | 0                               | 5                         | 29            | 41               | Tier 3        | 31   |
| US-91 / 11300 N                                                 | 0                     | 28                            | 0                               | 0                         | 28            | 40               | Tier 3        | 38   |
| Lower Richmond Rd / 11800 N                                     | 0                     | 28                            | 0                               | 0                         | 28            | 40               | Tier 3        | 38   |
| Lower Richmond Rd / 11600 N                                     | 0                     | 28                            | 0                               | 0                         | 28            | 40               | Tier 3        | 38   |
| 500 W / Main St                                                 | 0                     | 28                            | 0                               | 0                         | 28            | 40               | Tier 3        | 38   |
| 300 W / Main St                                                 | 0                     | 28                            | 0                               | 0                         | 28            | 40               | Tier 3        | 38   |
| 400 E / Main St                                                 | 0                     | 28                            | 0                               | 0                         | 28            | 40               | Tier 3        | 38   |
| 650 E / Main St                                                 | 0                     | 28                            | 0                               | 0                         | 28            | 40               | Tier 3        | 38   |
| 250 E / 825 S                                                   | 0                     | 28                            | 0                               | 0                         | 28            | 40               | Tier 3        | 38   |
| 250 E / 850 S                                                   | 0                     | 28                            | 0                               | 0                         | 28            | 40               | Tier 3        | 38   |
| State St / 300 S                                                | 2                     | 20                            | 0                               | 5                         | 27            | 39               | Tier 3        | 47   |
| 100 E / 300 N                                                   | 2                     | 24                            | 0                               | 0                         | 26            | 37               | Tier 3        | 48   |
| 100 E / 300 S                                                   | 1                     | 20                            | 0                               | 5                         | 26            | 37               | Tier 3        | 48   |
| US-91 / MP 41 (Entrance Access of Pepperidge Farm Thrift Store) | 1                     | 24                            | 0                               | 0                         | 25            | 36               | Tier 3        | 50   |
| State St / 400 S                                                | 0                     | 20                            | 0                               | 5                         | 25            | 36               | Tier 3        | 50   |
| 100 W / 200 S                                                   | 0                     | 20                            | 0                               | 5                         | 25            | 36               | Tier 3        | 50   |
| US-91 / 450 S                                                   | 0                     | 24                            | 0                               | 0                         | 24            | 34               | Tier 3        | 53   |
| State St / 300 N                                                | 0                     | 24                            | 0                               | 0                         | 24            | 34               | Tier 3        | 53   |
| State St / 200 N                                                | 0                     | 24                            | 0                               | 0                         | 24            | 34               | Tier 3        | 53   |
| 300 E / 500 N                                                   | 0                     | 24                            | 0                               | 0                         | 24            | 34               | Tier 3        | 53   |
| 300 E / 200 N                                                   | 0                     | 24                            | 0                               | 0                         | 24            | 34               | Tier 3        | 53   |
| 300 E / 100 S                                                   | 0                     | 24                            | 0                               | 0                         | 24            | 34               | Tier 3        | 53   |
| 400 W / Main St                                                 | 0                     | 24                            | 0                               | 0                         | 24            | 34               | Tier 3        | 53   |
| 500 E / Main St                                                 | 0                     | 24                            | 0                               | 0                         | 24            | 34               | Tier 3        | 53   |
| 500 W / 200 S                                                   | 0                     | 24                            | 0                               | 0                         | 24            | 34               | Tier 3        | 53   |
| 100 E / 600 S                                                   | 0                     | 24                            | 0                               | 0                         | 24            | 34               | Tier 3        | 53   |
| 157 W / 600 S                                                   | 0                     | 24                            | 0                               | 0                         | 24            | 34               | Tier 3        | 53   |
| 200 E / 100 S                                                   | 0                     | 24                            | 0                               | 0                         | 24            | 34               | Tier 3        | 53   |
| Cherry Creek Pkwy / 500 N                                       | 0                     | 24                            | 0                               | 0                         | 24            | 34               | Tier 3        | 53   |
| 100 E / 200 N                                                   | 0                     | 24                            | 0                               | 0                         | 24            | 34               | Tier 3        | 53   |
| 100 E / 600 S                                                   | 0                     | 24                            | 0                               | 0                         | 24            | 34               | Tier 3        | 53   |
| 100 E / 800 S                                                   | 0                     | 24                            | 0                               | 0                         | 24            | 34               | Tier 3        | 53   |
| 400 W / 200 S                                                   | 2                     | 20                            | 0                               | 0                         | 22            | 31               | Tier 3        | 69   |
| State St / 100 N                                                | 0                     | 16                            | 0                               | 5                         | 21            | 30               | Tier 3        | 70   |
| 100 W / Main St                                                 | 0                     | 16                            | 0                               | 5                         | 21            | 30               | Tier 3        | 70   |
| 200 E / 200 N                                                   | 1                     | 20                            | 0                               | 0                         | 21            | 30               | Tier 3        | 70   |
| 100 N / 100 E                                                   | 0                     | 16                            | 0                               | 5                         | 21            | 30               | Tier 3        | 70   |
| 100 N / 200 E                                                   | 0                     | 16                            | 0                               | 5                         | 21            | 30               | Tier 3        | 70   |
| US-91 / Cache Valley Cabinets and Tops                          | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 75   |
| 300 E / Main St                                                 | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 75   |
| 800 W / 200 S                                                   | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 75   |
| 300 W / 200 S                                                   | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 75   |
| 191 W / 100 N (West Access of the School)                       | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 75   |
| Cherry Creek Pkwy / Chokecherry Cir                             | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 75   |
| 390 N / 500 N                                                   | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 75   |
| 100 W / 300 S                                                   | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 75   |
| 100 S / 200 E                                                   | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 75   |
| 100 E / Lower Richmond Rd                                       | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 75   |
| 100 E / 100 N                                                   | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 75   |
| 100 E / 825 S                                                   | 0                     | 20                            | 0                               | 0                         | 20            | 29               | Tier 3        | 75   |
| 200 E / 300 N                                                   | 0                     | 16                            | 0                               | 0                         | 16            | 23               | Tier 3        | 87   |
| 400 E / 300 N                                                   | 0                     | 12                            | 0                               | 0                         | 12            | 17               | Tier 3        | 88   |
| 535 N / 500 N                                                   | 0                     | 12                            | 0                               | 0                         | 12            | 17               | Tier 3        | 88   |

**APPENDIX E: BENEFIT COST RATIO ANALYSIS**

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DRAFT

| Segment Benefit Cost Ratio |                                 |               |                                 |                                                            |                |   |   |   |    |                |    |     |     |     |                |            |                             |       |       |       |       |                             |          |      |           |            |                    |          |    |            |                                 |              |                 |             |               |            |            |              |      |              |            |              |           |            |            |              |              |      |
|----------------------------|---------------------------------|---------------|---------------------------------|------------------------------------------------------------|----------------|---|---|---|----|----------------|----|-----|-----|-----|----------------|------------|-----------------------------|-------|-------|-------|-------|-----------------------------|----------|------|-----------|------------|--------------------|----------|----|------------|---------------------------------|--------------|-----------------|-------------|---------------|------------|------------|--------------|------|--------------|------------|--------------|-----------|------------|------------|--------------|--------------|------|
| Priority Tier              | Segments                        | Total Crashes | Crash Attributes                | Causes                                                     | Crash Severity |   |   |   |    | % Distribution |    |     |     |     | No. of Crashes | Percentage | Countermeasure Improvements |       |       |       |       |                             |          |      |           |            | Benefit Cost Ratio |          |    |            |                                 |              |                 |             |               |            |            |              |      |              |            |              |           |            |            |              |              |      |
|                            |                                 |               |                                 |                                                            | K              | A | B | C | O  | K              | A  | B   | C   | O   |                |            | CMF All                     | CMF A | CMF B | CMF C | CMF O | Countermeasure Improvements | Quantity | Unit | Unit Cost | Total Cost | Reference          | Utah ID  | ID | Unit       | Comments                        | Service Life | Conceptual Cost | Crash Cost  | No Build Cost | Build Cost | Benefit    | Benefit (PV) | BCR  |              |            |              |           |            |            |              |              |      |
| 1                          | US-91: 100 N to Main St         | 6             | Head On<br>Roadway Departure    | Road Departure                                             | 1              | 0 | 0 | 0 | 0  | 17%            | 0% | 0%  | 0%  | 0%  | 1              | 16.7%      | 0.94                        | 0.94  | 0.94  | 0.94  | 0.94  | 0.94                        | 0.94     | 0.94 | 1400      | ft         | \$                 | 15,000   | \$ | 45,000.00  | Utah Crash Modification Factors | 79           | HSM Eq. 16-69   | -           | 20            | \$         | 45,000.00  | K, O         | \$   | 2,088,900.00 | \$         | 2,445,034.00 | \$        | 135,007.00 | \$         | 2,333,968.80 | 47.3         |      |
| 2                          | US-91: 600 S to 9400 N          | 8             | Night Dark<br>Motorcycle        | Point to rear while turning right from the 9400 N to US-91 | 1              | 0 | 0 | 1 | 1  | 17%            | 0% | 0%  | 0%  | 0%  | 7              | 87.3%      | 0.72                        | 0.72  | 0.72  | 0.72  | 0.81  | 0.81                        | 0.81     | 0.81 | 36        | Each       | \$                 | 5,000.00 | \$ | 180,000.00 | Utah Crash Modification Factors | 79           | HSM Eq. 16-69   | -           | 15            | \$         | 180,000.00 | K, C, O      | \$   | 2,446,116.67 | \$         | 2,113,272.88 | \$        | 533,043.78 | \$         | 6,361,462.11 | 35.4         |      |
| 1                          | 200 N: 200 E to 200 E           | 1             | Night Dark<br>Motorcycle        | Operator's Armored Vehicle                                 | 6              | 1 | 0 | 0 | 0  | 100%           | 0% | 0%  | 0%  | 0%  | 1              | 100.0%     | 0.38                        | 0.38  | 0.38  | 0.38  | 0.26  | 0.26                        | 0.26     | 0.26 | 1404      | ft         | \$                 | 40,000   | \$ | 87,500.00  | Utah Crash Modification Factors | 88           | Research        | US 91-4000  | -             | 20         | \$         | 87,500.00    | A    | \$           | 278,966.67 | \$           | 46,314.67 | \$         | 232,652.00 | \$           | 5,402,274.28 | 32.4 |
| 1                          | Lower Richmond: 400 W to 1400 W | 1             | Night Dark<br>Motorcycle        | Roadway Geometry involved: Overturn/Flat Road              | 6              | 1 | 0 | 0 | 0  | 100%           | 0% | 0%  | 0%  | 0%  | 1              | 100.0%     | 0.72                        | 0.72  | 0.72  | 0.72  | 0.81  | 0.81                        | 0.81     | 0.81 | 36        | Each       | \$                 | 5,000.00 | \$ | 180,000.00 | Utah Crash Modification Factors | 79           | HSM Eq. 16-69   | -           | 15            | \$         | 180,000.00 | A            | \$   | 278,966.67   | \$         | 156,416.00   | \$        | 77,550.67  | \$         | 926,794.67   | 38.3         |      |
| 2                          | US-91: 100 E to 9400 N          | 29            | Night Dark<br>Wild Animal       | Wild Animal                                                | 0              | 0 | 0 | 1 | 23 | 0%             | 0% | 0%  | 7%  | 23% | 24             | 82.8%      | 0.78                        | 0.78  | 0.78  | 0.78  | 0.88  | 0.88                        | 0.88     | 0.88 | 36        | Each       | \$                 | 5,000.00 | \$ | 705,000.00 | Utah Crash Modification Factors | 79           | HSM Eq. 16-69   | -           | 15            | \$         | 705,000.00 | K, C, O      | \$   | 1,188,933.33 | \$         | 105,804.78   | \$        | 75,761.00  | \$         | 275,772.08   | 1.1          |      |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.84     | 0.84 | 1399      | ft         | \$                 | 15,000   | \$ | 23,850.00  | Utah Crash Modification Factors | 56           | 8,467           | Threat data | -             | 10         | \$         | 23,850.00    | B, C | \$           | 95,366.67  | \$           | 79,354.33 | \$         | 16,012.33  | \$           | 139,204.69   | 3.8  |
| 2                          | US-91: 400 S to 9400 N          | 5             | Night Dark<br>Roadway Departure | Collision with Road objects on the left and right          | 0              | 0 | 1 | 1 | 0  | 0%             | 0% | 20% | 20% | 0%  | 2              | 40.0%      | 0.84                        | 0.84  | 0.84  | 0.84  | 0.84  | 0.84                        | 0.       |      |           |            |                    |          |    |            |                                 |              |                 |             |               |            |            |              |      |              |            |              |           |            |            |              |              |      |