

**RESOLUTION 23-50**

**A RESOLUTION OF THE SOUTH WEBER CITY COUNCIL ADOPTING  
A TRANSPORTATION MASTER PLAN**

**WHEREAS**, it is necessary for a municipality to analyze the current status and projected growth of its transportation network in order to establish future transportation needs; and

**WHEREAS**, a new General Plan was adopted on November 10, 2020 (see Ord. 2020-04); and

**WHEREAS**, South Weber City desires to update the Capital Facilities Plan produced by Horrocks Engineers, previously adopted on April 16, 2019 (see Res. 19-15); and

**WHEREAS**, the Wall Consultant Group (WCG) is a transportation engineers consultant that was selected to provide a new Transportation Master Plan (TMP), including a Capital Facilities Plan;

**NOW THEREFORE BE IT RESOLVED** by the Council of South Weber City, Davis County, State of Utah, as follows:


**Section 1. Adoption:** South Weber Transportation Master Plan as produced by WCG is hereby adopted as included in Exhibit 1.

**Section 2: Repealer Clause:** All ordinances or resolutions or parts thereof, which are in conflict herewith, are hereby repealed.

**PASSED AND ADOPTED** by the City Council of South Weber, Davis County, on the 24<sup>th</sup> day of October 2023.

Roll call vote is as follows:		
Council Member Halverson	FOR	AGAINST
Council Member Petty	FOR	AGAINST
Council Member Soderquist	FOR	AGAINST
Council Member Alberts	FOR	AGAINST
Council Member Dills	FOR	AGAINST





Rod Westbroek, Mayor      Attest: Kimberli Guill, Deputy Recorder

# **EXHIBIT 1**

# **TRANSPORTATION MASTER PLAN**





OCTOBER  
**2023**

# TRANSPORTATION MASTER PLAN

SOUTH WEBER



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# I. INTRODUCTION

## A. OVERVIEW

South Weber City is a rapidly developing rural community located in Davis County, Utah about 30 minutes north of Salt Lake City. South Weber is bordered by Uintah to the north, Layton to the south, Hill Air Force Base to the west, and Weber Canyon to the east. South Weber City is located south of I-84 and West of US-89 and has a direct connection to both facilities.

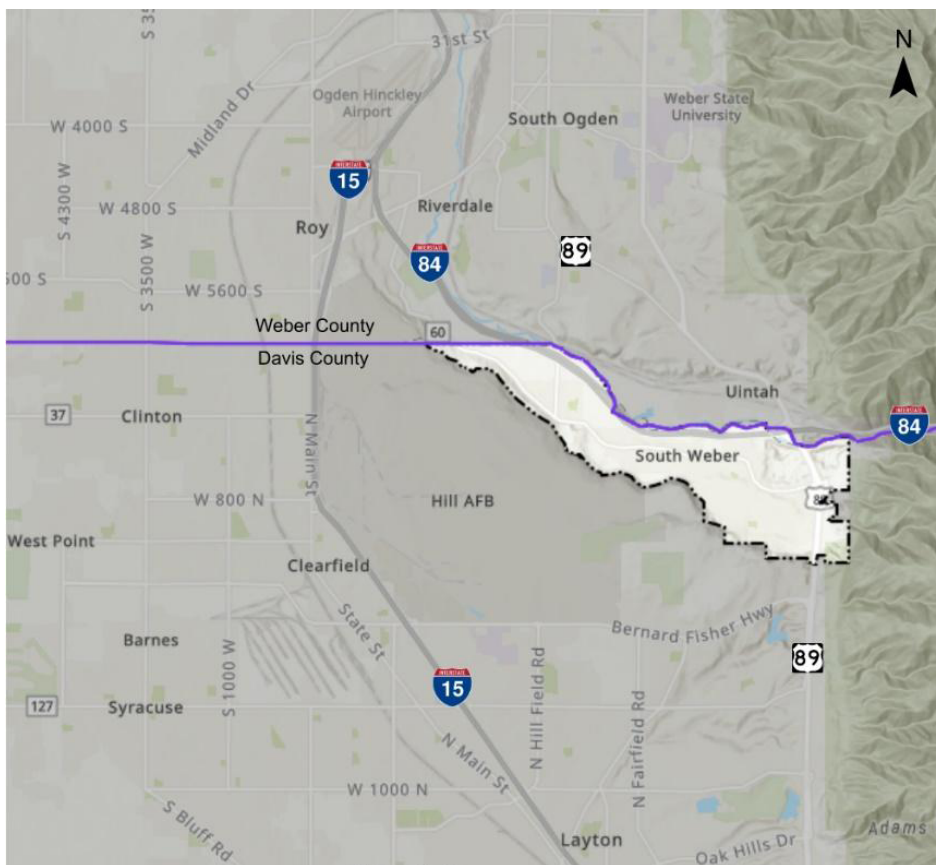
South Weber City has experienced steady growth historically. The most recent 2020 census shows that South Weber has a population of 7,867 and has experienced a population increase of approximately 1,800 since the previous 2010 census. South Weber is expected to continue being mostly a residential community; however, due to South Weber’s proximity to I-84 and US-89, there is potential for greater commercial and industrial development above what exists currently, specifically near the South Weber Drive (SR-60) interchange with US-89.

This Transportation Master Plan (TMP) guides transportation infrastructure investments for the future by addressing several goals identified by South Weber City and the project team, such as:

- Improving safety
- Minimizing congestion
- Accommodating community and active transportation needs

Key to planning for South Weber City’s transportation needs is an understanding of the roadway network’s existing and future operation. Once existing conditions are established, roadway conditions are forecasted to future year 2032 and 2050 to identify deficiencies in the roadway network that may occur due to land development and the resulting population growth.

This TMP also covers city transportation management–related best practices, such as access management and alternative modes of transportation.



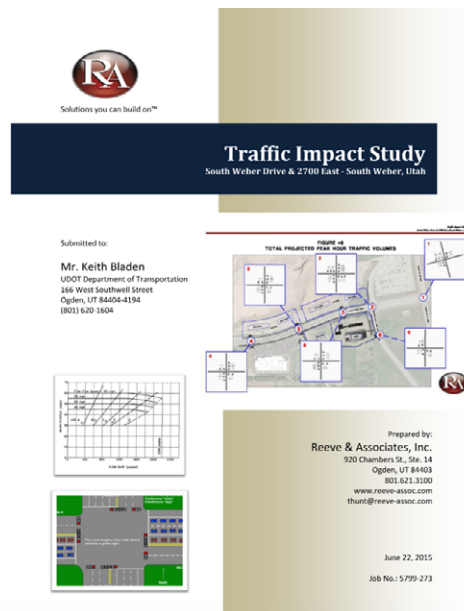
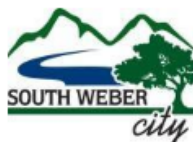
## B. PREVIOUS STUDIES

The South Weber City General Plan Update 2020 set forth a plan to manage city growth as population increases. The General Plan established the existing land use, and environmental hazards in South Weber. It also provided future land use maps, as well as vehicle and active transportation maps. An annexation map is also included.

Several traffic impact studies have been conducted at various locations across South Weber. These studies were conducted by traffic engineers who were hired by developers as required by the city for their particular development. They are used in this report as an additional resource of information. These traffic impact studies outline the existing traffic and how it will be impacted by the trips generated from the proposed land use projects. Traffic impact studies have been conducted at the following locations:

- Lofts at Deer Run (7870 South / 2700 East)
- South Weber Gateway (South Weber Drive)
- South Weber Drive / 2700 East

# South Weber City General Plan Update 2020





## II. SOUTH WEBER LAND USE CHARACTERISTICS

### A. OVERVIEW

This section discusses the existing and future land use in the city. Demographic data, including population forecasts, are analyzed and explained.

### B. LAND USE

Historically an agricultural area, South Weber has transformed into a predominantly residential community. Agricultural land that once provided the rural small-town character is being developed, primarily into housing. The community is shifting away from preserving agricultural land to ensuring there is enough open space for adequate recreational opportunities.

South Weber has established a commercial area near the US-89 interchange, with small pockets elsewhere in the city. There is potential for additional commercial development in the 2700 East / South Weber Drive area near the US-89 interchange, which is why a sub-area plan was completed and a concept plan developed as part of this plan. These commercial enterprises provide much-needed services to residents. There are a few industrial type land uses, primarily the sand and gravel mining operations in the northeastern area of the City. A few construction companies, self-storage complexes, and one significant manufacturing business add to the South Weber economy.

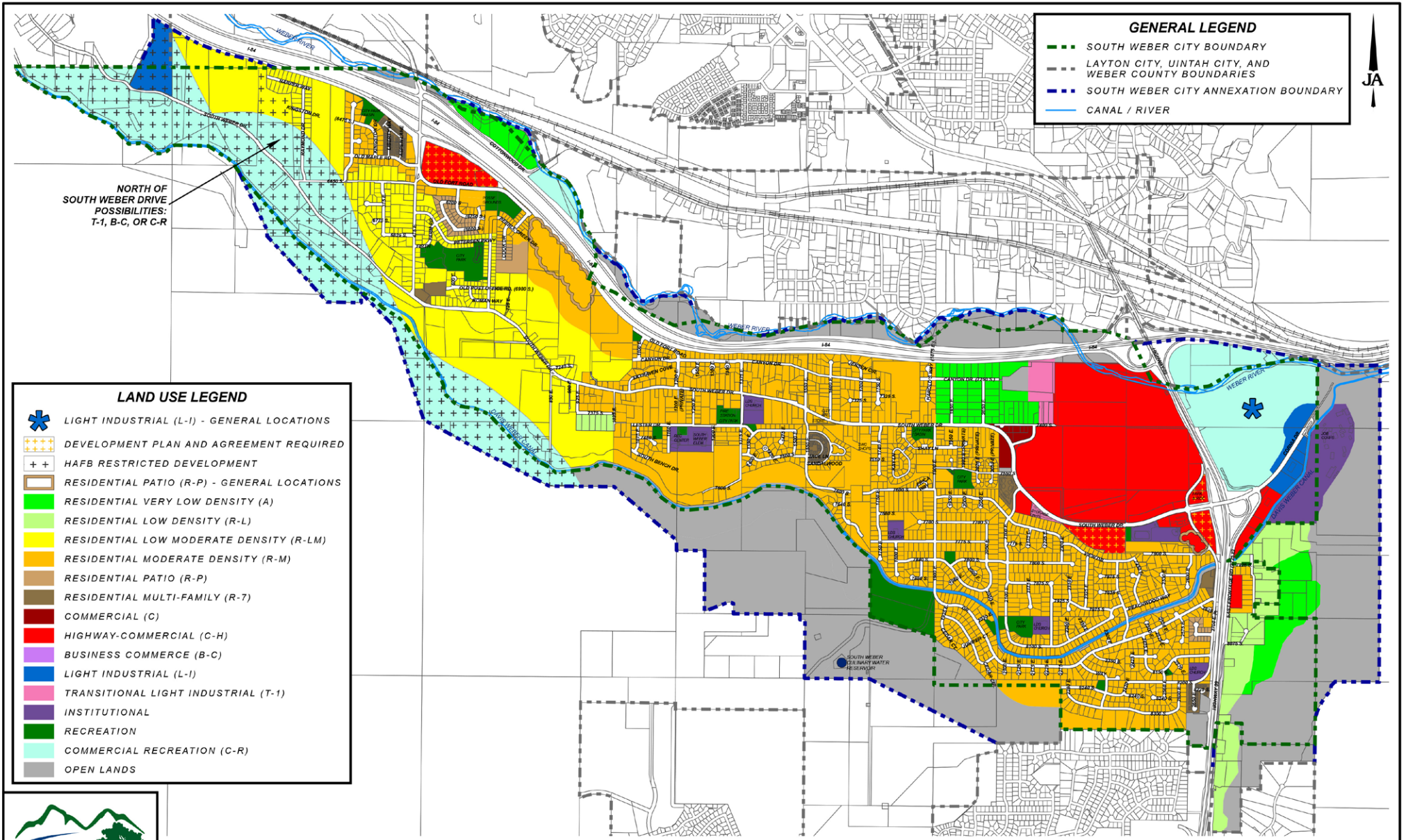
South Weber City is also home to several institutional uses including four churches, a recreation center, an elementary school (comprised of two main buildings and multiple modular classrooms), a charter school, a fire station, and a city administration building. One institutional use that impacts the City is the Weber Basin Job Corp whose campus neighbors the City to the east just outside the City boundary. Five developed neighborhood style parks, an outdoor equestrian arena (known locally as the Posse Grounds), and a 4 ½ mile section of the Weber River Trail comprise the major developed recreational uses.

Future land use is key to understanding the needs of the future transportation systems. The size of future transportation facilities is directly tied to the density and types of future land uses within South Weber City. If South Weber were to stay mostly low-density, single-family residential, there would likely be little demand for future roadway widening projects; however, as commercial/industrial nodes and denser housing developments occur, greater transportation infrastructure will be needed. Figure 1 below shows the proposed future land use in South Weber (source: South Weber City General Plan Update 2020).





**FIGURE 1: FUTURE LAND USE**



**GENERAL LEGEND**

- - - SOUTH WEBER CITY BOUNDARY
- - - LAYTON CITY, UTAH CITY, AND WEBER COUNTY BOUNDARIES
- - - SOUTH WEBER CITY ANNEXATION BOUNDARY
- CANAL / RIVER

JA

NORTH OF SOUTH WEBER DRIVE  
POSSIBILITIES:  
T-1, B-C, OR C-R

**LAND USE LEGEND**

- LIGHT INDUSTRIAL (L-I) - GENERAL LOCATIONS
- DEVELOPMENT PLAN AND AGREEMENT REQUIRED
- HAFB RESTRICTED DEVELOPMENT
- RESIDENTIAL PATIO (R-P) - GENERAL LOCATIONS
- RESIDENTIAL VERY LOW DENSITY (A)
- RESIDENTIAL LOW DENSITY (R-L)
- RESIDENTIAL LOW MODERATE DENSITY (R-LM)
- RESIDENTIAL MODERATE DENSITY (R-M)
- RESIDENTIAL PATIO (R-P)
- RESIDENTIAL MULTI-FAMILY (R-7)
- COMMERCIAL (C)
- HIGHWAY-COMMERCIAL (C-H)
- BUSINESS COMMERCE (B-C)
- LIGHT INDUSTRIAL (L-I)
- TRANSITIONAL LIGHT INDUSTRIAL (T-1)
- INSTITUTIONAL
- RECREATION
- COMMERCIAL RECREATION (C-R)
- OPEN LANDS



NOTES:

SCALE:  
**1 in = 1,800 ft**  
ADOPTED ON:  
11/10/2020

DESIGNED: BEB  
DRAWN: BEB  
CHECKED: BKJ

**JA** CONSULTING ENGINEERS  
**JONES & ASSOCIATES**  
6080 Fashion Point Drive  
South Ogden, Utah 84403 (801) 476-9767

**SOUTH WEBER CITY CORPORATION**  
**GENERAL PLAN**  
**PROJECTED LAND USE MAP**

SHEET:  
**1**  
OF 5 SHEETS  
0

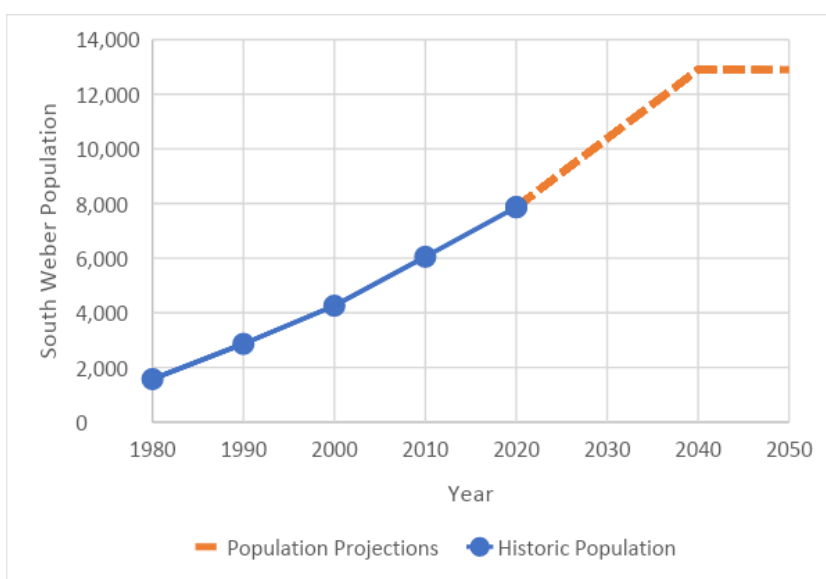
## C. DEMOGRAPHICS

South Weber City has experienced steady population growth over the past 40 years as shown below in Table 1. The most recent 2020 census shows that South Weber has a population of 7,867 and has experienced a population increase of approximately 1,800 since the previous 2010 survey.

**Table 1: Historic Population Growth**

Year	Population	% Change
1980	1,575	-
1990	2,863	82%
2000	4,260	49%
2010	6,051	42%
2020	7,867	30%

Future population projections were based on the recently completed General Plan. It assumed that South Weber is fully build out by 2040 with a population of 12,900. A consistent growth rate of 3% was assumed between 2020 and the 2040 build out. The projected population growth is shown below in Table 2.



**Table 2: Projected Population Growth**

Year	Population	% Change
2022	8,400	-
2030	10,400	24%
2040	12,900	24%
2050	12,900	0%

# III. ROADWAY NETWORK

## A. OVERVIEW

Key to planning for South Weber’s transportation needs is an understanding of the roadway network’s current conditions. Once existing conditions are established, roadway conditions are forecasted to future year 2032 and 2050 to identify deficiencies in the roadway network that may occur due to land development and the resulting population growth. A capital facilities plan with a phased list of improvements is provided to address roadway network deficiencies.

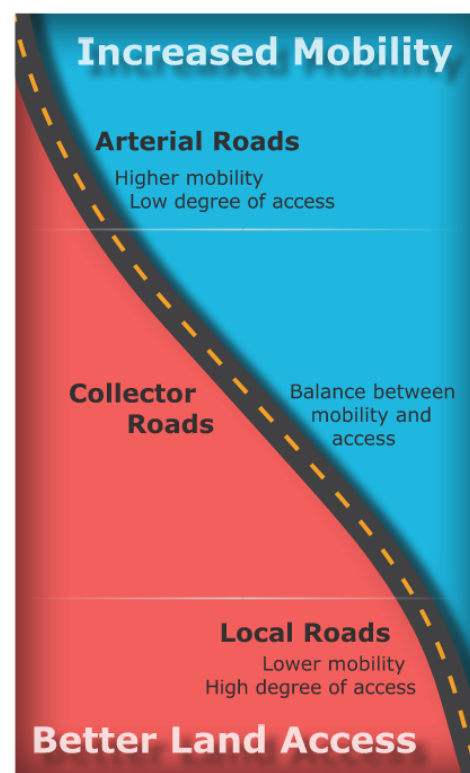
## B. FUNCTIONAL CLASSIFICATION

The roadway system has a hierarchy to it based on roadway attributes such as speed and access. The higher a street classification, the more mobility it provides with limited access. Lower street classifications have less mobility, but more access.

The functional classification of a roadway indicates the road’s role within the transportation system, which in turn helps determine when increased travel demand or change in the road’s use could lead to negative impacts on its intended function in terms of speed, capacity, and relationship to existing and future land use (FHWA, 2013).

The four major classifications of South Weber roadways used in this TMP are Minor Arterial, Collector, Special Residential, and Local Residential:

- Minor Arterial** (South Weber Drive / SR-60) – An arterial roadway is intended to have high mobility and little access. SR-60 varies in ROW widths between 66 to 104 feet and number of lanes from 2 to 5 depending on the location. SR-60 is a state road. The city is dependent on UDOT for any improvements or modifications to this roadway.
- Collector** – A collector roadway is intended to provide both mobility and access. Collectors connect arterial and local roadways. In South Weber these roads vary in ROW widths between 60 to 78 feet and number of lanes from 2 to 3.
- Special Residential** – A special residential roadway is intended to provide full access to adjacent land but allows for little mobility. Recent legislation limited local residential roadways to a pavement width of no larger than 32 feet, unless certain criteria was met. “Special” is a new designation that refers to a local residential roadway that meets the criteria allowing for the pavement width to be larger than 32 feet. Its ROW width is 70 feet, a pavement width of 36 feet, allowing for 2 travel lanes and on-street parking.
- Local Residential** – A local residential roadway is intended to provide full access to adjacent land and provides very limited mobility. Its ROW with is 70 feet, a pavement width of 32 feet, allowing for only 1 travel lane with on-street parking.



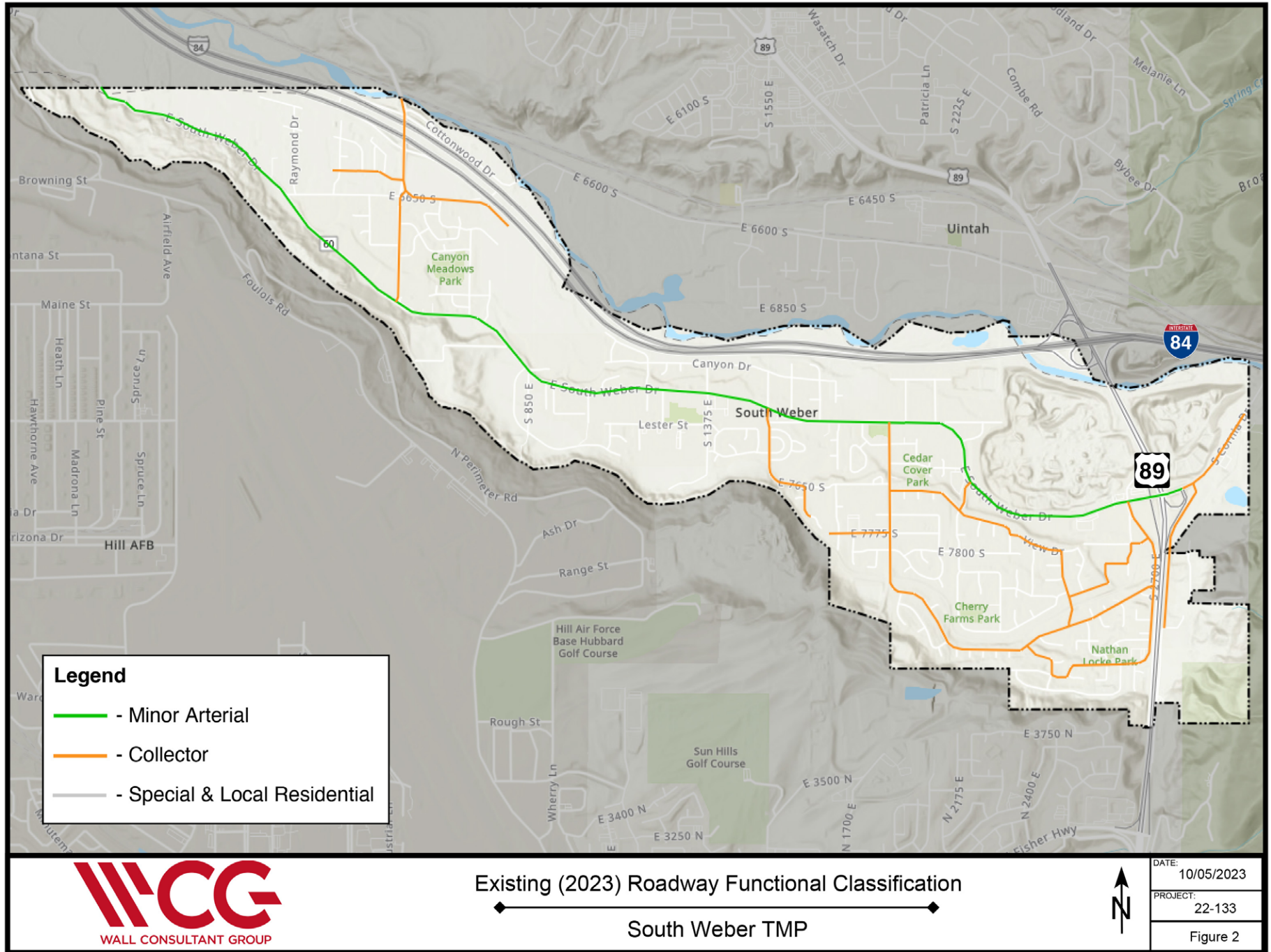
South Weber typical sections can be found in the most recent version of the **South Weber Development, Design, & Constructions Standards**.

The current functional classification map for South Weber is shown below in Figure 2. The cross sections for each functional classification are summarized in Table 3.

Functional Classification	# of Lanes	ROW Width (ft)
Minor Arterial (SR-60)	5	104
Minor Arterial (SR-60)	3	80
Collector	2 or 3	78
Special Residential	2	70
Local Residential	1 or 2	70



**FIGURE 2: EXISTING (2023) ROADWAY FUNCTIONAL CLASSIFICATION**



## C. LEVEL OF SERVICE ANALYSIS

Roadway traffic flow is measured based on the Level of Service (LOS). LOS is a planning term that describes the roadways operating performance. LOS is measured quantitatively and reported on a scale from A to F, with A representing free-flow conditions and F representing traffic congestion. Calculating a LOS for a roadway segment is based on volume-to-capacity ratios. The volume is the Average Daily Traffic (ADT) for the given roadway segment and the capacity is based on factors such as lane count, functional classification, and signal spacing. Level of service descriptions for each LOS letter designation and the accompanying range of volume-to-capacity ratios is shown below in Table 4 and 5.

**Table 4: Suburban Collector LOS Capacity Criteria (veh per day)**

Lanes	LOS A - B	LOS C	LOS D - F
2	≤9,000	9,000 - 10,500	≥ 10,500
3	≤ 10,000	10,000 - 11,500	≥ 11,500
5	≤ 19,000	19,000 - 22,000	≥ 22,000

**Table 5: Suburban Arterial LOS Capacity Criteria (veh per day)**

Lanes	LOS A - B	LOS C	LOS D - F
2	≤ 10,000	10,000 - 11,500	≥ 11,500
3	≤ 11,500	11,500 - 13,000	≥ 13,000
5	≤ 22,000	22,000 - 26,500	≥ 26,500

For the purposes of this study, a minimum overall roadway performance of LOS C is considered acceptable. If LOS D, E or F for a roadway is calculated, explanations and/or mitigation measures are presented.

## D. EXISTING (2022) CONDITIONS

An existing conditions level of service (LOS) analysis, based on existing land use, has been performed using various data sources explained below to produce existing Average Daily Traffic (ADT) estimates.

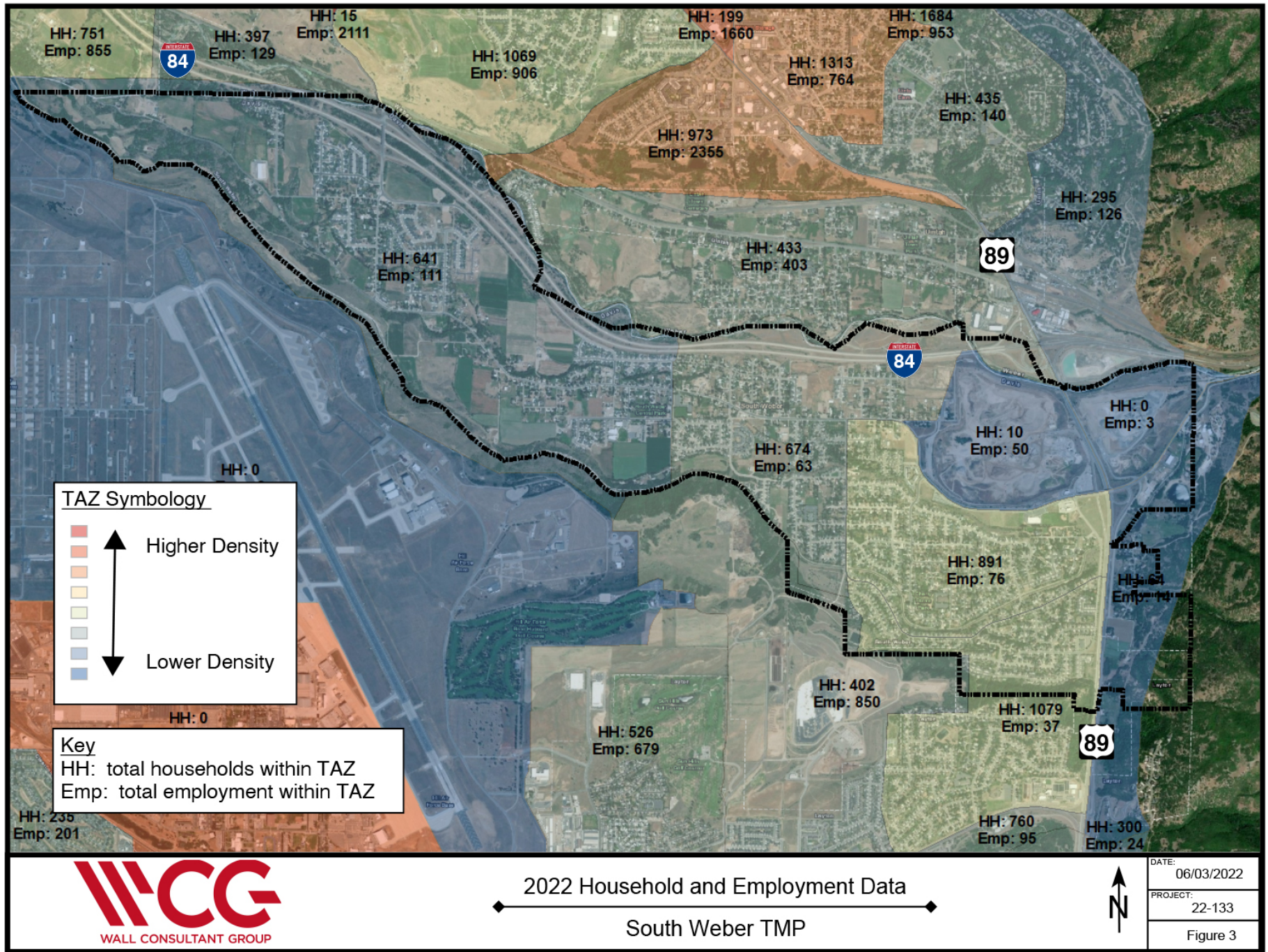
### a. Existing Land Use

Base year (2022) household and employment estimates were developed by Wasatch Front Regional Council (WFRC) and then refined for this transportation master plan. Estimates were adjusted to match an estimated 2022 population of 8,400. As shown in the figures below household densities are fairly low in most of South Weber. Most employment is on the east side of South Weber near the US-89 interchange.





**FIGURE 3: EXISTING (2022) HOUSEHOLD AND EMPLOYMENT DATA**



2022 Household and Employment Data  
 South Weber TMP



DATE:	06/03/2022
PROJECT:	22-133
	Figure 3



## b. Existing (2022) Volumes

Tube count data were collected at 7 locations in South Weber on Tuesday, February 1, 2022:

- 475 East (near I-84 interchange)
- Old Maple Road
- Old Fort Road
- 475 East (near South Weber Drive (SR-60))
- 1900 East
- 2100 East
- South Weber Drive (SR-60)

Weather was good for the duration of the tube counts. Results from the tube counts are presented below in Figure 4.

Peak hour intersection turning movement counts were collected at 3 locations on April 19, 2022:

- South Weber Dr. / 2700 East
- 7800 South / 2700 East
- Deer Run Dr. / 2700 East

Results from the intersection turning movement counts are displayed below in Figure 5.

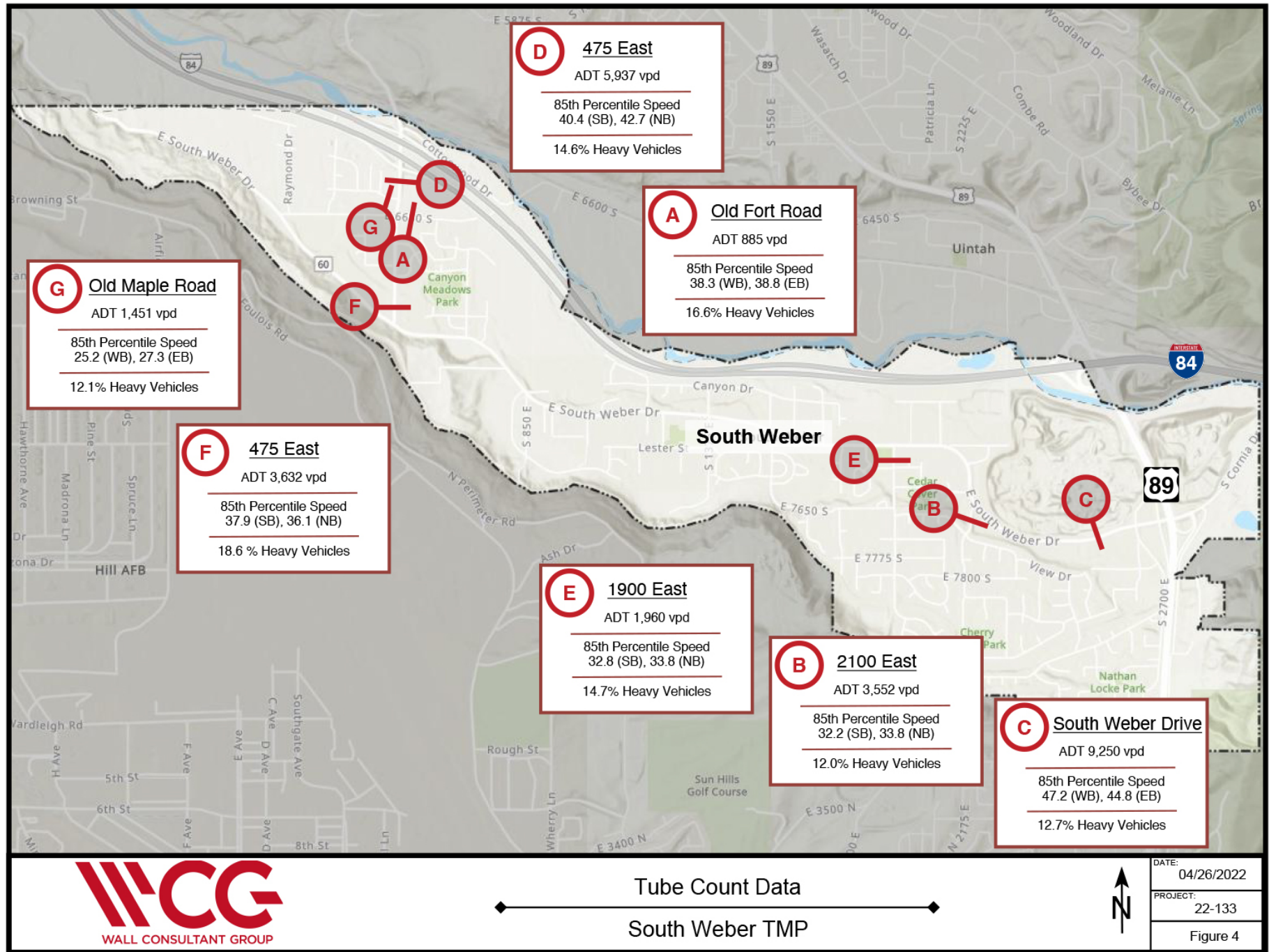
## c. Existing (2022) LOS

Existing (2022) Average Daily Traffic (ADT) is derived from the travel demand model. ADT values have been adjusted to best reflect data from the tube counts.

The existing (2022) LOS has been calculated using criteria from Table 4 and 5, results are shown below in Figure 6. As shown in Figure 6, all roadways in South Weber are currently operating at an acceptable LOS C or higher.

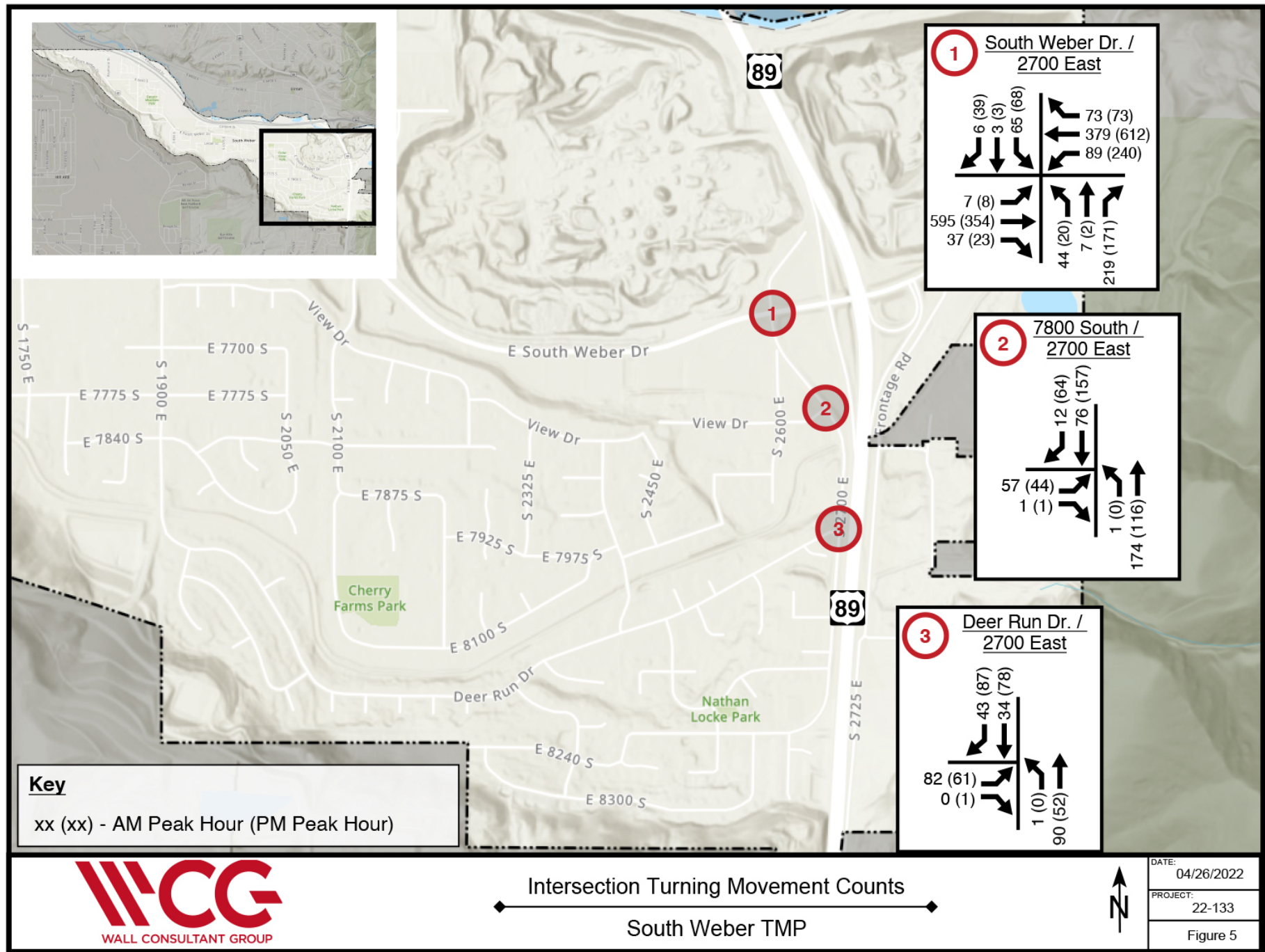


**FIGURE 4: TUBE COUNT DATA**

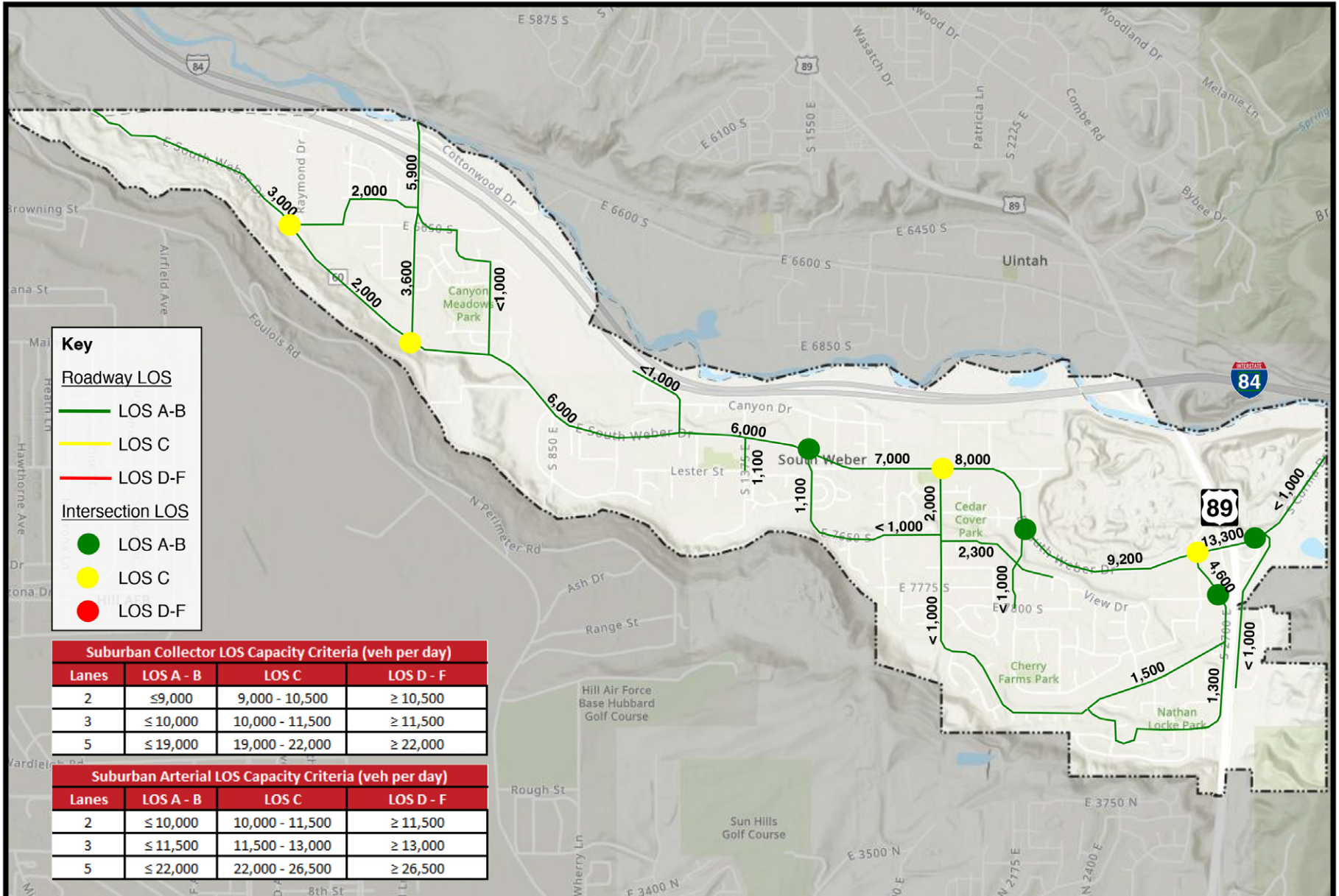




**FIGURE 5: INTERSECTION TURNING MOVEMENT COUNTS**



# FIGURE 6: EXISTING (2022) ADT AND LOS



Suburban Collector LOS Capacity Criteria (veh per day)			
Lanes	LOS A - B	LOS C	LOS D - F
2	≤9,000	9,000 - 10,500	≥ 10,500
3	≤ 10,000	10,000 - 11,500	≥ 11,500
5	≤ 19,000	19,000 - 22,000	≥ 22,000

Suburban Arterial LOS Capacity Criteria (veh per day)			
Lanes	LOS A - B	LOS C	LOS D - F
2	≤ 10,000	10,000 - 11,500	≥ 11,500
3	≤ 11,500	11,500 - 13,000	≥ 13,000
5	≤ 22,000	22,000 - 26,500	≥ 26,500

Existing (2022) ADT and LOS

South Weber TMP

DATE: 04/26/2022

PROJECT: 22-133

Figure 6



## E. TRAVEL DEMAND MODEL

The travel demand modeling was performed using the latest version (v8.3.2, dated November 10, 2021) of the Wasatch Front Regional Council (WFRC) model. Edits were made to the roadway network, vehicle loading locations, and socio-economic data to best represent current and projected future conditions within South Weber. Travel demand modeling was performed in Bentley Cube version 6.5.0.

Details regarding modeling specifics such as roadway network, demographics, and scenario testing are described in later sections of the report.

## F. FUTURE (2032) CONDITIONS

### a. Future (2032) land use

South Weber population is projected to be 10,400 by 2032. Household projections were adjusted to match this population. Household distribution across TAZs were projected based on develop-able land and projected residential densities provided in the future land use plan. Commercial areas were projected to be partially developed by 2032.

### b. Future (2032) Volumes and No-Build LOS

Traffic volumes from the 2032 no-build travel demand model have been compared to the LOS thresholds in Tables 4 and 5. LOS results from the analysis are shown below in Figure 8. As shown, all roadway segments are expected to operate at an acceptable level of service (LOS C or better) except for 2700 East from 7800 South to South Weber Drive (SR-60). In addition, due to the closely spaced intersections along 2700 East and complex vehicle movements, intersections are expected to operate at a lower LOS and thus improvements are recommended.

To accommodate future volumes and for the closely spaced intersections planned along 2700 East to operate at an acceptable LOS, it is recommended that 2700 East be widened from 2 lanes to 5 lanes. Specific details on this widening recommendation are provided in the Chapter 4: South Weber Drive (SR-60) & 2700 East Sub-Area Plan.

### c. Future (2032) Build LOS

Due to the unacceptable intersection LOS and poor roadway LOS expected to occur in the 2032 No Build scenario, the following projects are recommended to increase roadway capacity:

- 2700 East; 7800 South to South Weber Drive (SR-60) – Widen from 2 lanes to 5 lanes

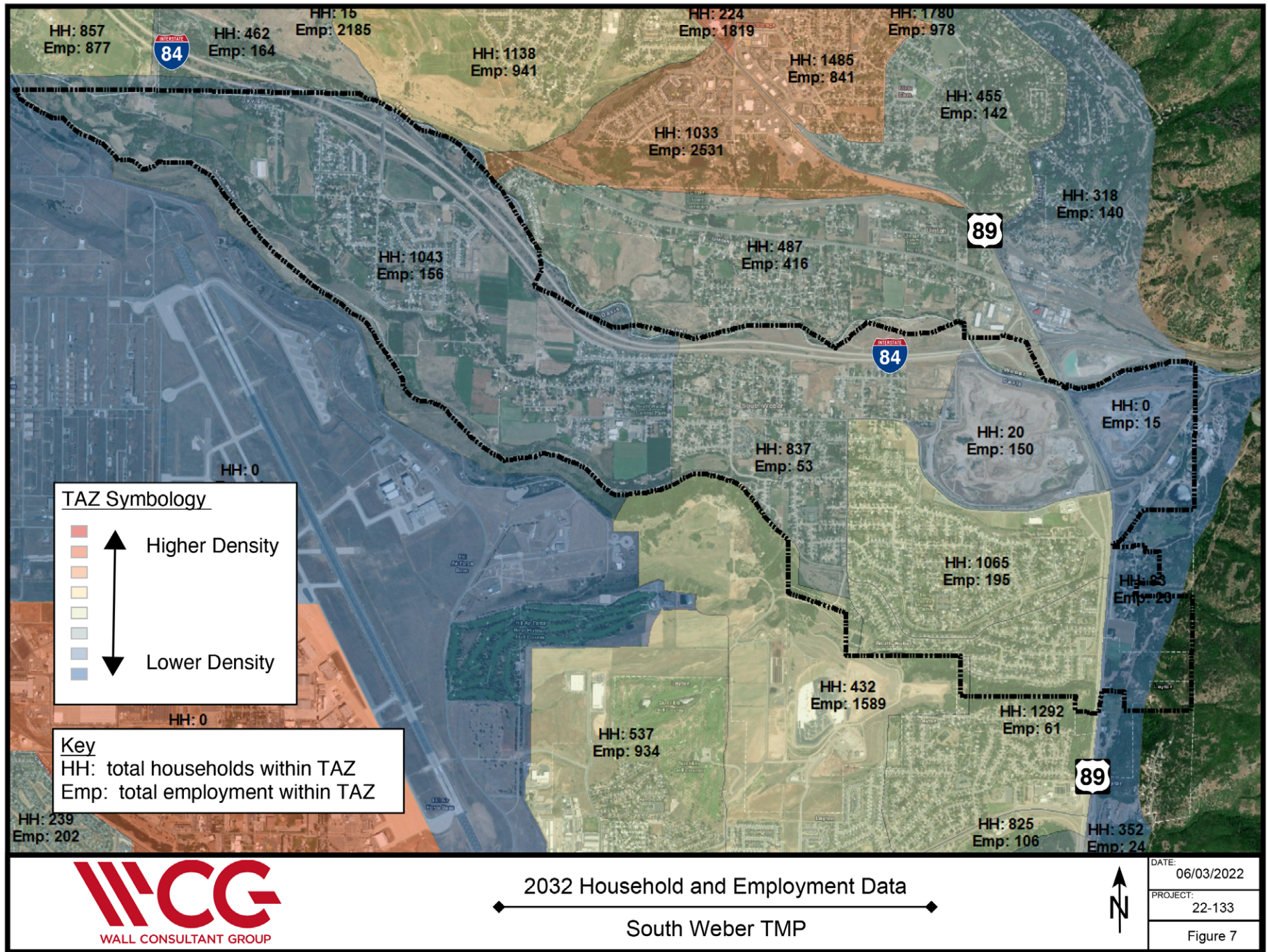
This project is shown in Figure 13 and Table 6 in the Roadway Projects section of the report. The 2032 build scenario LOS is shown below in Figure 9.

The intersection of 475 East & South Weber Drive is shown as failing in the no-build scenario. Once the Old Fort Road to South Weber Drive connection is made to the North, however, the intersection is expected to operate at an acceptable LOS C by 2032.



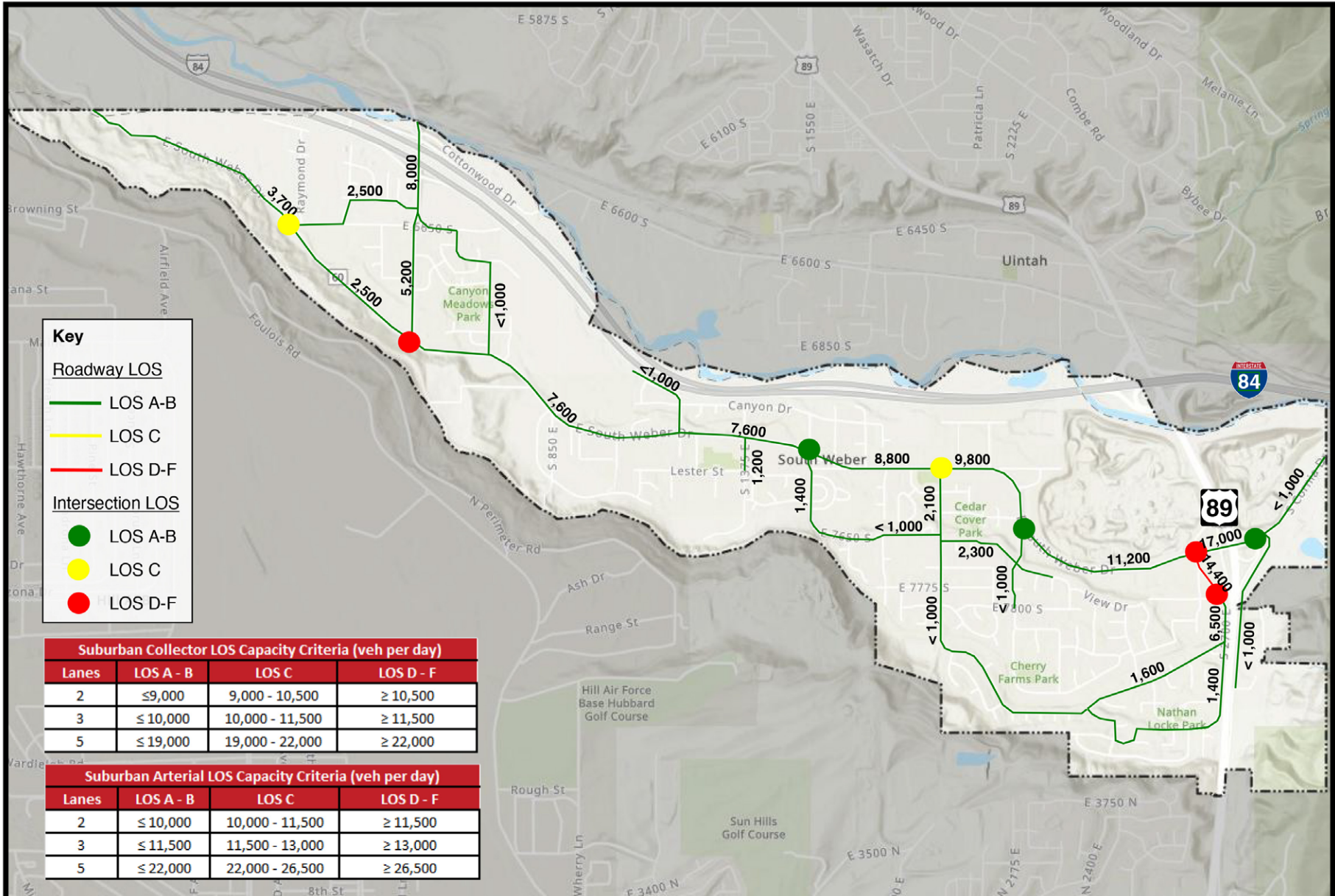


**FIGURE 7: FUTURE (2032) HOUSEHOLD AND EMPLOYMENT DATA**





**FIGURE 8: FUTURE (2032) ADT AND LOS - NO BUILD**

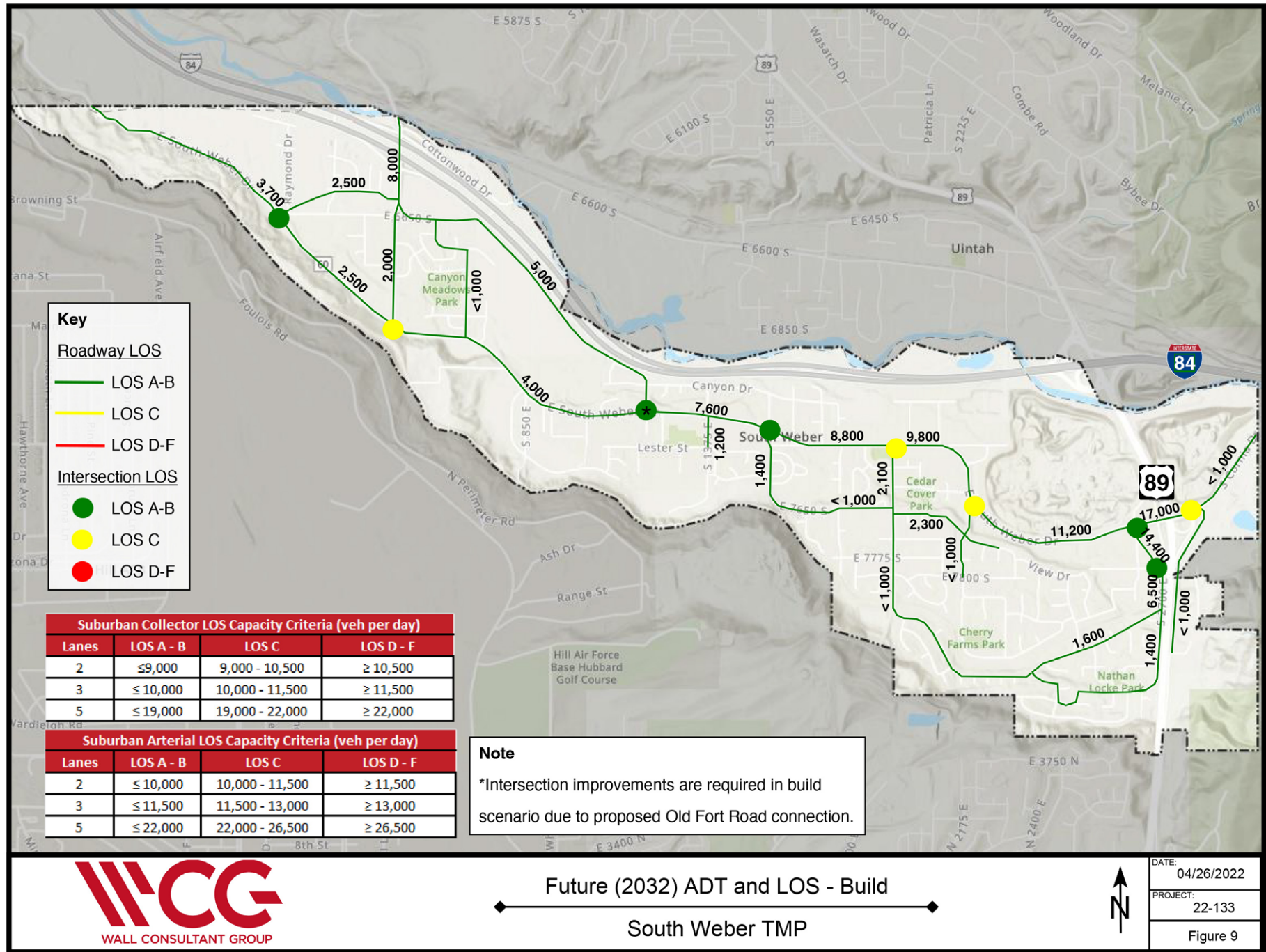


Future (2032) ADT and LOS - No Build  
 South Weber TMP



DATE:	04/26/2022
PROJECT:	22-133
	Figure 8

**FIGURE 9: FUTURE (2032) ADT AND LOS - BUILD**





## G. FUTURE (2050) LAND USE

### a. Future (2050) land use

South Weber population is projected to be 12,900 by 2050. Household projections were adjusted to match this population. Household distribution across TAZs were projected based on develop-able land and projected residential densities provided in the future land use plan. Commercial area densities were determined based on likely number of jobs that could be served by South Weber and surrounding city populations and input from South Weber City staff.

### b. Future (2050) Volumes and No Build LOS

Traffic volumes from the 2050 No Build travel demand model have been compared to the LOS thresholds in Tables 4 and 5. LOS results from the analysis are shown below in Figure 11.

As shown in Figure 11, the following roadway segments are expected to operate at unacceptable levels of service (LOS D or worse):

- South Weber Drive (SR-60); 2100 East to 2700 East
- 2700 East; 7800 South to South Weber Drive (SR-60)

### c. Future (2050) Build LOS

Due to the unacceptable LOS expected to occur in the 2050 No Build scenario on select roadways, the following projects are recommended before 2050:

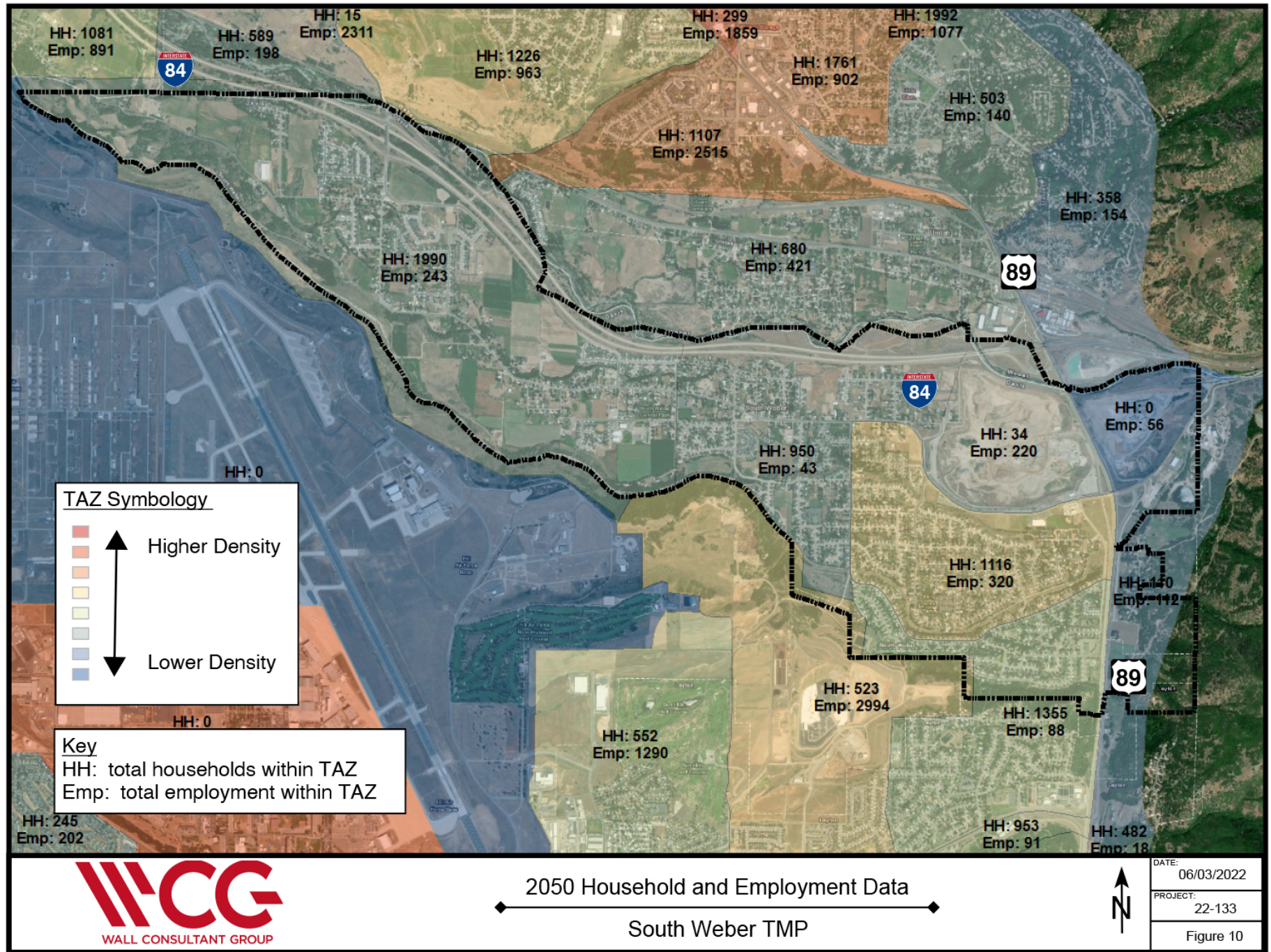
- 2700 East; 7800 South to South Weber Drive (SR-60) – Widen from 2 lanes to 5 lanes (same as 2032 Build project)
- South Weber Drive (SR-60); 2100 East to 2700 East – Widen from 3 lanes to 5 lanes
- South Weber Drive (SR-60); 1900 East to 2100 East – Widen from 2 lanes to 3 lanes

These projects and their associated project numbers are summarized in Figure 13 and Table 6 in the South Weber TMP Roadway Projects section of the report. The 2050 build scenario LOS is shown below in Figure 12.



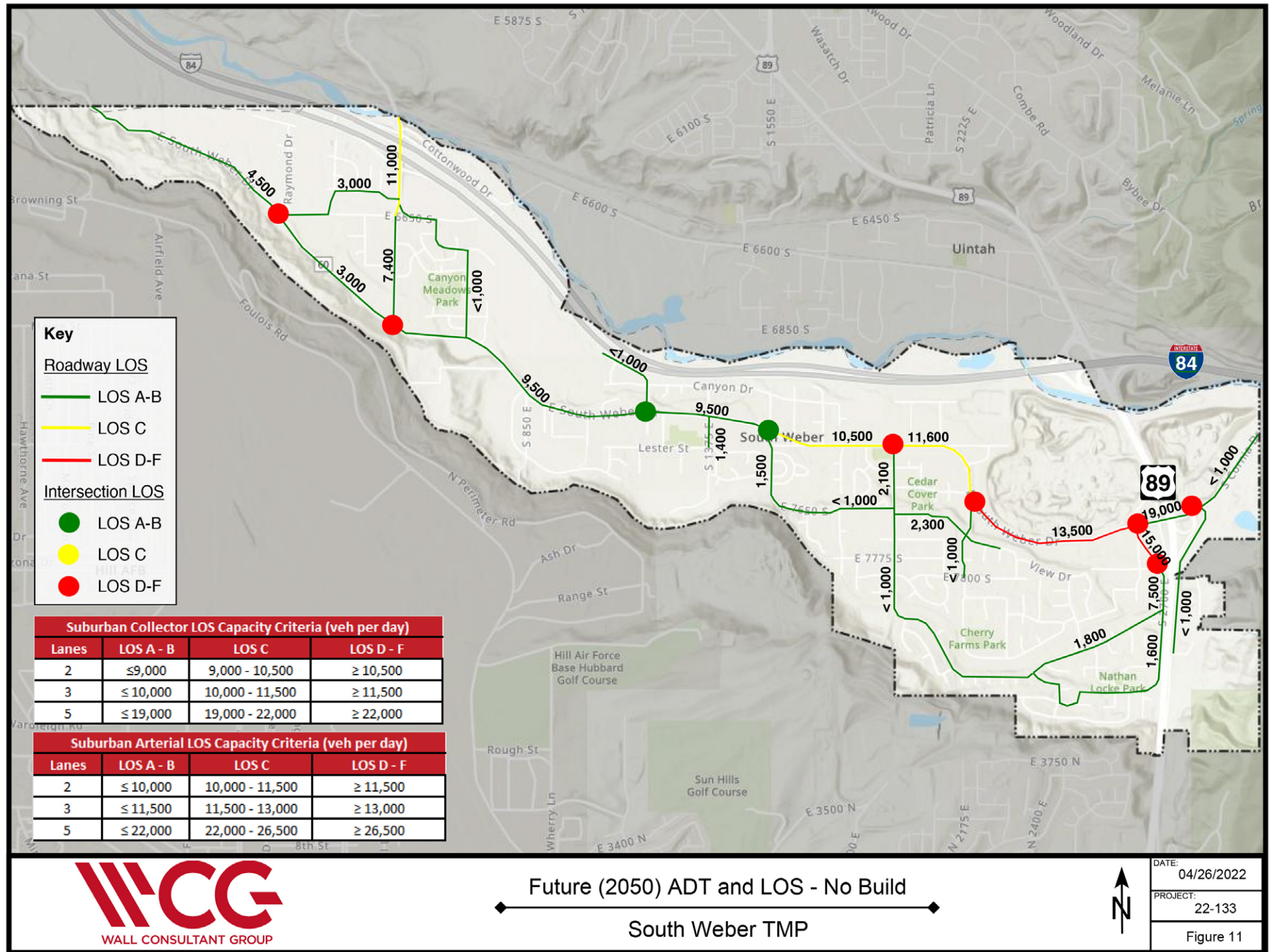


**FIGURE 10: FUTURE (2050) HOUSEHOLD AND EMPLOYMENT DATA**

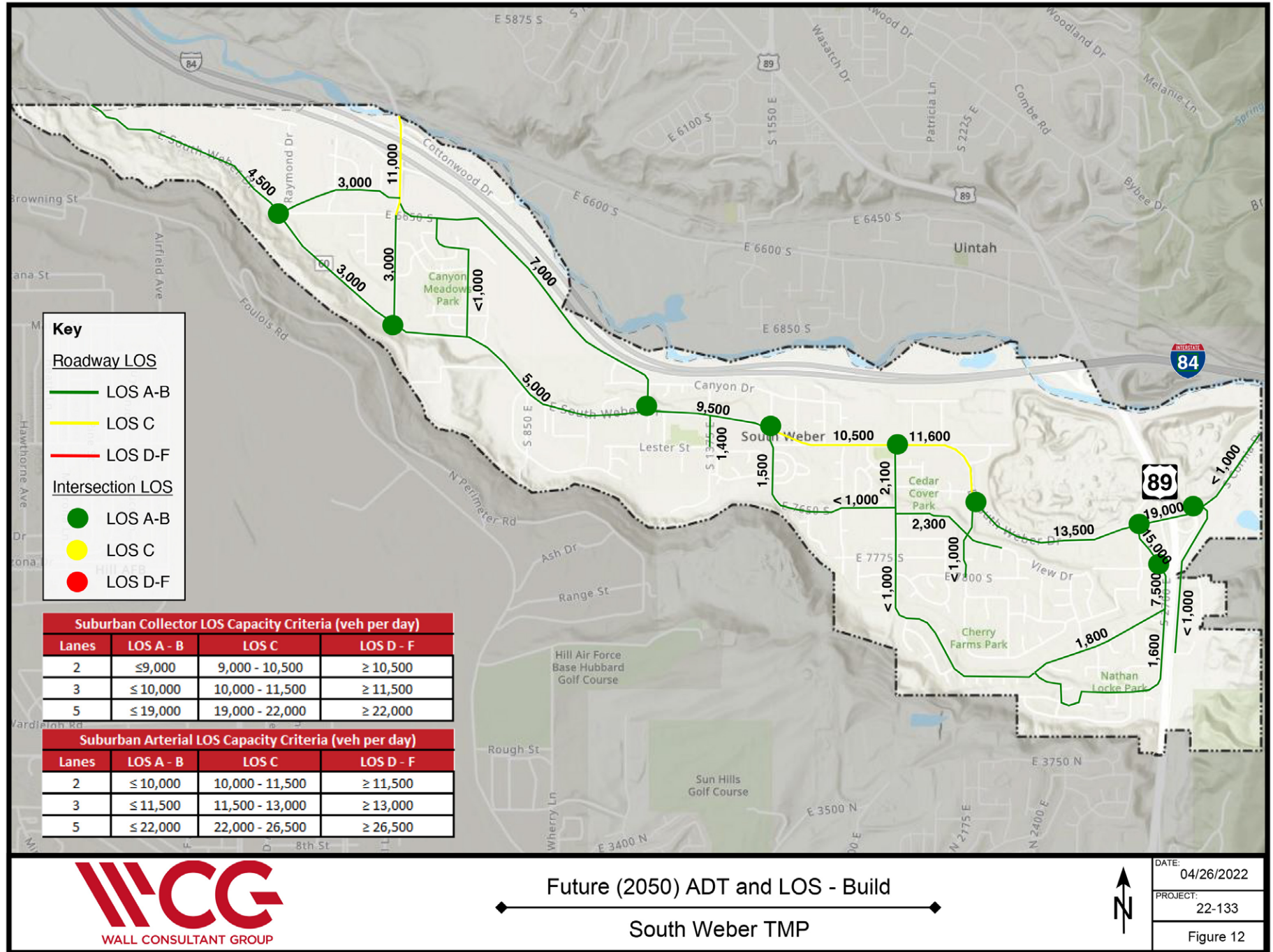




**FIGURE 11: FUTURE (2050) ADT AND LOS - NO BUILD**



**FIGURE 12: FUTURE (2050) ADT AND LOS - BUILD**





## H. RECOMMENDATIONS FOR FUTURE PROJECTS

### WFRC Roadway Projects

The 2023 WFRC regional transportation plan lists the following roadway projects in their long-range plan for South Weber City:

- Old Fort Road; Harvest Park Lane to South Weber Drive - Old Fort Road New Construction from Harvest Park Lane to South Weber Drive, expected to occur between 2023 and 2032.
- South Weber Dr; SR-168 to 2100 East – An operational improvement project expected to occur between 2043 to 2050.

### South Weber TMP Roadway Projects

It is recommended South Weber City begin planning for the proposed roadway improvements shown below in Table 6. Figure 13 below depicts the locations of the proposed roadway improvements. Figure 14 shows the future roadway network functional classification, including the future roadway project listed in Table 6.

**Table 6: Future Roadway Projects**

Project Number	Location	Responsibility	Estimated Future Project Year	Improvement Scope	# of Lanes		Total Project Cost
					2022	Proposed	
1	Old Fort Road: Connect current western section to 950 East*	South Weber / Developers	2022 - 2032	New Road (Collector)	N/A	3	\$8,487,216.79
2	Old Maple Road: End of Existing to South Weber Drive*	South Weber / Developers	2022 - 2032	New Road (Collector)	N/A	2	\$3,389,329.69
3	950 East: Old Fort Road to South Weber Drive*	South Weber	2022 - 2032	New Road (Collector)	N/A	3	\$5,897,140.22
4	2700 East: SR-60 to 7800 South*	South Weber / Developers	2022 - 2032	Widening	2	5	\$704,733.45
16	South Weber Drive (SR-60): 2100 East to 2700 East	South Weber / Developers / UDOT	2033 - 2050	Widening	2	3	\$4,622,111.20
17	1650 East Connection	Developers	2033 - 2050	New Road (Collector)	N/A	2	\$1,490,403.02
18	South Weber Drive (SR-60): 2100 East to 1900 East	UDOT	2033 - 2050	Widening	3	5	\$2,441,319.18

\* Impact Fee Eligible Project



## South Weber TMP Intersection Projects

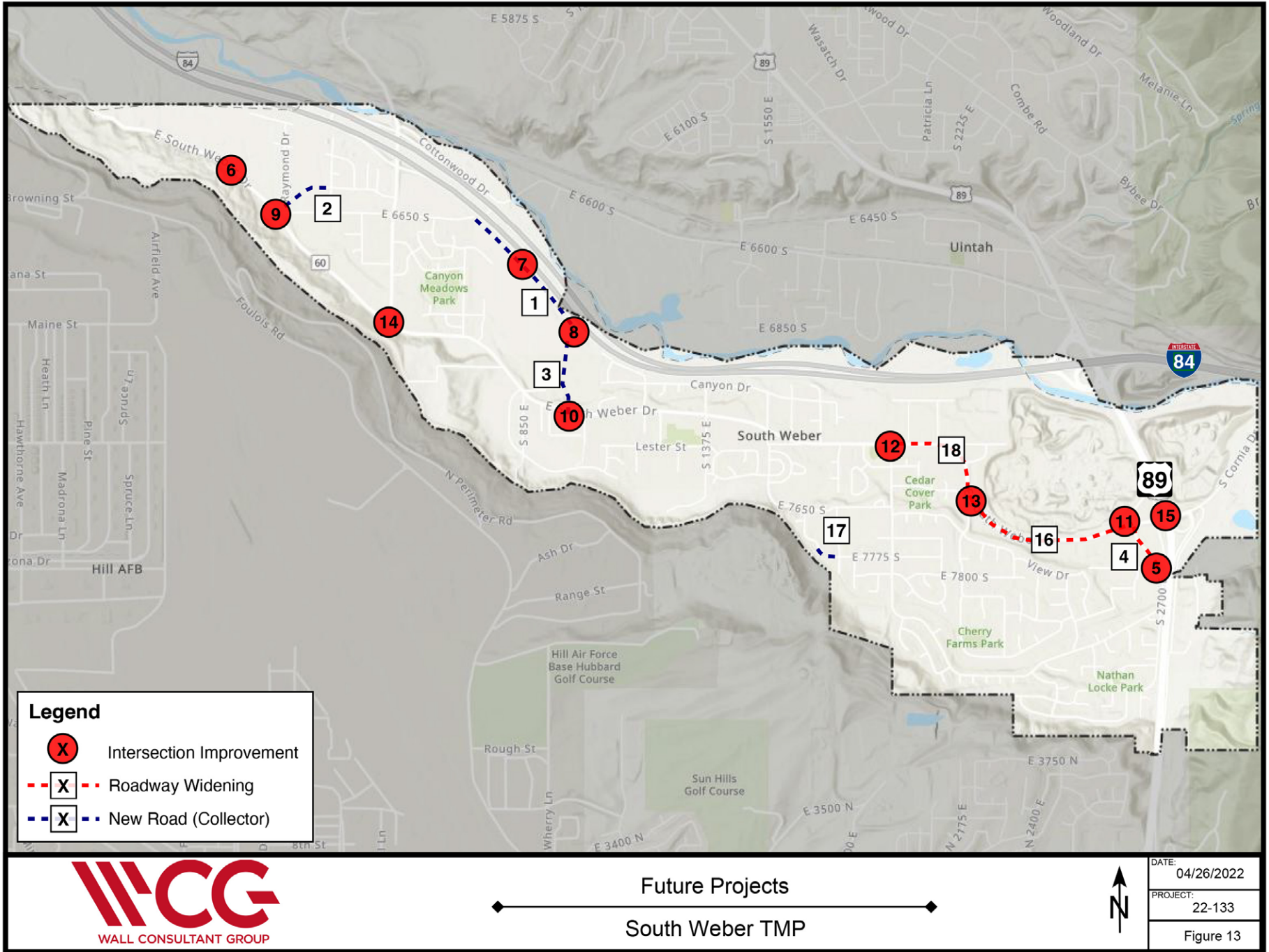
It is recommended the City begin planning for the proposed intersection improvements shown below in Table 7. Figure 13 depicts the locations of the proposed intersection improvements.

**Table 7: Future Intersection Projects**

Project Number	Location	Responsibility	Estimated Future Project Year	Improvement Scope	Total Project Cost
5	2700 East & 7800 South*	South Weber / Developers	2022 - 2032	Roundabout with right-turn bypass lanes	\$1,023,360.88
6	75 West & South Weber Drive*	South Weber / UDOT	2022 - 2032	Eastbound left-turn lane	\$833,340.69
7	850 East & Old Fort Road*	South Weber / Developers	2022 - 2032	Single lane roundabout	\$885,982.89
8	950 East & Old Fort Road*	South Weber / Developers	2022 - 2032	Single lane roundabout	\$885,982.89
9	Old Maple Road & South Weber Drive*	South Weber / UDOT	2022 - 2032	Single lane roundabout	\$1,020,140.99
10	950 East & South Weber Drive	UDOT	2022 - 2032	Signal	\$482,458
11	2700 East & South Weber Drive	UDOT	2022 - 2032	Westbound dual left-turn lanes	\$1,054,694.62
12	1900 East & South Weber Drive	UDOT	2033 - 2050	Signal, widening for NBL and NBR turn-lanes	\$642,274.60
13	2100 East & South Weber Drive	UDOT	2033 - 2050	Signal, widening for NBL and NBR turn-lanes	\$589,019.80
14	475 East & South Weber Drive	UDOT	2033 - 2050	Eastbound left-turn lane	\$1,394,525.49
15	South Weber Drive & US-89 Interchange Improvements	UDOT	2033 - 2050	Interchange Improvements	\$50,000,000

\* Impact Fee Eligible Project

**FIGURE 13: FUTURE PROJECTS**



**Legend**

- X Intersection Improvement
- - X - - Roadway Widening
- - X - - New Road (Collector)

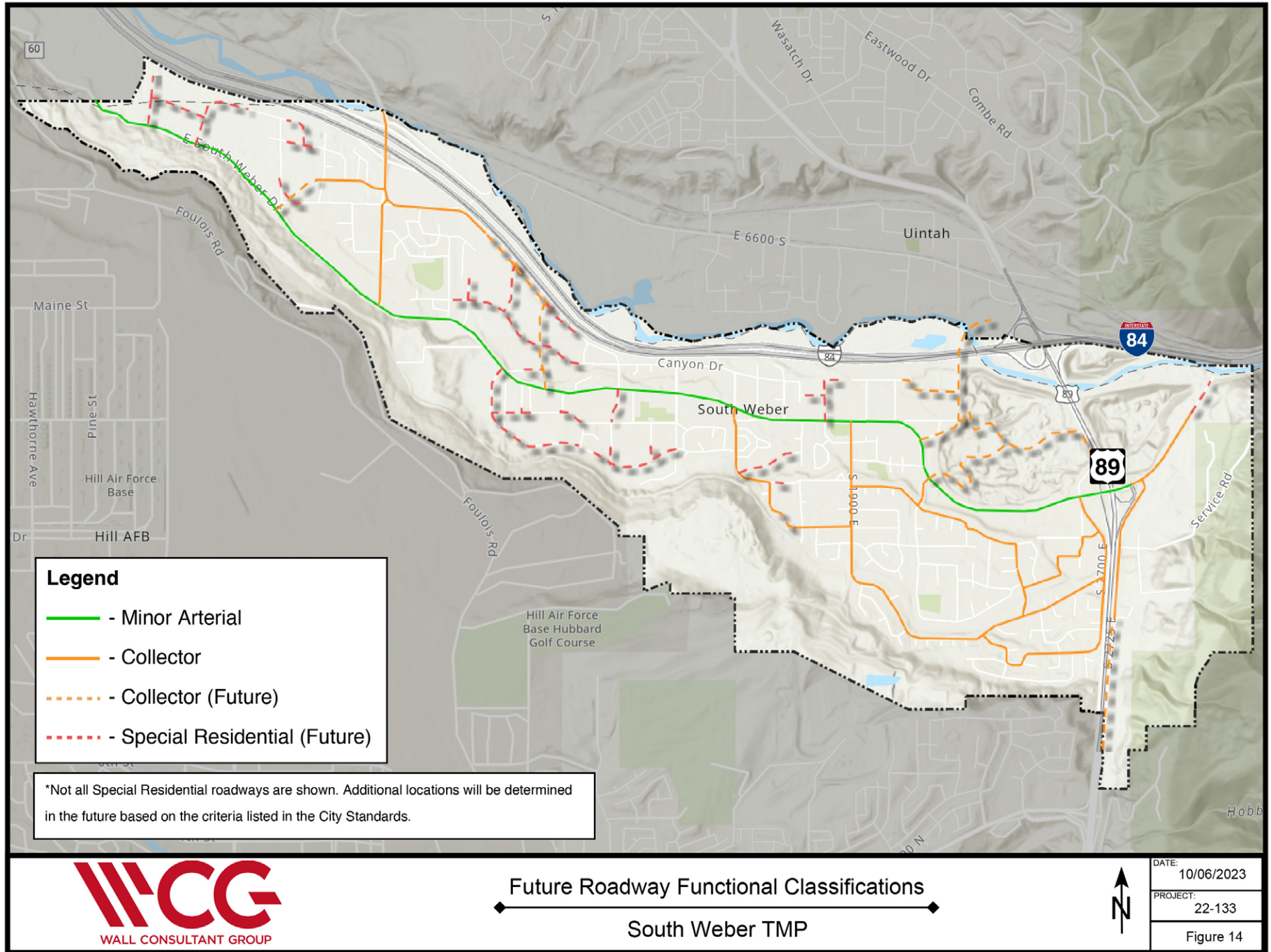


←————— Future Projects —————→  
 ←————— South Weber TMP —————→



DATE:	04/26/2022
PROJECT:	22-133
	Figure 13

**FIGURE 14: FUTURE ROADWAYS**



Future Roadway Functional Classifications  
 South Weber TMP



DATE:	10/06/2023
PROJECT:	22-133
	Figure 14



## IV. SOUTH WEBER DRIVE (SR-60) & 2700 EAST SUB-AREA PLAN

### A. OVERVIEW

South Weber City has a unique opportunity to plan for commercial development and economic growth in a relatively undeveloped area. Thus, they can tailor this commercial area to fit the needs and desires of the community. South Weber Drive (SR-60) and 2700 East are two major roadways in the community and are critical to the mobility of all residents. These roadways are already experiencing congestion, with a busy signalized intersection, an adjacent interchange, and the existing land uses along both corridors. Residential and commercial development is proposed just west of the Charter School. Additional commercial development is also being considered in the vicinity of the 2700 East and South Weber Drive (SR-60) intersection. New development will generate additional traffic, as well as more accesses, conflict points, turning movements, and potential delays. Recommendations for access spacing and location, restricted movements, and capacity improvements are provided. The purpose of this sub-area plan is to develop a roadway concept that will create a successful economic hub, while also providing safe and efficient traffic operations.

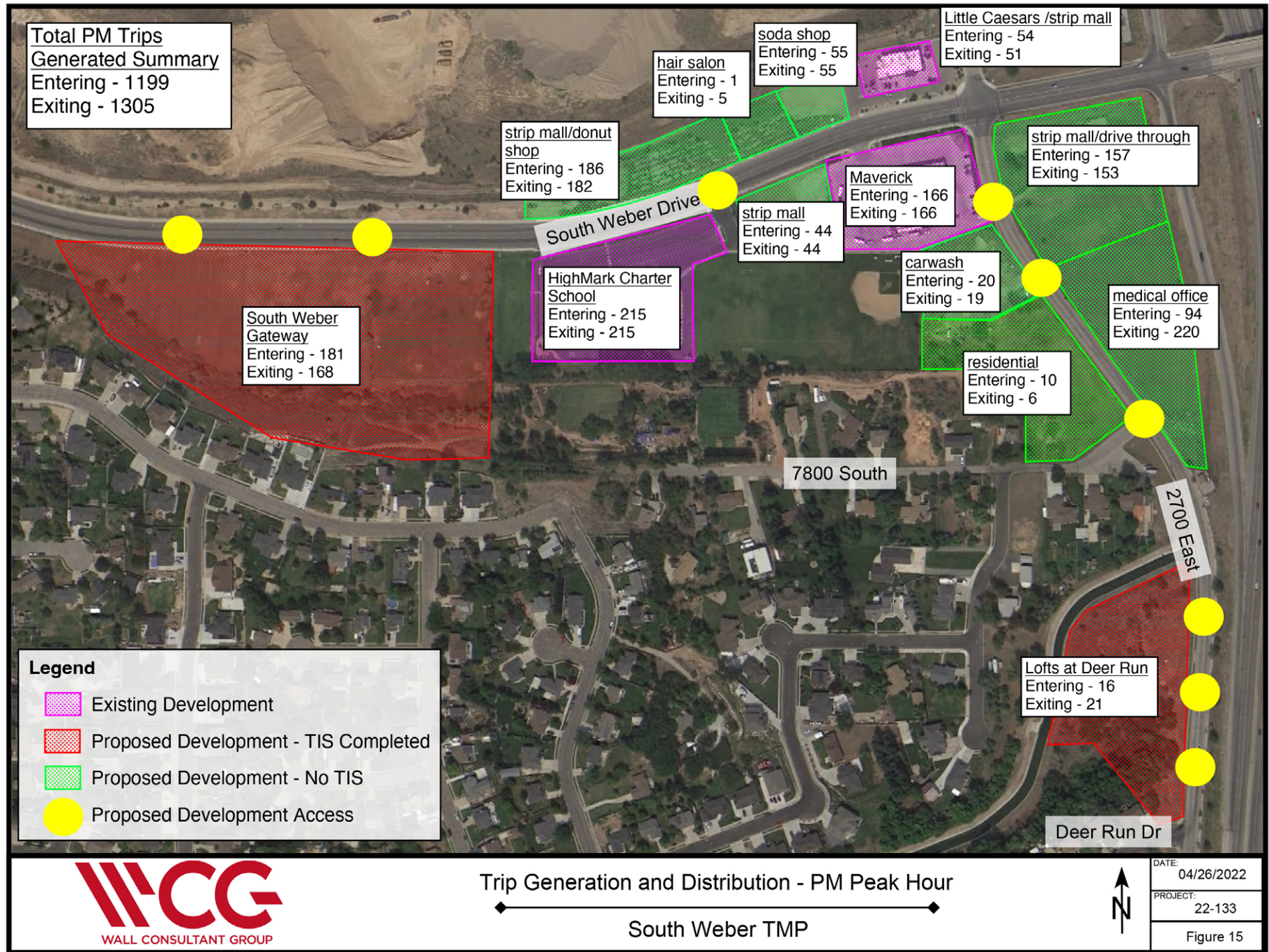
### B. TRIP GENERATION

Project trip generation estimates were developed using trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition. Project traffic was distributed based on background traffic travel patterns along South Weber Drive (SR-60) and 2700 East. A summary of the expected land uses, trip generation, and trip distribution for the PM peak hour is shown below in Figure 15. Assumptions for future land use in undeveloped areas were made based on discussions with the city.





**FIGURE 15: SUB AREA TRIP GENERATION AND DISTRIBUTION**





## C. FUTURE LOS – NO BUILD

The Highway Capacity Manual (HCM) 7th Edition, 2022 methodology was used in this analysis. For the signalized intersections in this analysis, the overall intersection LOS is reported. LOS is measured in seconds of delay per vehicle. Table 8 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle thresholds for intersections.

Table 8: Level of Service Definition for Intersections			
LOS	Signalized Delay (sec/vehicle)	Unsignalized Delay (sec/vehicle)	Description
A	≤10	≤10	Favorable progression
B	>10 and ≤20	>10 and ≤15	Good progression
C	>20 and ≤35	>15 and ≤25	Fair progression
D	>35 and ≤55	>25 and ≤35	Limit of acceptable delay
E	>55 and ≤80	>35 and ≤50	Unacceptable delay
F	>80	>50	Unacceptable delay

Source: Highway Capacity Manual, Transportation Research Board, 2022

For the purposes of this study, a minimum overall intersection performance for each of the study intersections was set at LOS C. If LOS D, E, or F for an individual movement at an intersection exists, explanation and/or mitigation measures are presented.

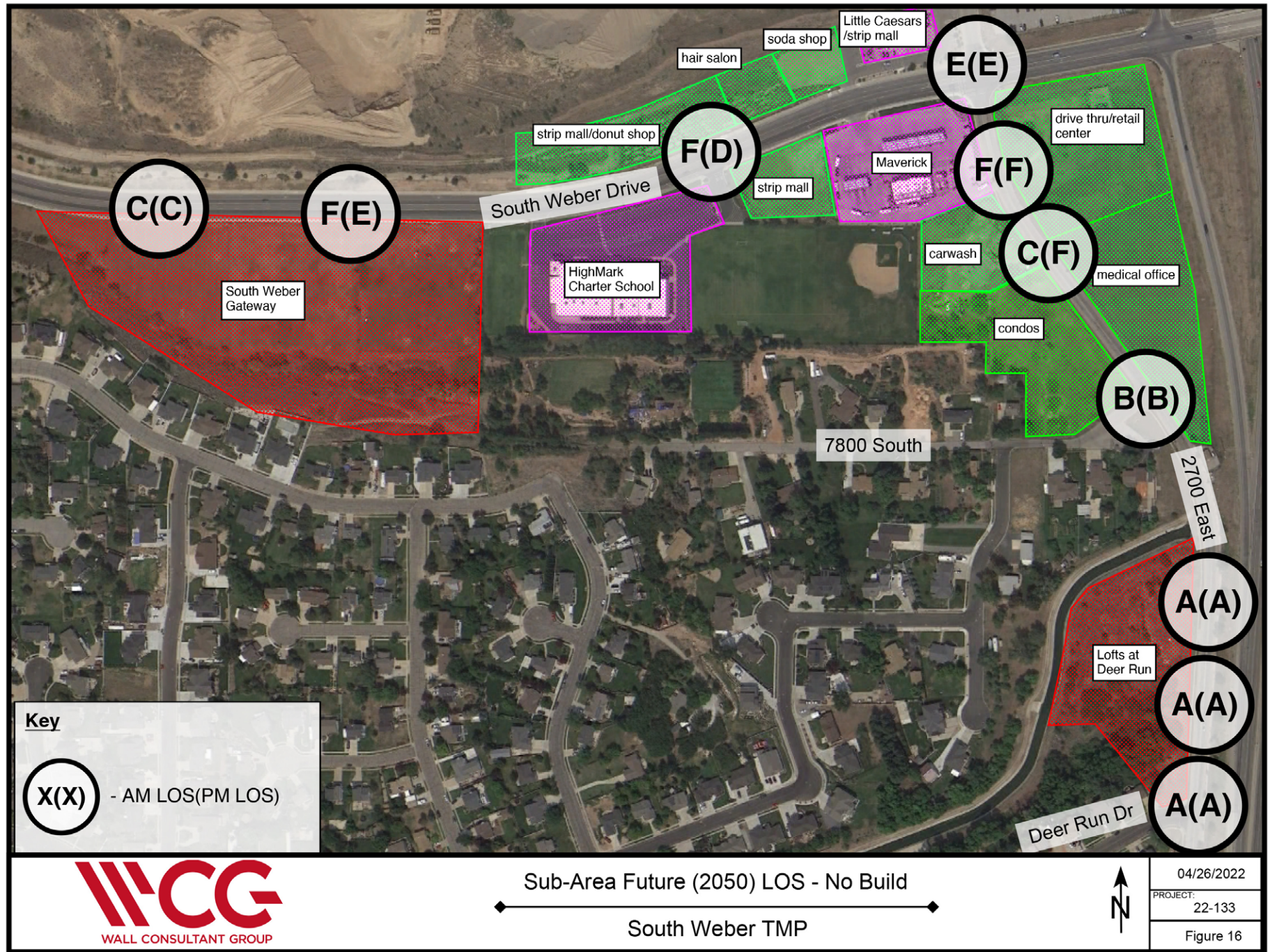
The Synchro/SimTraffic software program was used to evaluate the study intersections and obtain the Future (2050) No-Build LOS summarized in Figure 16 below. As shown in Figure 16, the following intersections are expected to operate at an unacceptable LOS in either the AM or PM peak hour in 2050:

- East access (South Weber Gateway) / South Weber Dr.
- East access (Highmark Charter School) / South Weber Dr.
- South Weber Dr / 2700 E
- Maverick / 2700 E
- Car Wash / 2700 E





**FIGURE 16: SUB AREA FUTURE LOS – NO BUILD**





## D. FUTURE LOS – BUILD

The following mitigation scenarios have been studied to determine how best to improve traffic in the vicinity of South Weber Drive (SR-60) & 2700 East:

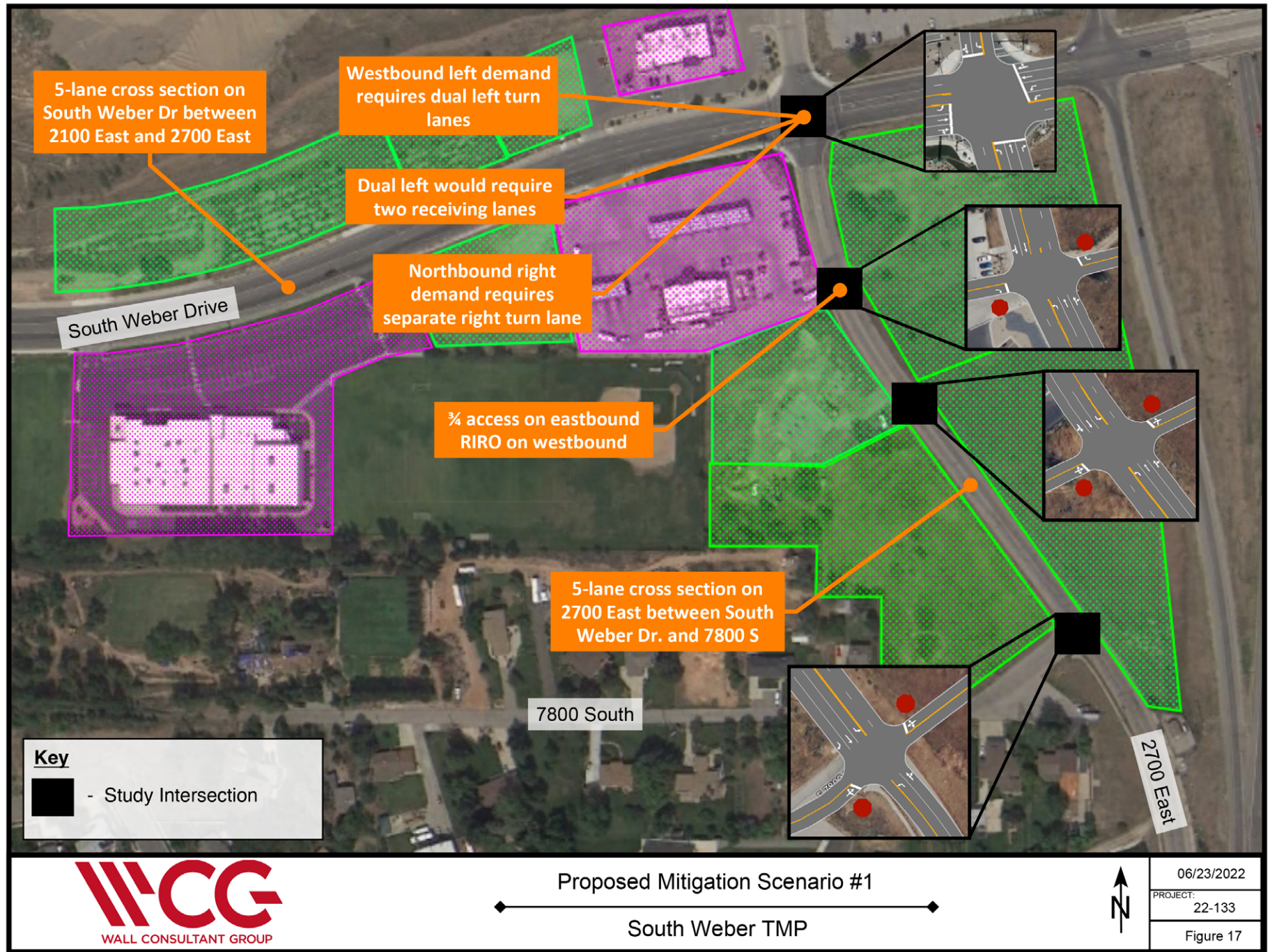
- Scenario #1 – South Weber Drive is widened to 5-lanes, 2700 East is widened to 5-lanes from South Weber Drive to 7800 South. Improvements at the South Weber Drive (SR-60) / 2700 East intersection include constructing westbound dual lefts and a northbound separate right-turn. The east approach at Maverick/2700 intersection is made into a ¾ access and the west approach a right-in right-out access. See Figure 17 for a summary of mitigation scenario #1.
- Scenario #2 – South Weber Drive is widened to 5-lanes, 2700 East is widened to 5-lanes from South Weber Drive to 7800 South. Improvements at the South Weber Drive (SR-60) / 2700 East intersection include constructing westbound dual lefts and a northbound separate right-turn. The Maverick/2700 intersection is made into a ¾ access, with a median barrier extending along 2700 East from South Weber Drive until 7800 South. The proposed car wash/shared access intersection along 2700 East would then become right-in right-out only. A roundabout would be constructed at 2700 East/7800 South to facilitate traffic movement. See Figure 18 for a summary of mitigation scenario #2.
- Scenario #3 – South Weber Drive is widened to 5-lanes, 2700 East is widened to 5-lanes from South Weber Drive to 7800 South. Improvements at the South Weber Drive (SR-60) / 2700 East intersection include constructing westbound dual lefts and a northbound separate right-turn. The eastbound approach at Maverick/2700 intersection is made into a ¾ access. A roundabout would be constructed at 2700 East/7800 South to facilitate traffic movement. See Figure 19 for a summary of mitigation scenario #3.

The Synchro/SimTraffic software program was used to evaluate the study intersections and obtain the Future (2050) Build LOS summarized in Figure 20 and Table 9 below. Scenario #3 is the ideal mitigation scenario because it operates at an acceptable level of service during both AM and PM peak hours and meets additional criteria necessary for favorable traffic operations.

AM Peak Hour						
Intersection	Control	Worst Movement	Delay (sec)	LOS	Overall Delay (sec)	LOS
West Access / South Weber Dr.	Stop	NBL	17.1	C	-	-
East Access / South Weber Dr.	Stop	NBL	20.9	C	-	-
East Highmark / South Weber Dr.	Stop	NBL	24.9	C	-	-
South Weber Dr / 2700 E	Signal	-	-	-	28.9	C
Maverick / 2700 E	Stop	WBR	11.3	B	-	-
Car Wash / 2700 E	Stop	EBT	14.4	B	-	-
7800 S / 2700 E	Stop	NBT	4.9	A	-	-
North Access / 2700 E	Stop	EBL	8.2	A	-	-
South Access / 2700 E	Stop	EBL	7.6	A	-	-
Deer Run Rd / 2700 E	Stop	EBL	6.8	A	-	-
PM Peak Hour						
West Access / South Weber Dr.	Stop	NBL	11.4	B	-	-
East Access / South Weber Dr.	Stop	NBL	23.6	C	-	-
East Highmark / South Weber Dr.	Stop	NBL	19	C	-	-
South Weber Dr / 2700 E	Signal	-	-	-	23.5	C
Maverick / 2700 E	Stop	WBR	8.1	A	-	-
Car Wash / 2700 E	Stop	WBT	17.4	C	-	-
7800 S / 2700 E	Stop	SBT	5.8	A	-	-
North Access / 2700 E	Stop	EBL	7.1	A	-	-
South Access / 2700 E	Stop	EBL	7.3	A	-	-
Deer Run Rd / 2700 E	Stop	EBL	7.8	A	-	-

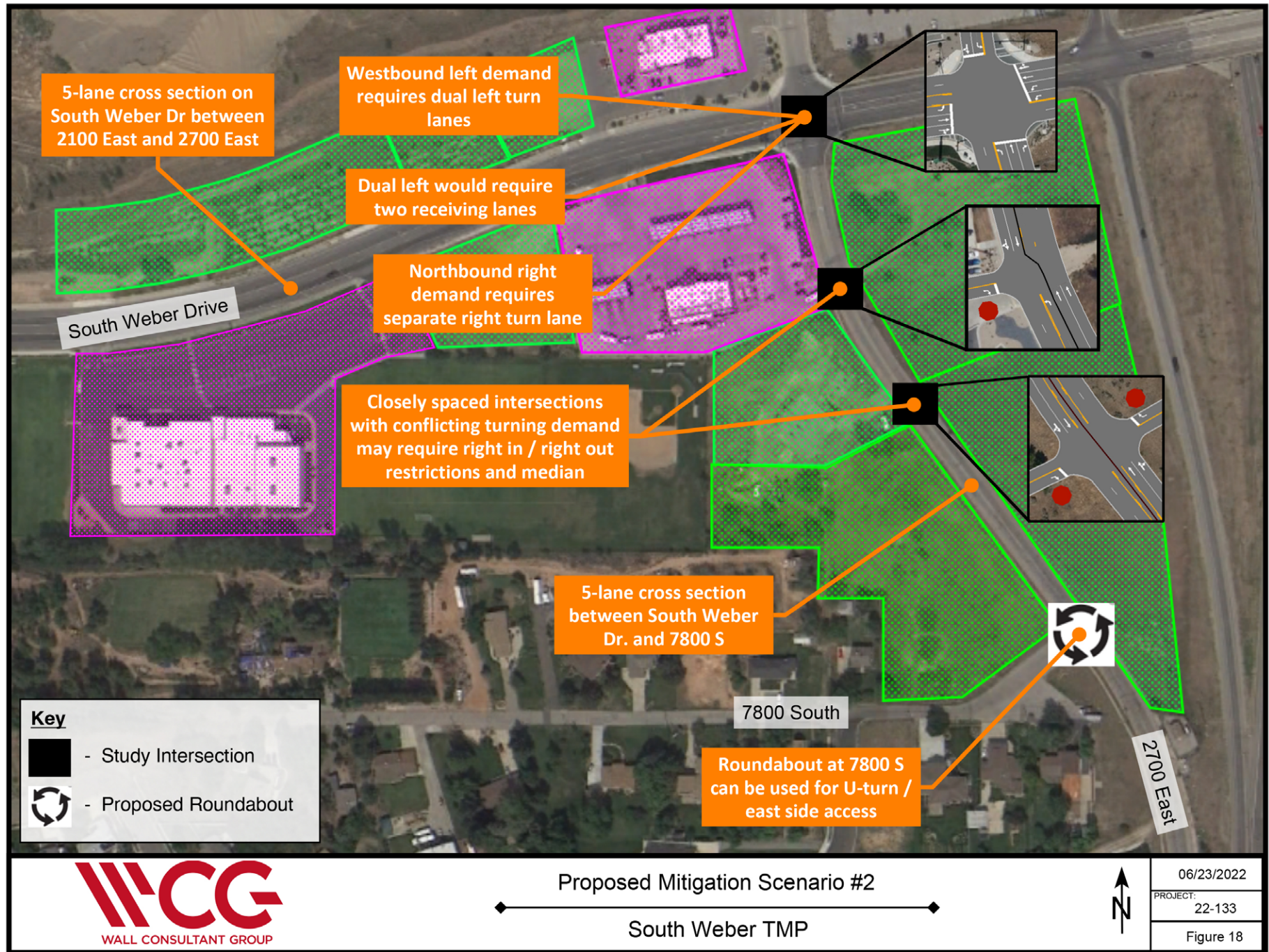


**FIGURE 17: MITIGATION SCENARIO #1**



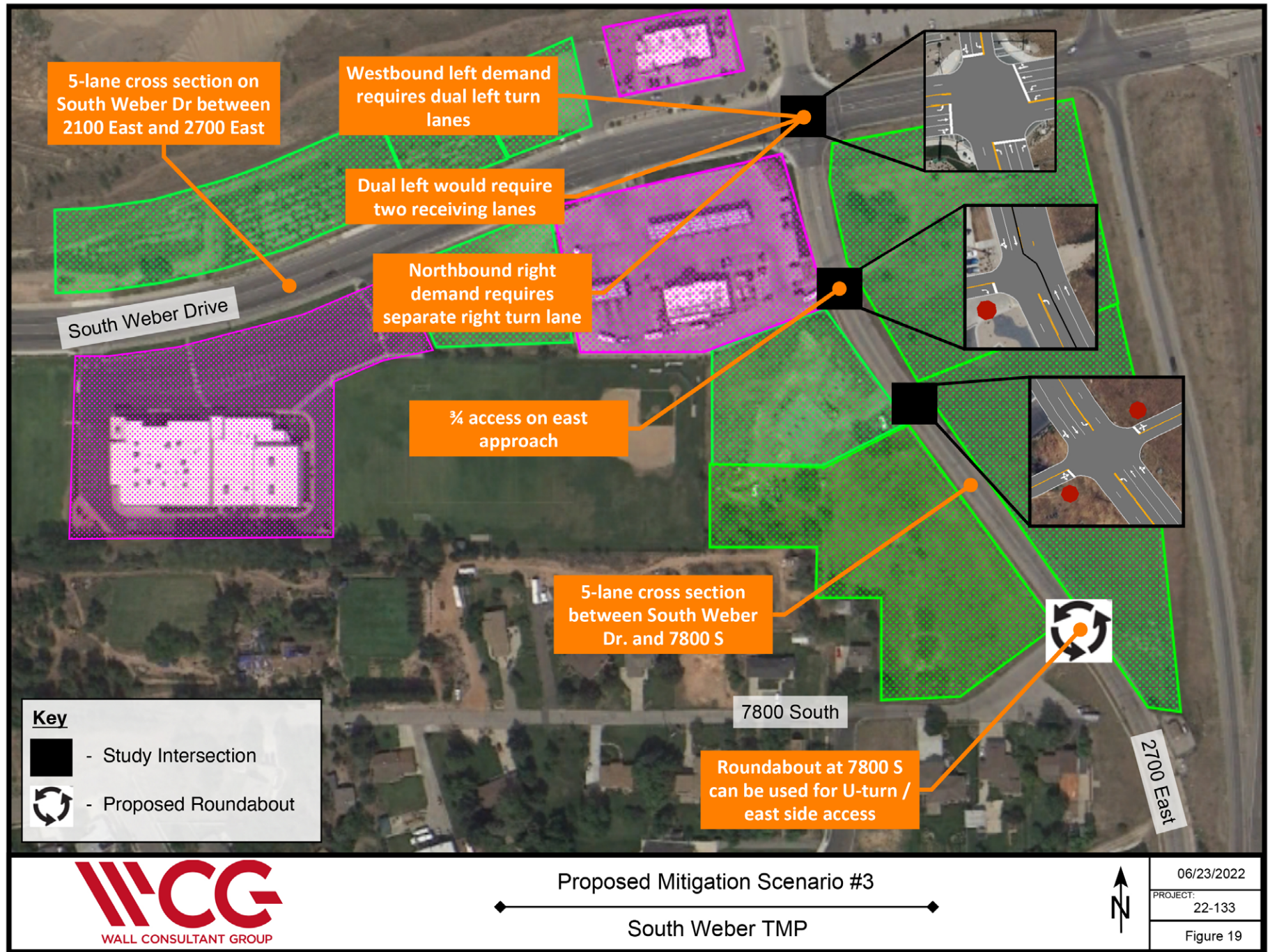


**FIGURE 18: MITIGATION SCENARIO #2**



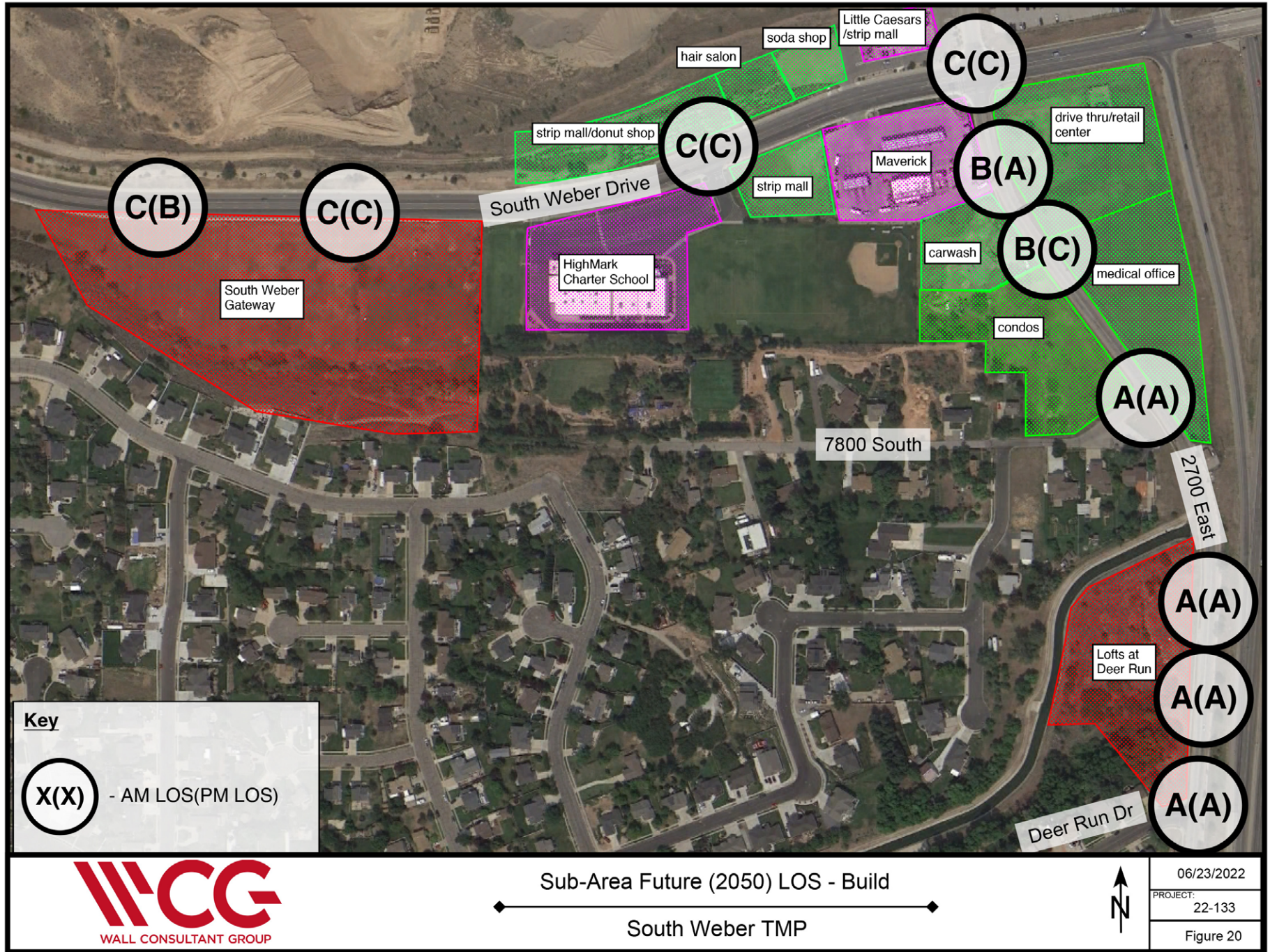


**FIGURE 19: MITIGATION SCENARIO #3**





**FIGURE 20: SUB AREA FUTURE LOS – BUILD**





## E. SUB-AREA PLAN SUMMARY

After extensive evaluation using Synchro/Simtraffic and after discussions with South Weber City, it has been determined that mitigation Scenario #3 will best meet the needs of the projected traffic growth. The roundabout planned at 7800 South and 2700 East will facilitate traffic flow along 2700 East and will accommodate U-Turning trucks leaving the Maverik east access. Figure 21 below shows the proposed South Weber Drive (SR-60) & 2700 East sub-area plan concept layout. Additional details, including the updated US-89 interchange striping are included in the appendix.



**FIGURE 21: SUB AREA PLAN CONCEPT LAYOUT**



Sub Area Plan Concept Layout

South Weber TMP



07/26/2022
PROJECT: 22-133
Figure 21



# V. ALTERNATIVE MODES OF TRANSPORTATION

## A. PUBLIC TRANSIT

### Existing Transit Service

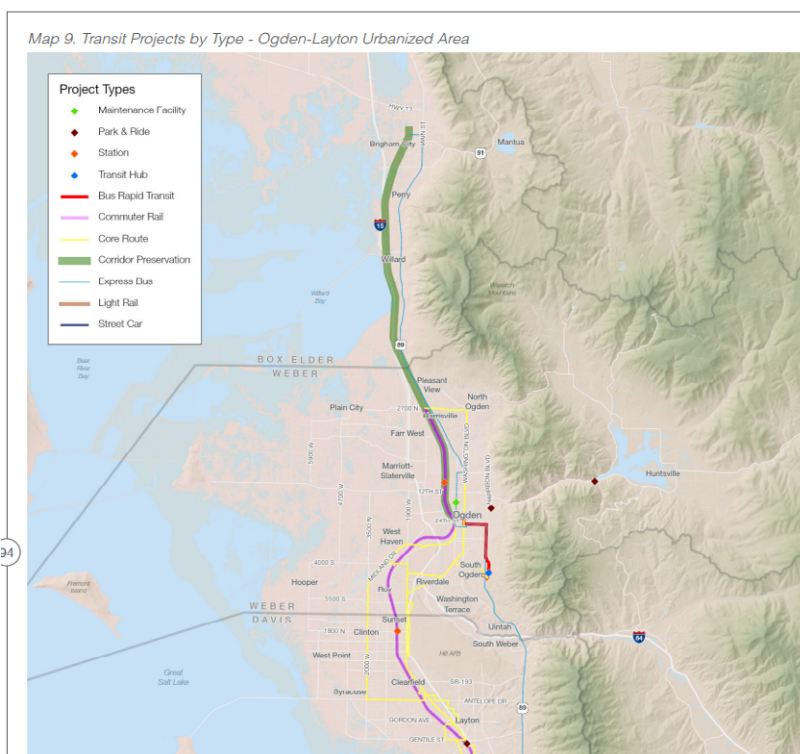
Public transit typically includes buses, light rail, and shuttle routes. Currently UTA bus Routes 455, and 473 are the only bus route that services South Weber City. Both start at Komas Dr and Wakara Way in Salt Lake City and run north through South Weber via SR-89. Route 455 stops at 17th St and Wall Ave in Ogden while Route 473 ends at Ogden Station.



### Future Transit Service

South Weber City should be actively involved in working with UTA, UDOT and the WFRC to support transit as a viable and efficient transportation mode in the City. Planning and lobbying efforts will help procure funds to support the development and maintenance of a sustainable transit system.

The Wasatch Front Regional Council (WFRC) regional transportation plan has transit improvements for the City’s current bus route along SR-89 currently listed in their long-range plan. Improvements aren’t expected to occur until between 2041 and 2050. Transit improvements below show the WFRC transit projects planned in South Weber city boundaries.



## B. ACTIVE TRANSPORTATION

Active transportation includes human-powered mobility such as biking and walking. Providing safe and convenient alternative transportation facilities is essential in providing active and equitable multimodal transportation. The Collector cross section may allow for the addition of bicycle lanes. Bicycle facilities are an essential part of a connected transportation network and should be implemented when feasible. Incomplete roadway segments (i.e. missing shoulders) pose a serious hazard to bicyclists, therefore roadways should be complete along the entire length of the bicycle lane.

The South Weber City General Plan lists the following trail improvement projects (See the General Plan for more information):

- **Bonneville Shoreline Trail** - The Bonneville Shoreline Trail (BST) is a regional trail based along the high-water level of ancient Lake Bonneville, conceptually traversing the entire Wasatch Front and extending into Cache County. A portion of this trail runs along the foothills east of the City at approximately 5,200 foot elevation. Although most of the trail is outside of City boundaries, it is a great asset to the residents of South Weber. The City could collaborate with Davis County and other stakeholders to complete the trail.
- **Weber River Parkway Trail** - The proposed Weber River Parkway Trail is an extension of an existing trail in Riverdale and South Weber that currently terminates just east of the Riverside RV Resort. Along Cottonwood Drive, the trail will run between Cottonwood Drive and I-84 due to the existing residential lots that back onto the river. From the bend where Cottonwood Drive crosses the river, the proposed trail will run along the south bank of the river between the river and I-84. Portions of this segment are complete and some portions still remain to be completed. This trail is planned to continue east under I-84 and US-89 and connect to the BST.
- **Canal Trail** - The Canal Trail is proposed to run adjacent to, or on top of, the Davis and Weber Counties Canal running the length of the City on the south side.
- **View Drive Trail** - This new trail is proposed to extend from View Drive to South Weber Drive (SR-60) near the west side of the Highmark charter school property.
- **Old Fort Trail** - This trail is intended to be a 10-foot-wide paved trail running from approximately 1200 East to near the west end of the City along the south side of I-84.
- **South Hillside Trail** - This proposed trail is intended to be a natural surface trail beginning at the Petersen Trailhead on the west, run south across the Canal Trail, turn eastward on the hillside, and run to the Pea Vinery Trailhead near 1900 East. From there it would continue eastward along the hillside behind (south of) the South Weber residences to near the Highway 89 right-of-way where it would turn southward making its way to top of the bluff near Weber Basin Water Conservancy District facilities.
- **Other Trails** - If the Staker-Parson Gravel Pit closes and becomes open to development, it is possible that a trail could be developed through the property connecting 7400 South to the commercial area at the intersection on South Weber Drive (SR-60) and 2700 East.

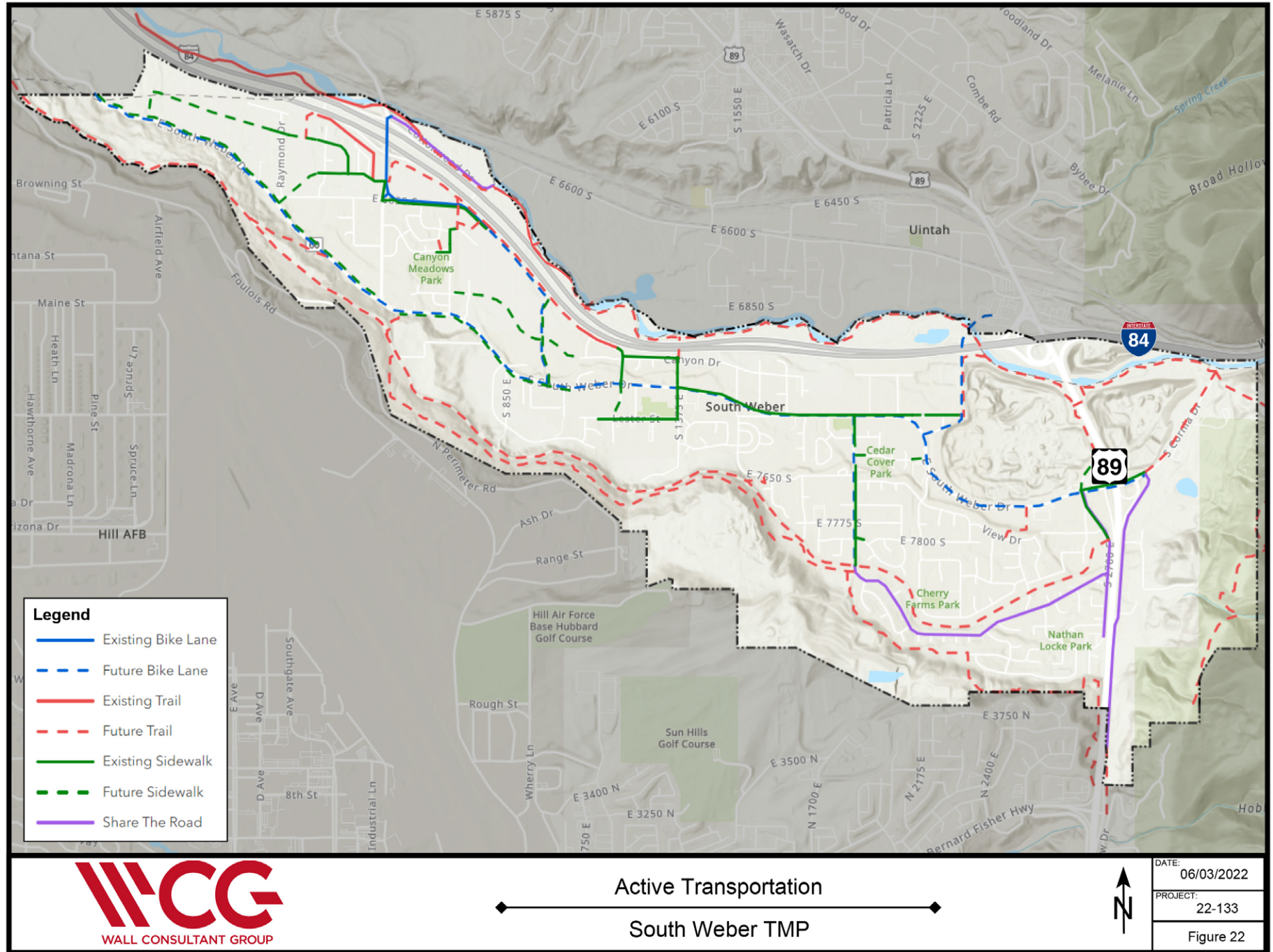
WFRC lists a phase one (2022-2030) South Weber Drive (SR-60) bike lane project from the Weber County Line to the US-89 interchange in their long-range plan.

It is recommended the City continue to work to fill in gaps to their existing sidewalk network. Constructing sidewalks in areas where network gaps currently exist is essential in providing a complete system of sidewalks that aid in pedestrian mobility and safety.

A summary of all active transportation improvements and existing active transportation infrastructure is shown below in Figure 22.



# FIGURE 22: ACTIVE TRANSPORTATION PROJECTS



# VI. CITY TRANSPORTATION MANAGEMENT

## A. PURPOSE

The City Transportation Management section discusses best practices to ensure the City develop a safe and efficient transportation network. This section includes the following:

- Best practices for access management and how this applies to South Weber City
- Traffic calming resources
- Maintenance policy recommendations
- Recommendations for future traffic impact studies

## B. TRANSPORTATION SYSTEM MANAGEMENT

### Traffic Calming

Traffic calming is the use of physical design and other measures to improve safety for motorists, pedestrians and cyclists by reducing vehicle traffic and/or vehicle speeds. Traffic calming may be important in areas of the city where a high pedestrian presence is desired such as local roads in residential neighborhoods, in city centers, or school vicinities. For more information regarding traffic calming measures view the [UDOT Speed Management Information Sheets](#) which explain traffic calming treatments, advantages and disadvantages, typical costs, example locations, and other potentially useful information.

Tucson, Arizona operates a neighborhood traffic management program that emphasizes neighborhood participation to implement traffic calming measures shown in the image below. A similar program may benefit the City if implemented by City leadership.

Additional traffic calming resources include:

[Seattle Traffic Calming](#)

[Salt Lake City Traffic Calming](#)

[FHWA](#)

[ITE](#)

[NACTO](#)

**RADAR SPEED SIGN**

2-10 REDUCES SPEEDS FROM 1 TO 10 MPHs PER HOUR

AVG. ANNUAL TRAFFIC COST IS APPROXIMATELY \$10,000

5% REDUCES CRASHES UP TO 5%

**ADVANTAGES**  
 Relatively quick installation and lowest. Aren't physically located in the road, but they do not affect the roadway surface maintenance, emergency vehicle operations, drainage, etc.

**DISADVANTAGES**  
 Overall could result in a loss of effectiveness. Passive measure which doesn't require driver behavior, so over time effectiveness could wear off.

**TYPICAL LOCATIONS**  
 Rapid decrease in posted speed limit.

**EXAMPLE LOCATIONS**  
 SR-41, Heber  
 SR-120, Saratoga  
 SR-132, Leanington  
 ITC-A, Wellington  
 SR-9, Rockville

**TRAVEL SPEEDS**  
 Radar Speed Signs are appropriate for roadway speeds between 25 and 60 miles per hour.

**TRAFFIC VOLUMES**  
 Radar Speed Signs are appropriate for Low to Moderate traffic volumes.

**NUMBER OF LANES**  
 Radar Speed Signs are appropriate for 1 to 2 lanes of traffic in each direction.

SPEED MANAGEMENT INFO SHEETS | JUNE 2021

**SPEED MANAGEMENT STUDIES**

**WHERE TO UTILIZE SPEED MANAGEMENT STUDIES?**  
 Speed Management Studies should be utilized when there is a disconnect between vehicle speeds and the roadway context or when city personnel speeds are higher than recommended for safety. This includes situations when non-motorists are commonly present, when adjacent land uses are not consistent with roadway character, or when the roadway design does not match the traveling speed.

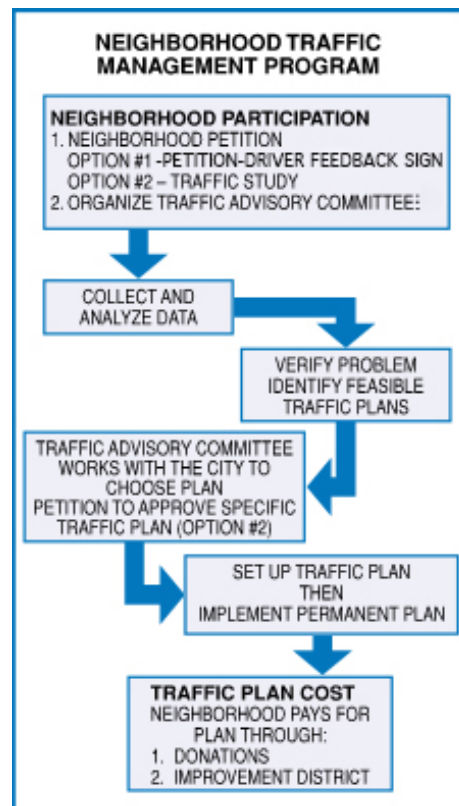
**WHAT ARE SPEED MANAGEMENT STUDIES?**  
 Speed Management Studies are an alternative to typical speed studies. These studies may involve that the 85th percentile speed is much greater than the posted speed limit, but instead of raising the speed limit, speed management should be considered to instead lower the 85th percentile speed.

**HOW DO I REQUEST A SPEED MANAGEMENT STUDY?**  
 Speed Management Studies are performed through the UDOT traffic studies process in the same manner as traditional speed studies, signal warrants, left turn studies, and many other common study types. Research use generally initiated at the regional or community level than are submitted through Workforce Manager by UDOT Region traffic engineers.

**SPEED MANAGEMENT ≠ ARTIFICIALLY LOWERING SPEED LIMITS**  
 Speed management is a holistic approach to dealing with speed. Research has shown that artificially lowering speed limits generally does not lead to lower vehicle speeds. Speed limits should be lowered in conjunction with speed management resources.

**SPEED MANAGEMENT MAY MEAN "ENGINEERING UP"**  
 When there is a disconnect between vehicle speeds and roadway design the solution may not always be to slow traffic. Sometimes on key connectors carrying significant traffic the solution may be to design the roadway to better accommodate the speeds in which users want to travel. This could mean wider shoulders, median barrier, consolidated accesses, improved alignment, etc.

SPEED MANAGEMENT INFO SHEETS | JUNE 2021





## C. ACCESS MANAGEMENT

The Federal Highway Administration (FHWA) defines access management as “proactive management of vehicular access points to land parcels adjacent to all manner of roadways.”<sup>1</sup> It is proven that proper access management will increase roadway capacity, reduce crashes, and create a more efficient roadway network for motorists. In areas where there is a potential for land development, such as South Weber City, it is essential for the City to balance property access and the functional integrity of the roadway facility. Examples of access management techniques from the FHWA include:

- **Intersection spacing:** Increasing the distance between traffic signals, roundabouts, and other controlled intersections improves the flow of traffic.
- **Driveway spacing:** Fewer driveways spaced further apart allows for orderly merging of traffic and presents fewer points of conflict between drivers.
- **Safe turning lanes:** Dedicated left and right-turn lanes, or other turn management techniques such as roundabouts, indirect U-turns, or jughandle turns keep through-traffic flowing and reduce conflicts.
- **Median treatments:** Two-way left-turn lanes (TWLTL) and raised medians are effective means to regulate access and reduce crashes.
- **Right-of-way management:** ROW is required to allow for roadway widening along a corridor or at intersections, improves sight distance, and other access-related issues.

### Arterial Roadways

The primary function of arterial roadways is to provide mobility throughout the network, therefore accesses and traffic interruptions along arterials should be minimized to maintain the roadway capacity. Arterials have the greatest minimum distance between traffic signals, intersections, and driveways, and auxiliary lanes, turning lanes and median treatments have the greatest potential to improve mobility.

All arterial roadways within South Weber are owned, maintained, and managed by UDOT and include I-84 with “interstate” functional classification, and US-89 with “other principal arterial” functional classification. Under Administration Rule R930-6 all state highways are assigned an access category between 1 and 10, with each access category requiring varying spacing requirements<sup>2</sup>. Both of these arterial roadways are assigned access category 1, the most restrictive access category where grade-separated interstate / freeway standards of access are applied.

South Weber Drive (SR-60) is also a state highway. Classified by UDOT as a major collector, the roadway functions locally as an arterial. The UDOT Access Management Category for South Weber Drive is Category 5: Regional Priority / Urban Importance from the US-89 interchange east to just beyond the 275 E intersection; and Category 8: Community – Urban Importance.

In general, traffic and speed management techniques and at-grade mid-block pedestrian crossings are not recommended nor appropriate along arterials.

### Collectors

A collector roadway provides both mobility and access. With lower speeds, lower traffic volumes, and a greater demand for property access, access management standards are generally less restrictive along collectors than arterials.

Most collectors within South Weber are locally owned, maintained, and managed<sup>3</sup>. It is the responsibility of the City staff to ensure that accesses along collectors are properly managed by making changes to the existing roadway to address existing management issues and practicing good access management as new development occurs. Creating established corridor agreements and access management standards before new development occurs is critical to ensure the roadway network is efficient and safe. Corridor agreements assist developers in knowing ahead of time where and what type of accesses will be permitted.

In general, traffic and speed management techniques should match the design characteristics of the specific corridor, and at-grade mid-block pedestrian crossings may be pursued with appropriate visibility and protection enhancements.

1. [https://ops.fhwa.dot.gov/access\\_mgmt/what\\_is\\_accsmgmt.htm](https://ops.fhwa.dot.gov/access_mgmt/what_is_accsmgmt.htm)

2. [Utah Admin. Code 930-6-7](#)

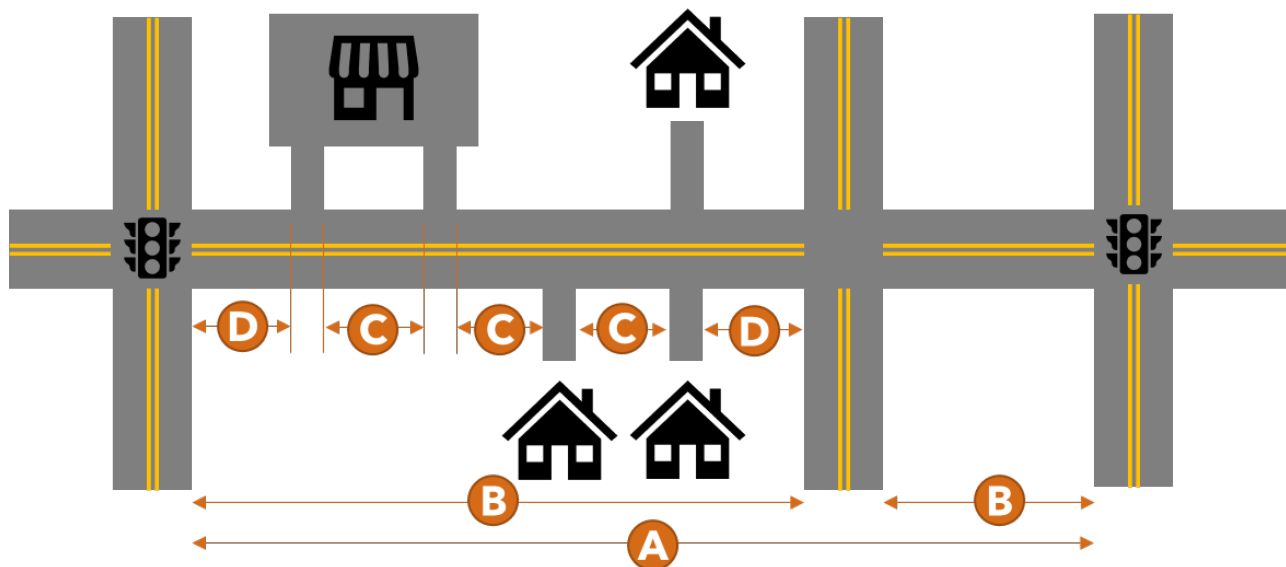
3. South Weber Drive / SR-60 is a state highway under UDOT jurisdiction, functionally classified by UDOT as a major collector.

## Local Residential Streets

Local and minor local streets serve primarily local residential traffic demands, with low traffic volumes, low speeds, and frequent driveway accesses. Signalized intersections of two local residential streets are uncommon. Emphasis should be placed on designing local residential streets to encourage low speeds and livable pedestrian scale environments and discourage through traffic.

In general, traffic and speed management techniques are appropriate with consideration of emergency vehicle access, and at-grade mid-block pedestrian crossings are appropriate as needed for connectivity and where minimum sight distance can be provided.

### Access Management Standards



**Table 10: Access Management Standards (Minimums)**

Classification	Signal Spacing (A)	Street Spacing (B)	Driveway Spacing (C)	Driveway Spacing from Corner (D)
Arterial	2640 feet	660 feet	350 feet	350 feet
Collector	1320 feet	330 feet	150 feet	150 feet
Local Residential	N/A	250 feet	12 feet	50 feet



Several access management standards apply across functional classification, including:

- Driveway Width. Minimum and maximum driveway widths include:
  - Commercial / industrial / institutional / multifamily drive width (100+ trips per day): 24 feet minimum, 40 feet maximum
  - Residential drive width (<100 trips per day): 12 feet minimum, 24 feet maximum
- Turns into or out of driveways may require dedicated turn lanes or be restricted to right-in / right-out movements only to address safety or congestion concerns associated with the access. Concerns may include:
  - Documented crash history
  - Poor / limited sight distance
  - Congestion: LOS D or worse exiting the driveway
  - Congestion: left turn 95th percentile queuing from mainline interferes with through traffic progression on mainline or blocks other roadways / driveways

## D. PRIVATE ROADS

Private Roads are roads not intended for use by the general public. Private roads typically occur in planned residential unit developments (PRUDs) and should not be intended to serve through traffic. Geometric and structural design standards for private roads are the same as those used for public roads, and private roads should generally include sidewalk, curb, and gutter on both sides of the road. Regulations providing for the use of private roads is found within the South Weber City Code, but general private road standards include:

- Maximum average annual daily traffic: 300 vehicles per day
- Maximum length: 600 feet
- Minimum Right of Way: 50 feet
- Maximum speed limit: 25 mph

The private road property and deed ROW shall be surveyed and recorded with the county. The private road should be owned, maintained, and managed by a private entity such as a homeowner’s association. A means of perpetual maintenance should be demonstrated to the satisfaction of the planning and zoning commission before a private road may be approved. The managing entity should prepare and follow a maintenance plan that identifies, schedules and performs regular maintenance duties, as well as a time horizon for eventual roadway reconstruction. The cost of maintenance and reconstruction should be annualized and collected into an escrow account to ensure the roadway is maintained into perpetuity.

The requisite maintenance plan should identify a schedule of activities required to maintain a safe and well-functioning roadway, including but not limited to:

- Annual maintenance (every year), such as pothole patching, street sweeping, line striping, trash removal, landscape pruning, and other activities
- Semi-annual activities (every 2-5 years), such as crack sealing, catch basin sediment removal, culvert inspections, and other activities
- Medium-term activities (5-15 years), such as asphalt overlays, chip sealing, and surface milling and reconstruction
- Long-term activities (15+ years), including full depth reconstruction of roadway, concrete curb, gutter, and sidewalk reconstruction

The maintenance plan should include escalated costs associated with each activity and develop an amortized escrow saving plan to ensure roadway maintenance is funded through the expected roadway life cycle.

## E. ROADWAY MAINTENANCE

Maintenance describes work that is performed to maintain the condition of the transportation system or to respond to specific conditions or events that restore the highway system to a functional state of operation. South Weber City is committed to maintaining their roadways by creating a maintenance plan that ensures the longevity and safety of the roadways in the City. It is the responsibility of the public works department and the city engineer to supervise the maintenance of the city streets and sidewalks.

## F. TRAFFIC IMPACT STUDIES

As South Weber City continues to grow, traffic-related impacts due to development will need to be addressed by requiring future developments to complete a Traffic Impact Study (TIS) prior to be given approval to build. A TIS details how a development will impact traffic flow in the project area by assessing internal site circulation, access performance, impacts to adjacent roads and intersections, and mitigation measures. The scope of the TIS depends on the size and land use of the development, which in turn determines the quantity of trips that will be generated by the project. The size and scope of a TIS should be determined by the City Engineer on a case by case basis.

Each TIS will be conducted by a qualified Traffic Engineer chosen by the developer at their cost and approved by the City. A TIS should identify improvements to existing traffic issues that may be required due to poor levels of service caused by the addition of project traffic. The responsibility for the cost of these projects will depend upon whether the improvement resolves an existing deficiency, a need due to the additional impact from the development or both.

## VII. CAPITAL FACILITIES PLAN

As shown in section 3 of this report, future growth due to new development requires South Weber to make improvements to their transportation network to provide residents with a safe and efficient transportation network and maintain an acceptable Level of Service. Specific intersection and roadway improvements are listed below in Table 11 and 12 and are shown in Figure 23. Each project cost estimate represents 2022 costs and are not adjusted for inflation, therefore estimates will need to be regularly updated by the City as project scopes may change as development occurs in the City. Only roadway improvements to arterials and collectors are identified, as local roads are typically built by future development. Details for each project cost estimate can be found in the Appendix.

**Table 11: Impact Fee Eligible Roadway Projects**

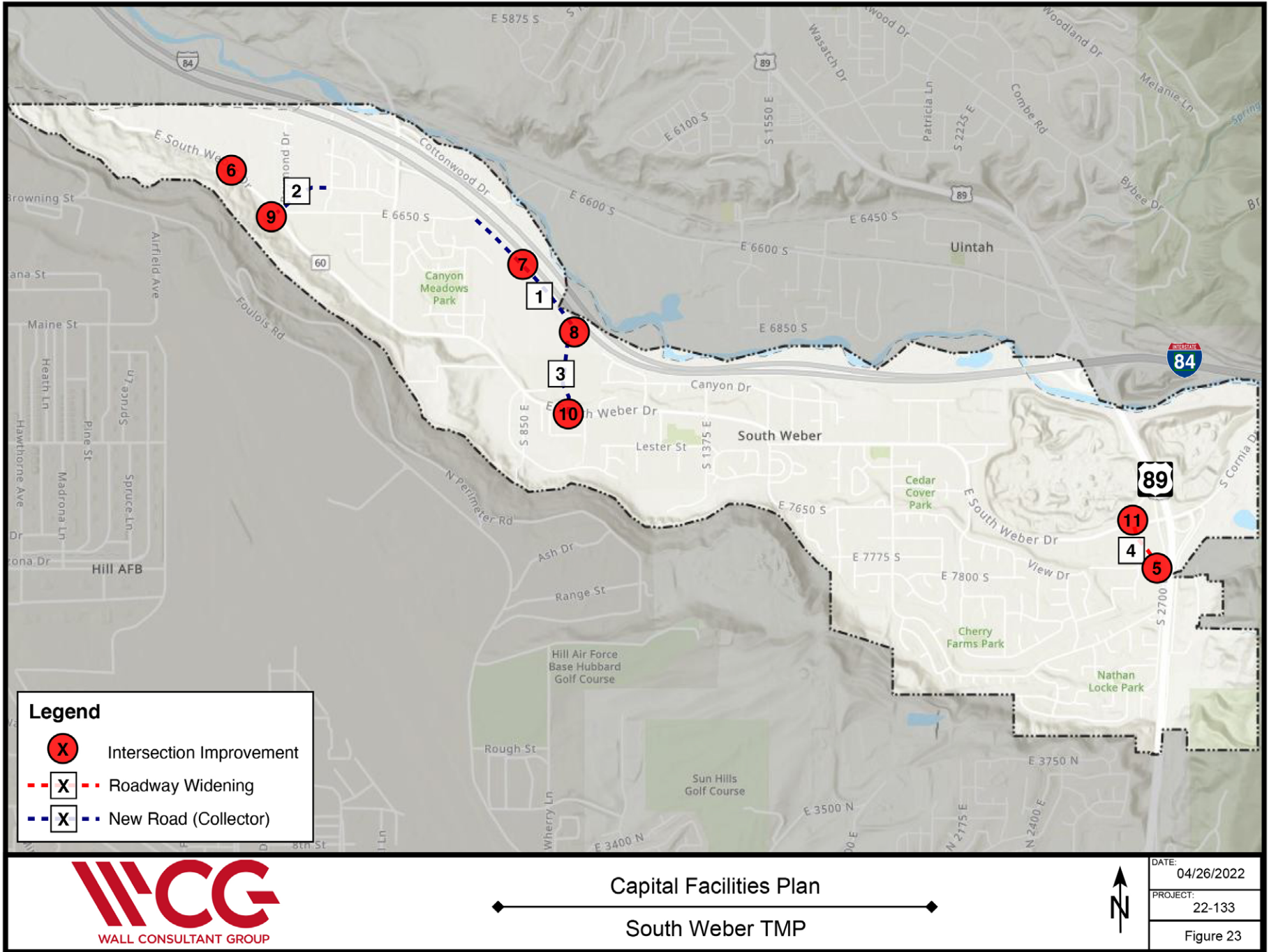
Project Number	Location	Responsibility	Estimated Future Project Year	Improvement Scope	Total Project Cost
1	Old Fort Road: Connect current western section to 950 East*	South Weber / Developers	2022 - 2032	New Road (Collector)	\$8,487,217
2	Old Maple Road: End of Existing to South Weber Drive*	South Weber / UDOT	2022 - 2032	New Road (Collector)	\$3,389,330
3	950 East: Old Fort Road to South Weber Drive*	South Weber	2022 - 2032	New Road (Collector)	\$5,897,140
4	2700 East: SR-60 too 7600 South	South Weber / Developers	2022 - 2032	Widening	\$704,733

**Table 12: Impact Fee Eligible Intersection Projects**




Project Number	Location	Responsibility	Estimated Future Project Year	Improvement Scope	Total Project Cost
5	2700 East & 7800 South	South Weber / Developers	2022 - 2032	Roundabout with right-turn bypass lanes	\$1,023,361
6	75 West & South Weber Drive	South Weber / UDOT	2022 - 2032	Eastbound left-turn lane	\$833,341
7	850 East & Old Fort Road	South Weber / Developers	2022 - 2032	Single lane roundabout	\$885,983
8	950 East & Old Fort Road	South Weber / Developers	2022 - 2032	Single lane roundabout	\$885,983
9	Old Maple Road & South Weber Drive	South Weber / UDOT	2022 - 2032	Single lane roundabout	\$1,020,141
10	950 East & South Weber Drive	UDOT	2022-2032	Signal	\$482,458
11	2700 East & South Weber Drive	UDOT	2022-2032	Westbound dual left-turn lanes	\$1,054,695



# FIGURE 23: CAPITAL FACILITIES PLAN



**Legend**

-  Intersection Improvement
-  Roadway Widening
-  New Road (Collector)



← Capital Facilities Plan →  
 ← South Weber TMP →



DATE:	04/26/2022
PROJECT:	22-133
	Figure 23

## VIII. CONCLUSION

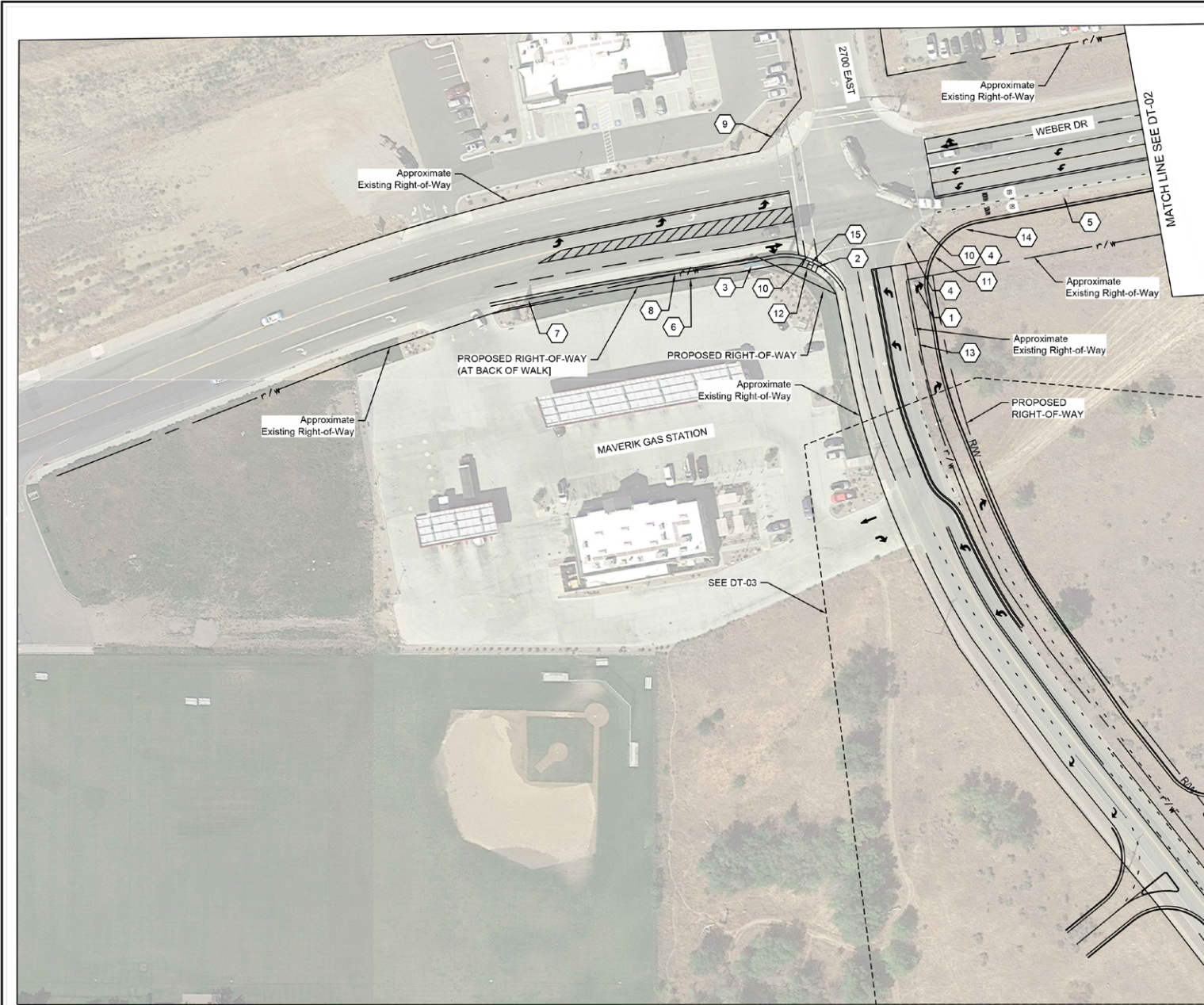
### A. OVERVIEW

The purpose of the South Weber TMP is to plan the future transportation needs of South Weber City. The following tasks were completed as part of this TMP:

- Traffic data was collected, including daily traffic volumes, vehicle classification, and speed, to help establish existing conditions in the City.
- Future traffic volumes were developed to future planning years 2032 and 2050.
- A travel demand analysis based on existing and future land use was performed.
- A list of future roadway and intersection projects was created.
- City street functional classifications and cross sections were updated.
- A sub-area plan for the 2700 East / South Weber Drive area was completed.
- Access management standards were developed.
- Recommendations for future active transportation and transit facilities were provided.







- ### IMPACTS
1. RELOCATE TRANSFORMER.
  2. RELOCATE SIGNAL EQUIPMENT INCLUDING CABINET, AND USP BEHIND NEW SIDEWALK.
  3. REMOVE BUSINESS SIGN.
  4. RELOCATE EXISTING R9-3 AND R9-3bP (NO PEDESTRIAN CROSSING USE NEXT CROSSWALK).
  5. RELOCATE WAYFINDING SIGNS .
  6. RIGHT-OF-WAY IMPACT.
  7. RELOCATE BUSINESS SIGN (MAVERIK).
  8. RELOCATE FIRE HYDRANT.
  9. REPLACE LEFT-TURN SIGNAL ARM. REPLACE LEFT-TURN SIGNAL HEAD WITH TYPE III SIGNAL HEADS.
  10. REMOVE EXISTING SIGNAL POLE AND JUNCTION BOX.
  11. INSTALL SIGNAL POLE WITH 65' MAST ARM.
  12. INSTALL SIGNAL POLE WITH 50' MAST ARM AND TYPE C JUNCTION BOX.
  13. RELOCATE FENCE.
  14. INSTALL RIGHT-TURN MUST TURN RIGHT SIGN.
  15. INSTALL PEDESTRIAN ACCESS RAMP.

- ### DESIGN NOTES
- A. DUAL LEFT TURNS ADDED TO WESTBOUND MOVEMENT AT THE WEBER DR AND 2700 E INTERSECTION.
  - B. ALL LANES ARE 12' WIDE.
  - C. SHEETS DISPLAY CONCEPT DESIGN ONLY. FINAL DESIGN TO BE COMPLETED BY OTHERS.

**CONCEPT DESIGN  
NOT FOR CONSTRUCTION**

SOUTH WEBER CITY  
1600 EAST SOUTH WEBER DRIVE  
SOUTH WEBER, UT 84086  
PHONE 801-475-9767

DATE: 07/29/22  
SCALE: 8/1  
DESIGNED BY: CR  
CHECKED BY: P-LP

**WCG** WALL CONSULTANT GROUP  
2700 SOUTH 1200 WEST  
SALT LAKE CITY, UT 84119  
PHONE 801-450-3847

APPROVED: \_\_\_\_\_  
PROFESSIONAL ENGINEER

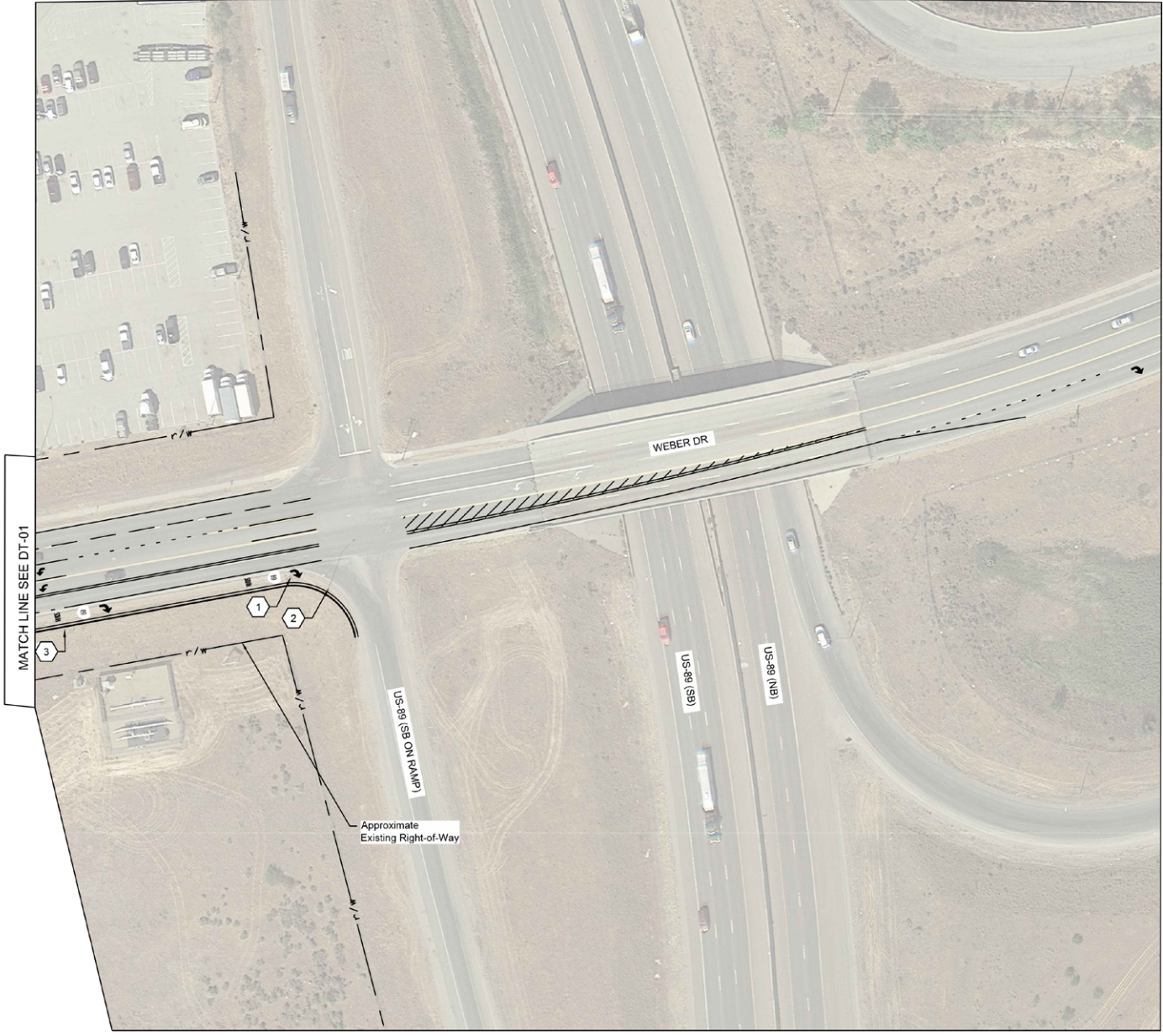
SOUTH WEBER 2700 E  
ALT 2 EB THRT AT INT  
22-133  
DETAIL

PROJECT: SOUTH WEBER 2700 E  
PROJECT NUMBER: 22-133  
SHEET NO: DT-01

File Path: G:\Shared\drives\Projects\2022\Projects\22-133 South Weber TMP\00\_Graphics\CAD\22-133\_2700 E Concept - ALT 2.dwg Jul 28, 2022 - 11:28am



File Path: G:\Shared drives\Projects\2022\Projects\22-133\_South Weber TMP\06\_Graphics\CAD\22-133\_2700 E Concept - ALT 2.dwg Jul 28, 2022, 11:28am



**IMPACTS**

1. RELOCATE WAYFINDING SIGNS .
2. RELOCATE LUMINAIRE.
3. INSTALL RIGHT-TURN MUST TURN RIGHT SIGN.

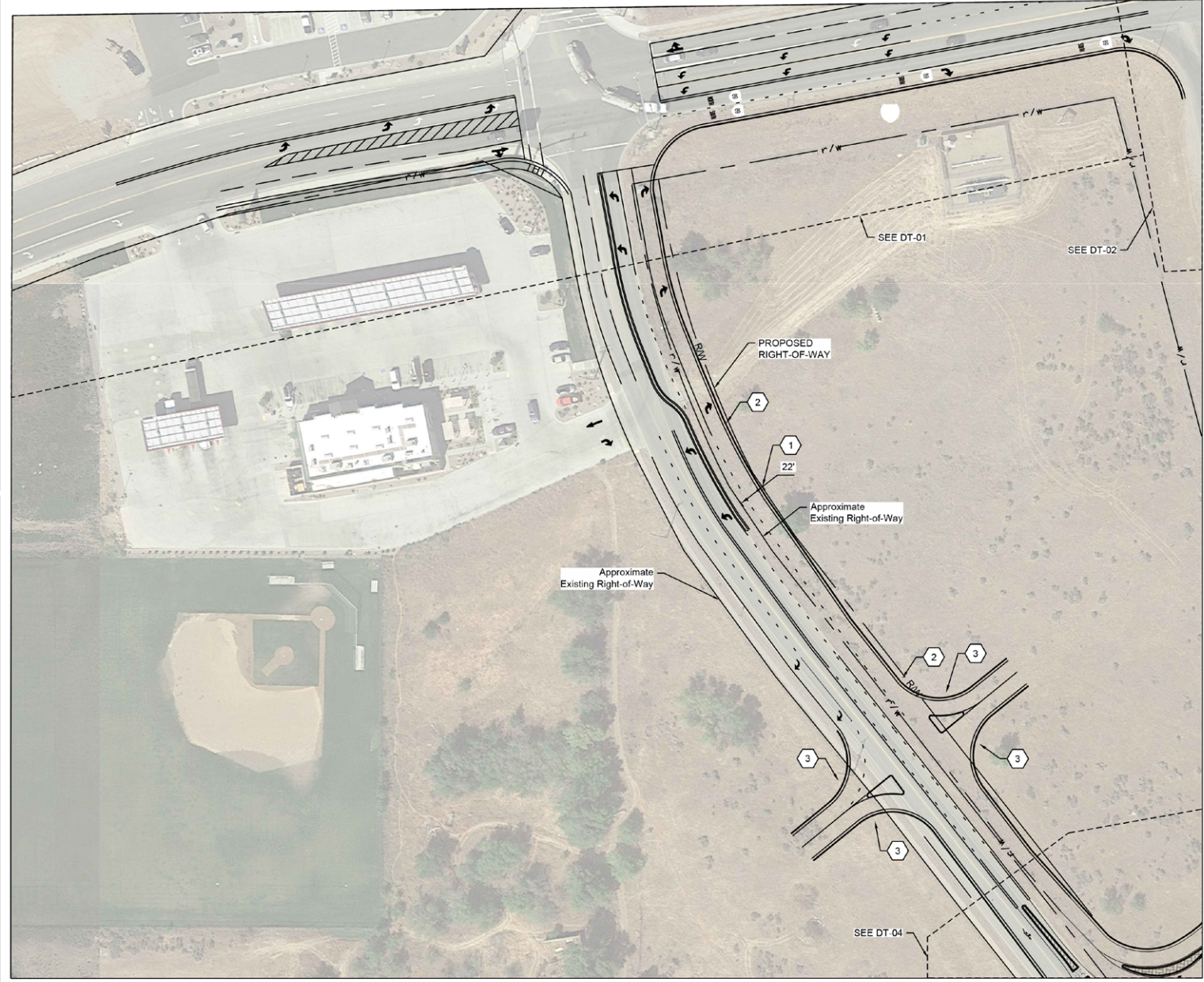
**DESIGN NOTES**

- A. SINGLE EASTBOUND THROUGH LANE. AFTER BRIDGE THERE IS A RIGHT-TURN POCKET FOR THE US-89 NORTHBOUND ON-RAMP.
- D. SHEETS DISPLAY CONCEPT DESIGN ONLY. FINAL DESIGN TO BE COMPLETED BY OTHERS.

<b>PROJECT</b>	SOUTH WEBER 2700 E	<b>DATE</b>	07/28/22	<b>DESIGNED BY</b>	CR	<b>CHECKED BY</b>	PLP
<b>PROJECT NUMBER</b>	ALT 2 EB TH/RT AT INT 22-133	<b>SCALE</b>	100:1	<p style="text-align: center;"><b>WCG</b> WALL CONSULTANT GROUP</p> <p style="text-align: center;">APPROVED _____ PROFESSIONAL ENGINEER</p>			
<b>SHEET NO.</b>	DT-02	<b>DETAIL</b>					
<p style="text-align: center;"><b>CONCEPT DESIGN</b> NOT FOR CONSTRUCTION</p>		<p style="text-align: center;">SOUTH WEBER CITY 1800 EAST SOUTH WEBER DRIVE SALT LAKE CITY, UT 84143 PHONE 801-478-6787</p>					



File Path: G:\Shared\drives\Projects\022-133 South Weber TMP\06\_Greenhouse\CAD\22-133\_2700 E Concept - ALT 2.dwg Jul 28, 2022 - 11:27am



**IMPACTS**

1. RIGHT-OF-WAY IMPACT.
2. INSTALL RIGHT-TURN MUST TURN RIGHT SIGN.
3. INSTALL PEDESTRIAN ACCESS RAMP.

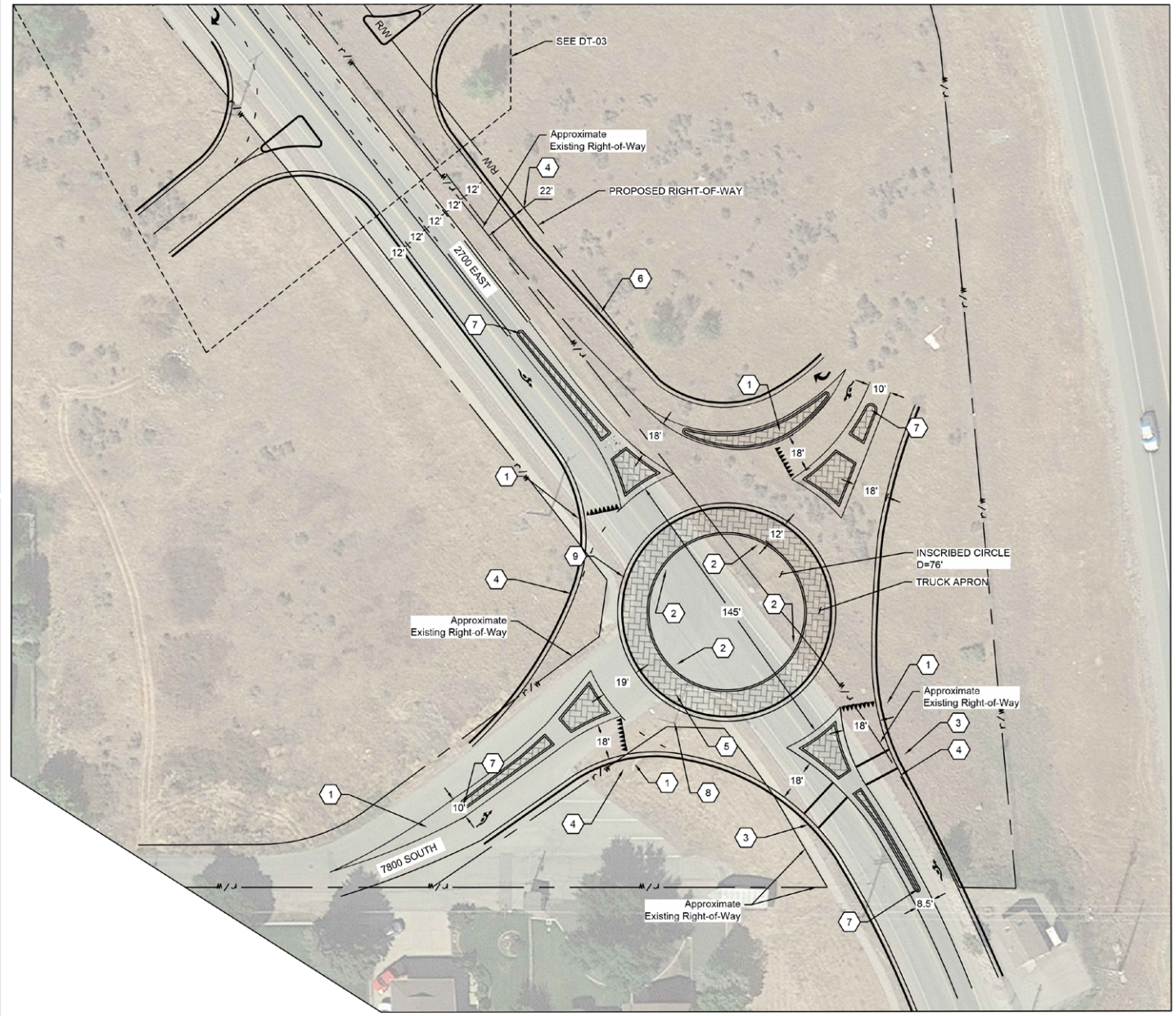
**DESIGN NOTES**

- A. EAST MAVERIK ACCESS TURNED TO A  $\frac{3}{4}$  ACCESS (NO LEFT-TURN OUT).
- B. NEW ACCESSES ADDED ON EITHER SIDE OF ROADWAY BETWEEN MAVERIK ACCESS AND THE ROUNDABOUT.
- C. ALL LANES ARE 12' WIDE.
- D. SHEETS DISPLAY CONCEPT DESIGN ONLY. FINAL DESIGN TO BE COMPLETED BY OTHERS.

<b>CONCEPT DESIGN NOT FOR CONSTRUCTION</b>	
<p><b>SOUTH WEBER CITY</b> 1600 EAST SOUTH WEBER DRIVE SOUTH WEBER, UT 84087 PHONE 801-475-9767</p>	<p>CHECKED BY: P-LP DESIGNED BY: CR DATE: 07/29/22 SCALE: 8/1</p>
<p><b>WALL CONSULTANT GROUP</b> 2700 SOUTH 1200 WEST SALT LAKE CITY, UT 84119 PHONE 801-450-3847</p>	<p>PROFESSIONAL ENGINEER APPROVED</p>
<p><b>SOUTH WEBER 2700 E ALT 2 EB THRT AT INT</b></p>	<p><b>DETAIL</b></p>
<p>PROJECT NUMBER: 22-133</p>	<p>SHEET NO: DT-03</p>



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**IMPACT**

1. INSTALL YIELD SIGN.
2. INSTALL ROUNDABOUT DIRECTIONAL SIGN R6-4.
3. INSTALL PEDESTRIAN ACCESS RAMP.
4. RIGHT-OF-WAY IMPACT.
5. REMOVE SIGN
6. INSTALL ADDED LANE SIGN W4 3.
7. INSTALL OM3-L OBJECT MARKER SIGN.
8. RELOCATE POWER POLE.
9. RELOCATE FIRE HYDRANT.

**DESIGN NOTES**

- A. SINGLE LANE ROUNDABOUT PROPOSED AT THE 2700 E AND 7800 S INTERSECTION.
- B. RIGHT-TURN BYPASS LANE INCLUDED FOR THE WESTBOUND RIGHT-TURN MOVEMENT.
- C. CROSSWALKS INCLUDED IN THE WEST, SOUTH AND EAST LEGS.
- D. SHEETS DISPLAY CONCEPT DESIGN ONLY. FINAL DESIGN TO BE COMPLETED BY OTHERS.

<b>CONCEPT DESIGN NOT FOR CONSTRUCTION</b>	
<p><b>SOUTH WEBER CITY</b> 1800 EAST SOUTH WEBER DRIVE SANDS, UT 84088 PHONE 801-478-5977</p>	<p>DESIGNED BY: CR CHECKED BY: PJP</p>
<p><b>WALL CONSULTANT GROUP</b> 2370 SOUTH 200 WEST SANDS, UT 84088 PHONE 801-426-5815</p>	<p>DATE: 07/28/22 SCALE: 40:1 PROFESSIONAL ENGINEER</p>
<p>SOUTH WEBER 2700 E ALT 2 EB TH/RT AT INT</p>	<p>APPROVED</p>
<p>PROJECT NUMBER 22-133</p>	<p>DETAIL</p>
<p>SHEET NO. DT-04</p>	<p></p>



# ROADWAY PROJECTS SUMMARY

2022 City Improvements		
Project Number	Description	Total Project Cost
1	Old Fort Road: Connect current western section to 950 East	\$8,487,217
2	Old Maple Road: End of Existing to South Weber Drive	\$3,389,330
3	950 East: Old Fort Road to South Weber Drive	\$5,897,140
4	2700 East: SR-60 to 7800 South	\$704,733
16	South Weber Drive (SR-60): 2100 East through 2700 East	\$4,622,111
17	1650 East Connection	\$1,490,403
18	South Weber Drive (SR-60): 2100 East to 1900 East	\$2,441,319
TOTAL:		\$27,032,254
2028 City Improvements		
Project Number	Description	Total Project Cost
1	Old Fort Road: Connect current western section to 950 East	\$9,839,010
2	Old Maple Road: End of Existing to South Weber Drive	\$3,929,162
3	950 East: Old Fort Road to South Weber Drive	\$6,836,402
4	2700 East: SR-60 to 7800 South	\$816,979
16	South Weber Drive (SR-60): 2100 East through 2700 East	\$5,358,294
17	1650 East Connection	\$1,727,786
18	South Weber Drive (SR-60): 2100 East to 1900 East	\$2,830,158
TOTAL:		\$31,337,791

**ENGINEER'S ESTIMATE (2022 COSTS)**  
**Old Fort Road: Connect current western section to 950 East**  
**Roadway Project #1**

<b>BID ITEMS</b>				
<b>GENERAL</b>				
Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$239,600.00
Public Information Services	1	lump	1.00%	\$25,300.00
Traffic Control	1	lump	2.00%	\$50,500.00
Survey	1	lump	2.00%	\$50,500.00
				<b>\$365,900.00</b>

<b>ROADWAY</b>				
Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	\$ 12.00	\$0.00
Remove Concrete Sidewalk	0	sq yd	\$ 28.00	\$0.00
Roadway Excavation (Plan Quantity)	4,213	cu yd	\$ 24.00	\$101,111.11
Granular Borrow (Plan Quantity)	0	cu yd	\$ 35.00	\$0.00
Untreated Base Course	9,425	Ton	\$ 40.00	\$377,000.00
Remove Concrete Driveway	0	sq yd	\$ 28.00	\$0.00
HMA - 1/2 inch	5,180	Ton	\$ 130.00	\$673,359.38
Pavement Marking Paint	75	gal	\$ 80.00	\$6,000.00
Pavement Message (Preformed Thermoplastic)	8	Each	\$ 250.00	\$2,000.00
Concrete Curb and Gutter Type B1	6,500	ft	\$ 35.00	\$227,500.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	\$ 4,000.00	\$32,000.00
Concrete Sidewalk	19,500	sq ft	\$ 9.00	\$175,500.00
				<b>\$1,594,470.49</b>

<b>DRAINAGE &amp; IRRIGATION</b>				
Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation RCP Pipe	3521	ft	\$ 200.00	\$704,200.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	11	Each	\$ 5,000.00	\$55,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	11	Each	\$ 2,000.00	\$22,000.00
				<b>\$781,200.00</b>

<b>SIGNAL SYSTEM</b>				
Description	Quantity	Unit	Unit Price	Amount
None		lump		\$0.00
				<b>\$0.00</b>

<b>UTILITIES</b>				
Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utilities since it is a green field road)	1	lump	\$5,000.00	\$5,000.00
Street Lighting (spaced every 200')	17	Each	\$8,000.00	\$136,000.00
				<b>\$141,000.00</b>



<b>LANDSCAPING</b>				
Description	Quantity	Unit	Unit Price	Amount
Landscaping	1	Lump	\$5,000.00	\$5,000.00
				<b>\$5,000.00</b>
<b>Structures</b>				
Description	Quantity	Unit	Unit Price	Amount
		Lump	\$200,000.00	\$0.00
				<b>\$0.00</b>
			<b>BID ITEMS \$</b>	<b>\$2,887,570.49</b>
			<b>Contingency (30%) \$</b>	<b>\$866,271.15</b>
			<b>BID ITEMS TOTAL \$</b>	<b>\$3,753,841.63</b>
<b>NON-BID ITEMS</b>				
Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming full ROW area according to the South Weber City cross section)	253,500	sq ft	\$15.00	\$3,802,500.00
Assuming 5' wide construction easement required for length of project	35,010	sq ft	\$3.00	\$105,030.00
				<b>\$3,907,530.00</b>
<b>Design Engineering (12% of Bid Items)</b>				
Description	Quantity	Unit	Unit Price	Amount
Design Engineering (12% of Bid Items)	1	lump	\$450,461.00	\$450,461.00
				<b>\$450,461.00</b>
<b>Construction Management (10% of Bid Items)</b>				
Description	Quantity	Unit	Unit Price	Amount
Construction Management (10% of Bid Items)	1	lump	\$375,384.16	\$375,384.16
				<b>\$375,384.16</b>
			<b>BID ITEMS TOTAL \$</b>	<b>\$3,753,841.63</b>
			<b>NON-BID ITEMS TOTAL \$</b>	<b>\$4,733,375.16</b>
			<b>GRAND TOTAL \$</b>	<b>\$8,487,216.79</b>

**ENGINEER'S ESTIMATE (2022 COSTS)**  
**Old Maple Road: End of Existing to South Weber Drive**  
**Roadway Project #2**

<b>BID ITEMS</b>				
<b>GENERAL</b>				
Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$101,100.00
Public Information Services	1	lump	1.00%	\$10,700.00
Traffic Control	1	lump	2.00%	\$21,300.00
Survey	1	lump	2.00%	\$21,300.00
				<b>\$154,400.00</b>

<b>ROADWAY</b>				
Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	\$ 12.00	\$0.00
Remove Concrete Sidewalk	0	sq yd	\$ 28.00	\$0.00
Roadway Excavation (Plan Quantity)	2,042	cu yd	\$ 24.00	\$49,000.00
Granular Borrow (Plan Quantity)	0	cu yd	\$ 35.00	\$0.00
Untreated Base Course	2,936	Ton	\$ 40.00	\$117,450.00
Remove Concrete Driveway	0	sq yd	\$ 28.00	\$0.00
HMA - 1/2 inch	1,549	Ton	\$ 130.00	\$201,386.25
Pavement Marking Paint	50	gal	\$ 80.00	\$4,000.00
Pavement Message (Preformed Thermoplastic)	16	Each	\$ 250.00	\$4,000.00
Concrete Curb and Gutter Type B1	2,700	ft	\$ 35.00	\$94,500.00
Perpendicular/Parallel Pedestrian Access Ramp	6	Each	\$ 4,000.00	\$24,000.00
Concrete Sidewalk	16,200	sq ft	\$ 9.00	\$145,800.00
				<b>\$640,136.25</b>

<b>DRAINAGE &amp; IRRIGATION</b>				
Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation RCP Pipe	1431	ft	\$ 200.00	\$286,200.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	5	Each	\$ 5,000.00	\$25,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	5	Each	\$ 2,000.00	\$10,000.00
				<b>\$321,200.00</b>

<b>SIGNAL SYSTEM</b>				
Description	Quantity	Unit	Unit Price	Amount
None		lump		\$0.00
				<b>\$0.00</b>

<b>UTILITIES</b>				
Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utilities since it is a green field road)	1	lump	\$5,000.00	\$5,000.00
Street Lighting (spaced every 200')	9	Each	\$8,000.00	\$72,000.00
				<b>\$77,000.00</b>



<b>LANDSCAPING</b>				
Description	Quantity	Unit	Unit Price	Amount
Landscaping - Sod/irrigation system	1	Lump	\$25,000.00	\$25,000.00
				<b>\$25,000.00</b>
<b>Structures</b>				
Description	Quantity	Unit	Unit Price	Amount
		Lump	\$200,000.00	\$0.00
				<b>\$0.00</b>
			BID ITEMS \$	\$1,217,736.25
			Contingency (30%) \$	\$365,320.88
			BID ITEMS TOTAL \$	\$1,583,057.13
<b>NON-BID ITEMS</b>				
Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming full ROW area according to the South Weber City cross section)	94,500	sq ft	\$15.00	\$1,417,500.00
Assuming 5' wide construction easement required for length of project	13,500	sq ft	\$3.00	\$40,500.00
				<b>\$1,458,000.00</b>
<b>Design Engineering (12% of Bid Items)</b>				
Description	Quantity	Unit	Unit Price	Amount
Design Engineering (12% of Bid Items)	1	lump	\$189,966.86	\$189,966.86
				<b>\$189,966.86</b>
<b>Construction Management (10% of Bid Items)</b>				
Description	Quantity	Unit	Unit Price	Amount
Construction Management (10% of Bid Items)	1	lump	\$158,305.71	\$158,305.71
				<b>\$158,305.71</b>
			BID ITEMS TOTAL \$	\$1,583,057.13
			NON-BID ITEMS TOTAL \$	\$1,806,272.57
			GRAND TOTAL \$	\$3,389,329.69

**ENGINEER'S ESTIMATE (2022 COSTS)**  
**950 East: Old Fort Road to South Weber Drive**  
**Roadway Project #3**

<b>BID ITEMS</b>				
<b>GENERAL</b>				
Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$158,700.00
Public Information Services	1	lump	1.00%	\$16,800.00
Traffic Control	1	lump	2.00%	\$33,500.00
Survey	1	lump	2.00%	\$33,500.00
				<b>\$242,500.00</b>

<b>ROADWAY</b>				
Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	\$ 12.00	\$0.00
Remove Concrete Sidewalk	0	sq yd	\$ 28.00	\$0.00
Roadway Excavation (Plan Quantity)	2,709	cu yd	\$ 24.00	\$65,022.22
Granular Borrow (Plan Quantity)	0	cu yd	\$ 35.00	\$0.00
Untreated Base Course	5,740	Ton	\$ 40.00	\$229,583.33
Remove Concrete Driveway	0	sq yd	\$ 28.00	\$0.00
HMA - 1/2 inch	3,028	Ton	\$ 130.00	\$393,656.25
Pavement Marking Paint	75	gal	\$ 80.00	\$6,000.00
Pavement Message (Preformed Thermoplastic)	16	Each	\$ 250.00	\$4,000.00
Concrete Curb and Gutter Type B1	3,800	ft	\$ 35.00	\$133,000.00
Perpendicular/Parallel Pedestrian Access Ramp	6	Each	\$ 4,000.00	\$24,000.00
Concrete Sidewalk	22,800	sq ft	\$ 9.00	\$205,200.00
				<b>\$1,060,461.81</b>

<b>DRAINAGE &amp; IRRIGATION</b>				
Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation RCP Pipe	2059	ft	\$ 200.00	\$411,800.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	7	Each	\$ 5,000.00	\$35,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	7	Each	\$ 2,000.00	\$14,000.00
				<b>\$460,800.00</b>

<b>SIGNAL SYSTEM</b>				
Description	Quantity	Unit	Unit Price	Amount
None		lump		\$0.00
				<b>\$0.00</b>

<b>UTILITIES</b>				
Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utilities since it is a green field road with some relocations at the intersection with South Weber Drive)	1	lump	\$20,000.00	\$20,000.00
Street Lighting (spaced every 200')	13	Each	\$8,000.00	\$104,000.00
				<b>\$124,000.00</b>



<b>LANDSCAPING</b>				
Description	Quantity	Unit	Unit Price	Amount
Landscaping - Sod/Irrigation system	1	Lump	\$25,000.00	\$25,000.00
				<b>\$25,000.00</b>
<b>Structures</b>				
Description	Quantity	Unit	Unit Price	Amount
		Lump	\$200,000.00	\$0.00
				<b>\$0.00</b>
			<b>BID ITEMS \$</b>	<b>\$1,912,761.81</b>
			<b>Contingency (30%) \$</b>	<b>\$573,828.54</b>
			<b>BID ITEMS TOTAL \$</b>	<b>\$2,486,590.35</b>
<b>NON-BID ITEMS</b>				
Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming full ROW area according to the South Weber City cross section)	148,200	sq ft	\$15.00	\$2,223,000.00
Full property take at the intersection with South Weber Drive	1	Lump	\$600,000.00	\$600,000.00
Assuming 5' wide construction easement required for length of project	13,500	sq ft	\$3.00	\$40,500.00
				<b>\$2,863,500.00</b>
Description	Quantity	Unit	Unit Price	Amount
Design Engineering (12% of Bid Items)	1	lump	\$298,390.84	\$298,390.84
				<b>\$298,390.84</b>
Description	Quantity	Unit	Unit Price	Amount
Construction Management (10% of Bid Items)	1	lump	\$248,659.03	\$248,659.03
				<b>\$248,659.03</b>
			<b>BID ITEMS TOTAL \$</b>	<b>\$2,486,590.35</b>
			<b>NON-BID ITEMS TOTAL \$</b>	<b>\$3,410,549.88</b>
			<b>GRAND TOTAL \$</b>	<b>\$5,897,140.22</b>

**ENGINEER'S ESTIMATE (2022 COSTS)**  
**2700 East: SR-60 to 7800 South**  
**Roadway Project #4**

<b>BID ITEMS</b>				
<b>GENERAL</b>				
Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$30,600.00
Public Information Services	1	lump	1.00%	\$3,300.00
Traffic Control	1	lump	8.00%	\$25,800.00
Survey	1	lump	2.00%	\$6,500.00
				<b>\$66,200.00</b>

<b>ROADWAY</b>				
Description	Quantity	Unit	Unit Price	Amount
Roadway Excavation (Plan Quantity)	422	cu yd	\$ 24.00	\$10,133.33
Granular Borrow (Plan Quantity)		cu yd	\$ 35.00	\$0.00
Untreated Base Course	689	Ton	\$ 40.00	\$27,550.00
Remove Concrete Driveway		sq yd	\$ 28.00	\$0.00
HMA - 1/2 inch	363	Ton	\$ 110.00	\$39,971.25
Pavement Marking Paint	35	gal	\$ 80.00	\$2,800.00
Pavement Message (Preformed Thermoplastic)	3	Each	\$ 250.00	\$750.00
Remove Concrete Curb and Gutter	450	ft	\$ 12.00	\$5,400.00
Concrete Curb and Gutter Type B1	450	ft	\$ 35.00	\$15,750.00
Perpendicular/Parallel Pedestrian Access Ramp	0	Each	\$ 4,000.00	\$0.00
Remove Concrete Sidewalk	0	sq yd	\$ 28.00	\$0.00
Concrete Sidewalk	0	sq ft	\$ 9.00	\$0.00
Relocate Business Sign	0.00	Each	\$ 3,000.00	\$0.00
Remove City Sign	0.00	Each	\$ 2,500.00	\$0.00
Remove Sign Less Than 20 Square Feet	0.00	Each	\$ 97.00	\$0.00
Relocate Sign Less Than 20 Square Feet	0.00	Each	\$ 188.00	\$0.00
Relocate Sign Greater Than or Equal to 20 Square Feet	0.00	Each	\$ 205.00	\$0.00
Remove Fence	0.00	ft	\$ 5.00	\$0.00
Signs	2.00	Each	\$ 250.00	\$500.00
Concrete Curb Type B5	650.00	ft	\$ 27.00	\$17,550.00
Concrete Flatwork, 4 inch thick	0.00	sq ft	\$ 9.00	\$0.00
Concrete Flatwork, 6 inch Thick	0.00	sq ft	\$ 12.00	\$0.00
				<b>\$120,404.58</b>

<b>DRAINAGE &amp; IRRIGATION</b>				
Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation RCP Pipe	800	ft	\$ 200.00	\$160,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	3	Each	\$ 5,000.00	\$15,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	3	Each	\$ 2,000.00	\$6,000.00
				<b>\$181,000.00</b>

<b>SIGNAL SYSTEM</b>				
Description	Quantity	Unit	Unit Price	Amount
Signal Changes	0	lump	\$175,000.00	\$0.00
				<b>\$0.00</b>

<b>UTILITIES</b>				
Description	Quantity	Unit	Unit Price	Amount



Utility Contingency (potential need to relocate utilities for signal foundations)	1	lump	\$20,000.00	\$20,000.00
Relocate utility pole	0	Each	\$15,000.00	\$0.00
Relocate luminaire pole	0	Each	\$7,500.00	\$0.00
Relocate transformer	0	Each	\$50,000.00	\$0.00
Relocate Fire hydrant	0	Each	\$5,000.00	\$0.00
				<b>\$20,000.00</b>

<b>LANDSCAPING</b>				
Description	Quantity	Unit	Unit Price	Amount
Misc. Landscaping West leg	0	Lump	\$10,000.00	\$0.00
				<b>\$0.00</b>

<b>Structures</b>				
Description	Quantity	Unit	Unit Price	Amount
Retaining Wall	0	Sq Ft	\$175.00	\$0.00
				<b>\$0.00</b>

**BID ITEMS \$ \$387,604.58**  
**Contingency (10%) \$ \$38,760.46**  
**BID ITEMS TOTAL \$ \$426,365.04**

<b>NON-BID ITEMS</b>				
Description	Quantity	Unit	Unit Price	Amount
Assuming 24' widening from RT pocket to sidewalk changes on north leg of roundabout	14,010	sq ft	\$15.00	\$210,150.00
Construction easement along west leg	0	sq ft	\$3.00	\$0.00
				<b>\$210,150.00</b>

Description	Quantity	Unit	Unit Price	Amount
Design Engineering (10% of Bid Items)	1	lump	\$42,636.50	\$42,636.50
				<b>\$42,636.50</b>

Description	Quantity	Unit	Unit Price	Amount
Construction Management (6% of Bid Items)	1	lump	\$25,581.90	\$25,581.90
				<b>\$25,581.90</b>

**BID ITEMS TOTAL \$ \$426,365.04**  
**NON-BID ITEMS TOTAL \$ \$278,368.41**  
**GRAND TOTAL \$ \$704,733.45**

**ENGINEER'S ESTIMATE (2022 COSTS)**  
**South Weber Drive (SR-60): 2100 East through 2700 East**  
**Roadway Project #16**

<b>BID ITEMS</b>				
<b>GENERAL</b>				
Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$161,000.00
Public Information Services	1	lump	2.00%	\$33,900.00
Traffic Control	1	lump	8.00%	\$135,600.00
Survey	1	lump	5.00%	\$84,800.00
				<b>\$415,300.00</b>

<b>ROADWAY</b>				
Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	\$ 12.00	\$0.00
Remove Concrete Sidewalk	2,467	sq yd	\$ 28.00	\$69,066.67
Roadway Excavation (Plan Quantity)	640	cu yd	\$ 24.00	\$15,348.15
Granular Borrow (Plan Quantity)	2,146	cu yd	\$ 35.00	\$75,110.00
Untreated Base Course	1,073	Ton	\$ 40.00	\$42,920.00
Remove Concrete Driveway		sq yd	\$ 28.00	\$0.00
HMA - 1/2 inch	3,774	Ton	\$ 130.00	\$490,620.00
Pavement Marking Paint	100	gal	\$ 80.00	\$8,000.00
Pavement Message (Preformed Thermoplastic)	16	Each	\$ 250.00	\$4,000.00
Concrete Curb and Gutter Type B1	3,700	ft	\$ 35.00	\$129,500.00
Perpendicular/Parallel Pedestrian Access Ramp	6	Each	\$ 4,000.00	\$24,000.00
Concrete Sidewalk	44,400	sq ft	\$ 9.00	\$399,600.00
				<b>\$1,258,164.81</b>

<b>DRAINAGE &amp; IRRIGATION</b>				
Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation RCP Pipe	80	ft	\$ 200.00	\$16,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	10	Each	\$ 5,000.00	\$50,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	10	Each	\$ 2,000.00	\$20,000.00
				<b>\$86,000.00</b>

<b>SIGNAL SYSTEM</b>				
Description	Quantity	Unit	Unit Price	Amount
None		lump		\$0.00
				<b>\$0.00</b>

<b>UTILITIES</b>				
Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (potential utility relocations on widened section of road)	1	lump	\$125,000.00	\$125,000.00
Street Lighting (spaced every 200')	25	Each	\$8,000.00	\$200,000.00
				<b>\$325,000.00</b>



<b>LANDSCAPING</b>				
Description	Quantity	Unit	Unit Price	Amount
Landscaping - Sod/irrigation system	1	Lump	\$25,000.00	\$25,000.00
				<b>\$25,000.00</b>
<b>Structures</b>				
Description	Quantity	Unit	Unit Price	Amount
		Lump	\$200,000.00	\$0.00
				<b>\$0.00</b>
			BID ITEMS \$	\$2,109,464.81
			Contingency (30%) \$	\$632,839.44
			BID ITEMS TOTAL \$	\$2,742,304.26
<b>NON-BID ITEMS</b>				
Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming full roadway area to 1' behind walk)	77,700	sq ft	\$15.00	\$1,165,500.00
Assuming 5' wide construction easement required for length of project	37,000	sq ft	\$3.00	\$111,000.00
				<b>\$1,276,500.00</b>
<b>Design Engineering (12% of Bid Items)</b>				
Description	Quantity	Unit	Unit Price	Amount
Design Engineering (12% of Bid Items)	1	lump	\$329,076.51	\$329,076.51
				<b>\$329,076.51</b>
<b>Construction Management (10% of Bid Items)</b>				
Description	Quantity	Unit	Unit Price	Amount
Construction Management (10% of Bid Items)	1	lump	\$274,230.43	\$274,230.43
				<b>\$274,230.43</b>
			BID ITEMS TOTAL \$	\$2,742,304.26
			NON-BID ITEMS TOTAL \$	\$1,879,806.94
			GRAND TOTAL \$	\$4,622,111.20

**ENGINEER'S ESTIMATE (2022 COSTS)**  
**1650 East Connection**  
**Roadway Project #17**

<b>BID ITEMS</b>				
<b>GENERAL</b>				
Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$44,100.00
Public Information Services	1	lump	1.00%	\$4,700.00
Traffic Control	1	lump	2.00%	\$9,300.00
Survey	1	lump	2.00%	\$9,300.00
				<b>\$67,400.00</b>

<b>ROADWAY</b>				
Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	\$ 12.00	\$0.00
Remove Concrete Sidewalk	0	sq yd	\$ 28.00	\$0.00
Roadway Excavation (Plan Quantity)	752	cu yd	\$ 24.00	\$18,044.44
Granular Borrow (Plan Quantity)	0	cu yd	\$ 35.00	\$0.00
Untreated Base Course	1,305	Ton	\$ 40.00	\$52,200.00
Remove Concrete Driveway	0	sq yd	\$ 28.00	\$0.00
HMA - 1/2 inch	689	Ton	\$ 130.00	\$89,505.00
Pavement Marking Paint	0	gal	\$ 80.00	\$0.00
Pavement Message (Preformed Thermoplastic)	0	Each	\$ 250.00	\$0.00
Concrete Curb and Gutter Type B1	1,200	ft	\$ 35.00	\$42,000.00
Perpendicular/Parallel Pedestrian Access Ramp	4	Each	\$ 4,000.00	\$16,000.00
Concrete Sidewalk	4,800	sq ft	\$ 9.00	\$43,200.00
				<b>\$260,949.44</b>

<b>DRAINAGE &amp; IRRIGATION</b>				
Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation RCP Pipe	634	ft	\$ 200.00	\$126,800.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	2	Each	\$ 5,000.00	\$10,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	2	Each	\$ 2,000.00	\$4,000.00
				<b>\$140,800.00</b>

<b>SIGNAL SYSTEM</b>				
Description	Quantity	Unit	Unit Price	Amount
None		lump		\$0.00
				<b>\$0.00</b>

<b>UTILITIES</b>				
Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utilities since it is a green field road)	1	lump	\$5,000.00	\$5,000.00
Street Lighting (spaced every 200')	4	Each	\$8,000.00	\$32,000.00
				<b>\$37,000.00</b>



<b>LANDSCAPING</b>				
Description	Quantity	Unit	Unit Price	Amount
Landscaping - Sod/irrigation system	1	Lump	\$25,000.00	\$25,000.00
				<b>\$25,000.00</b>
<b>Structures</b>				
Description	Quantity	Unit	Unit Price	Amount
		Lump	\$200,000.00	\$0.00
				<b>\$0.00</b>
			<b>BID ITEMS \$</b>	<b>\$531,149.44</b>
			<b>Contingency (30%) \$</b>	<b>\$159,344.83</b>
			<b>BID ITEMS TOTAL \$</b>	<b>\$690,494.28</b>
<b>NON-BID ITEMS</b>				
Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming full roadway area to 1' behind walk)	42,000	sq ft	\$15.00	\$630,000.00
Assuming 5' wide construction easement required for length of project	6,000	sq ft	\$3.00	\$18,000.00
				<b>\$648,000.00</b>
<b>Design Engineering (12% of Bid Items)</b>				
Description	Quantity	Unit	Unit Price	Amount
Design Engineering (12% of Bid Items)	1	lump	\$82,859.31	\$82,859.31
				<b>\$82,859.31</b>
<b>Construction Management (10% of Bid Items)</b>				
Description	Quantity	Unit	Unit Price	Amount
Construction Management (10% of Bid Items)	1	lump	\$69,049.43	\$69,049.43
				<b>\$69,049.43</b>
			<b>BID ITEMS TOTAL \$</b>	<b>\$690,494.28</b>
			<b>NON-BID ITEMS TOTAL \$</b>	<b>\$799,908.74</b>
			<b>GRAND TOTAL \$</b>	<b>\$1,490,403.02</b>

**ENGINEER'S ESTIMATE (2022 COSTS)**  
**South Weber Drive (SR-60): 2100 East to 1900 East**  
**Roadway Project #18**

<b>BID ITEMS</b>				
<b>GENERAL</b>				
Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$111,200.00
Public Information Services	1	lump	2.00%	\$23,500.00
Traffic Control	1	lump	8.00%	\$93,700.00
Survey	1	lump	5.00%	\$58,600.00
				<b>\$287,000.00</b>

<b>ROADWAY</b>				
Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	\$ 12.00	\$0.00
Remove Concrete Sidewalk	0	sq yd	\$ 28.00	\$0.00
Roadway Excavation (Plan Quantity)	1,722	cu yd	\$ 24.00	\$41,333.33
Granular Borrow (Plan Quantity)		cu yd	\$ 35.00	\$0.00
Untreated Base Course	2,248	Ton	\$ 40.00	\$89,900.00
Remove Concrete Driveway		sq yd	\$ 28.00	\$0.00
HMA - 1/2 inch	3,022	Ton	\$ 130.00	\$392,827.50
Pavement Marking Paint	75	gal	\$ 80.00	\$6,000.00
Pavement Message (Preformed Thermoplastic)	16	Each	\$ 250.00	\$4,000.00
Concrete Curb and Gutter Type B1	1,550	ft	\$ 35.00	\$54,250.00
Perpendicular/Parallel Pedestrian Access Ramp	6	Each	\$ 4,000.00	\$24,000.00
Concrete Sidewalk	9,300	sq ft	\$ 9.00	\$83,700.00
Concrete Driveway Flared, 6 inch Thick	2,000.00	sq ft	\$ 15.00	\$30,000.00
				<b>\$726,010.83</b>

<b>DRAINAGE &amp; IRRIGATION</b>				
Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation RCP Pipe	400	ft	\$ 200.00	\$80,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	\$ 5,000.00	\$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	\$ 2,000.00	\$16,000.00
				<b>\$136,000.00</b>

<b>SIGNAL SYSTEM</b>				
Description	Quantity	Unit	Unit Price	Amount
None		lump		\$0.00
				<b>\$0.00</b>

<b>UTILITIES</b>				
Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (potential utility relocations on widened section of road)	1	lump	\$75,000.00	\$75,000.00
Street Lighting (spaced every 200')	11	Each	\$8,000.00	\$88,000.00
Relocate 8 utility poles	8	Each	\$15,000.00	\$120,000.00
				<b>\$283,000.00</b>



<b>LANDSCAPING</b>				
Description	Quantity	Unit	Unit Price	Amount
Landscaping - Sod/Irrigation system	1	Lump	\$25,000.00	\$25,000.00
				<b>\$25,000.00</b>
<b>Structures</b>				
Description	Quantity	Unit	Unit Price	Amount
		Lump	\$200,000.00	\$0.00
				<b>\$0.00</b>
			BID ITEMS \$	\$1,457,010.83
			Contingency (30%) \$	\$437,103.25
			BID ITEMS TOTAL \$	\$1,894,114.08
<b>NON-BID ITEMS</b>				
Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming full roadway area to 1' behind walk)	6,300	sq ft	\$15.00	\$94,500.00
Assuming 5' wide construction easement required for length of project	12,000	sq ft	\$3.00	\$36,000.00
				<b>\$130,500.00</b>
<b>Design Engineering</b>				
Description	Quantity	Unit	Unit Price	Amount
Design Engineering (12% of Bid Items)	1	lump	\$227,293.69	\$227,293.69
				<b>\$227,293.69</b>
<b>Construction Management</b>				
Description	Quantity	Unit	Unit Price	Amount
Construction Management (10% of Bid Items)	1	lump	\$189,411.41	\$189,411.41
				<b>\$189,411.41</b>
			BID ITEMS TOTAL \$	\$1,894,114.08
			NON-BID ITEMS TOTAL \$	\$547,205.10
			GRAND TOTAL \$	\$2,441,319.18

# INTERSECTION PROJECTS SUMMARY

<b>2022 City Improvements</b>		
<b>Project Number</b>	<b>Description</b>	<b>Total Project Cost</b>
5	2700 East & 7800 South	\$1,023,361
6	75 West & South Weber Drive	\$833,341
7	850 East & Old Fort Road	\$885,983
8	950 East & Old Fort Road	\$885,983
9	Old Maple Road & South Weber Drive	\$1,020,141
10	950 East & South Weber Drive	\$482,458
11	2700 East & South Weber Drive	\$1,054,695
12	1900 East & South Weber Drive	\$642,275
13	2100 East & South Weber Drive	\$589,020
14	475 East & South Weber Drive	\$1,394,525
15	South Weber Drive & US-89 Interchange Improvements	\$50,000,000
<b>TOTAL:</b>		<b>\$58,811,781</b>
<b>2028 City Improvements</b>		
<b>Project Number</b>	<b>Description</b>	<b>Total Project Cost</b>
5	2700 East & 7800 South	\$1,186,356
6	75 West & South Weber Drive	\$966,070
7	850 East & Old Fort Road	\$1,027,097
8	950 East & Old Fort Road	\$1,027,097
9	Old Maple Road & South Weber Drive	\$1,182,623
10	950 East & South Weber Drive	\$559,302
11	2700 East & South Weber Drive	\$1,222,680
12	1900 East & South Weber Drive	\$744,572
13	2100 East & South Weber Drive	\$682,835
14	475 East & South Weber Drive	\$1,616,637
15	South Weber Drive & US-89 Interchange Improvements	\$57,963,704
<b>TOTAL:</b>		<b>\$68,178,973</b>



**ENGINEER'S ESTIMATE (2022 COSTS)**  
**2700 East & 7800 South**  
**Intersection Project #5 - Roundabout**

<b>BID ITEMS</b>				
<b>GENERAL</b>				
Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$37,000.00
Public Information Services	1	lump	1.00%	\$3,900.00
Traffic Control	1	lump	8.00%	\$31,100.00
Survey	1	lump	2.00%	\$7,800.00
				<b>\$79,800.00</b>

<b>ROADWAY</b>				
Description	Quantity	Unit	Unit Price	Amount
Roadway Excavation (Plan Quantity)	406	cu yd	\$ 24.00	\$9,733.33
Granular Borrow (Plan Quantity)		cu yd	\$ 35.00	\$0.00
Untreated Base Course	662	Ton	\$ 40.00	\$26,462.50
Remove Concrete Driveway		sq yd	\$ 28.00	\$0.00
HMA - 1/2 inch	349	Ton	\$ 110.00	\$38,393.44
Pavement Marking Paint	30	gal	\$ 80.00	\$2,400.00
Pavement Message (Preformed Thermoplastic)	24	Each	\$ 250.00	\$6,000.00
Remove Concrete Curb and Gutter	250	ft	\$ 12.00	\$3,000.00
Concrete Curb and Gutter Type B1	990	ft	\$ 35.00	\$34,650.00
Mountable Curb	170	ft	\$ 50.00	\$8,500.00
Perpendicular/Parallel Pedestrian Access Ramp	6	Each	\$ 4,000.00	\$24,000.00
Remove Concrete Sidewalk	115	sq yd	\$ 28.00	\$3,220.00
Concrete Sidewalk	1800	sq ft	\$ 9.00	\$16,200.00
Relocate Business Sign	0.00	Each	\$ 3,000.00	\$0.00
Remove City Sign	0.00	Each	\$ 2,500.00	\$0.00
Remove Sign Less Than 20 Square Feet	1.00	Each	\$ 97.00	\$97.00
Relocate Sign Less Than 20 Square Feet	0.00	Each	\$ 188.00	\$0.00
Relocate Sign Greater Than or Equal to 20 Square Feet	0.00	Each	\$ 205.00	\$0.00
Remove Fence	0.00	ft	\$ 5.00	\$0.00
Signs	15.00	Each	\$ 250.00	\$3,750.00
Concrete Curb Type B5	0.00	ft	\$ 27.00	\$0.00
Concrete Flatwork, 4 inch thick	2,300.00	sq ft	\$ 9.00	\$20,700.00
Concrete Flatwork, 6 inch Thick	2,290.00	sq ft	\$ 12.00	\$27,480.00
				<b>\$224,586.27</b>

<b>DRAINAGE &amp; IRRIGATION</b>				
Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation RCP Pipe	200	ft	\$ 200.00	\$40,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	\$ 5,000.00	\$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	\$ 2,000.00	\$16,000.00
				<b>\$96,000.00</b>

<b>SIGNAL SYSTEM</b>				
Description	Quantity	Unit	Unit Price	Amount
Signal Changes	0	lump	\$175,000.00	\$0.00
				<b>\$0.00</b>

<b>UTILITIES</b>				
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Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (potential need to relocate utilities for signal foundations)	1	lump	\$20,000.00	\$20,000.00
Relocate utility pole	2	Each	\$15,000.00	\$30,000.00
Relocate luminaire pole	0	Each	\$7,500.00	\$0.00
Relocate transformer	0	Each	\$50,000.00	\$0.00
Relocate Fire hydrant	1	Each	\$3,000.00	\$3,000.00
				<b>\$53,000.00</b>
<b>LANDSCAPING</b>				
Description	Quantity	Unit	Unit Price	Amount
Misc. Landscaping	1	Lump	\$15,000.00	\$15,000.00
				<b>\$15,000.00</b>
<b>Structures</b>				
Description	Quantity	Unit	Unit Price	Amount
Retaining Wall	0	Sq Ft	\$175.00	\$0.00
				<b>\$0.00</b>
			<b>BID ITEMS \$</b>	<b>\$468,386.27</b>
			<b>Contingency (10%) \$</b>	<b>\$46,838.63</b>
			<b>BID ITEMS TOTAL \$</b>	<b>\$515,224.90</b>
<b>NON-BID ITEMS</b>				
Description	Quantity	Unit	Unit Price	Amount
Assuming Right of Way	28,380	sq ft	\$15.00	\$425,700.00
Construction easement along west leg	0	sq ft	\$3.00	\$0.00
				<b>\$425,700.00</b>
<b>Design Engineering (10% of Bid Items)</b>				
Description	Quantity	Unit	Unit Price	Amount
Design Engineering (10% of Bid Items)	1	lump	\$51,522.49	\$51,522.49
				<b>\$51,522.49</b>
<b>Construction Management (6% of Bid Items)</b>				
Description	Quantity	Unit	Unit Price	Amount
Construction Management (6% of Bid Items)	1	lump	\$30,913.49	\$30,913.49
				<b>\$30,913.49</b>
			<b>BID ITEMS TOTAL \$</b>	<b>\$515,224.90</b>
			<b>NON-BID ITEMS TOTAL \$</b>	<b>\$508,135.98</b>
			<b>GRAND TOTAL \$</b>	<b>\$1,023,360.88</b>





					\$85,000.00
<b>LANDSCAPING</b>					
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Misc. Landscaping	1	Lump	\$5,000.00	\$5,000.00
					\$5,000.00
<b>Structures</b>					
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Retaining Wall		Sq Ft	\$175.00	\$0.00
					\$0.00
				<b>BID ITEMS \$</b>	<b>\$556,693.33</b>
				<b>Contingency (10%) \$</b>	<b>\$55,669.33</b>
				<b>BID ITEMS TOTAL \$</b>	<b>\$612,362.67</b>
<b>NON-BID ITEMS</b>					
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Assuming Right of Way on south side	8,000	sq ft	\$15.00	\$120,000.00
	Construction easement along southwest corner	1,000	sq ft	\$3.00	\$3,000.00
					\$123,000.00
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Design Engineering (10% of Bid Items)	1	lump	\$61,236.27	\$61,236.27
					\$61,236.27
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Construction Management (6% of Bid Items)	1	lump	\$36,741.76	\$36,741.76
					\$36,741.76
				<b>BID ITEMS TOTAL \$</b>	<b>\$612,362.67</b>
				<b>NON-BID ITEMS TOTAL \$</b>	<b>\$220,978.03</b>
				<b>GRAND TOTAL \$</b>	<b>\$833,340.69</b>



**ENGINEER'S ESTIMATE (2022 COSTS)**

850 East & Old Fort Road

Intersection Project #7 - Roundabout

<b>BID ITEMS</b>				
<b>GENERAL</b>				
Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$38,500.00
Public Information Services	1	lump	1.00%	\$4,100.00
Traffic Control	1	lump	8.00%	\$32,400.00
Survey	1	lump	5.00%	\$20,300.00
				<b>\$95,300.00</b>

<b>ROADWAY</b>				
Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	\$ 12.00	\$0.00
Remove Concrete Sidewalk	0	sq yd	\$ 28.00	\$0.00
Roadway Excavation (Plan Quantity)	194	cu yd	\$ 24.00	\$4,644.41
Granular Borrow (Plan Quantity)		cu yd	\$ 35.00	\$0.00
Untreated Base Course	316	Ton	\$ 40.00	\$12,626.99
Remove Concrete Driveway	0	sq yd	\$ 28.00	\$0.00
HMA - 1/2 inch	453	Ton	\$ 150.00	\$68,013.09
Pavement Marking Paint	60	gal	\$ 80.00	\$4,800.00
Pavement Message (Preformed Thermoplastic)	12	Each	\$ 250.00	\$3,000.00
Concrete Curb and Gutter Type B1	800	ft	\$ 35.00	\$28,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	\$ 4,000.00	\$32,000.00
Concrete Sidewalk	3,000	sq ft	\$ 9.00	\$27,000.00
Concrete Curb and Gutter Type M1	396.32	ft	\$ 25.00	\$9,908.00
Concrete Flatwork, 6 inch Thick	3,000.00	ft	\$ 10.00	\$30,000.00
				<b>\$219,992.49</b>

<b>DRAINAGE &amp; IRRIGATION</b>				
Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation RCP Pipe	200	ft	\$ 200.00	\$40,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	\$ 5,000.00	\$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	\$ 2,000.00	\$16,000.00
				<b>\$96,000.00</b>

<b>SIGNAL SYSTEM</b>				
Description	Quantity	Unit	Unit Price	Amount
None		lump		\$0.00
				<b>\$0.00</b>

<b>UTILITIES</b>				
Description	Quantity	Unit	Unit Price	Amount
Misc utility relocate	1	lump	\$10,000.00	\$10,000.00
Lighting at roundabout (assume 8 lights)	8	Each	\$8,000.00	\$64,000.00
				<b>\$74,000.00</b>

<b>LANDSCAPING</b>				
Description	Quantity	Unit	Unit Price	Amount
Landscaping (assume higher price to landscape medians)	1	Lump	\$15,000.00	\$15,000.00
				<b>\$15,000.00</b>
<b>Structures</b>				
Description	Quantity	Unit	Unit Price	Amount
				<b>\$0.00</b>
			<b>BID ITEMS \$</b>	<b>\$500,292.49</b>
			<b>Contingency (30%) \$</b>	<b>\$150,087.75</b>
			<b>BID ITEMS TOTAL \$</b>	<b>\$650,380.23</b>
<b>NON-BID ITEMS</b>				
Description	Quantity	Unit	Unit Price	Amount
Assuming right of way outside of regular 70' "T" Intersection	3,800	sq ft	\$15.00	\$57,000.00
Assuming 5' wide construction easement	1,000	sq ft	\$3.00	\$3,000.00
				<b>\$60,000.00</b>
<b>Design Engineering (15% of Bid Items)</b>				
Description	Quantity	Unit	Unit Price	Amount
Design Engineering (15% of Bid Items)	1	lump	\$97,557.03	\$97,557.03
				<b>\$97,557.03</b>
<b>Construction Management (12% of Bid Items)</b>				
Description	Quantity	Unit	Unit Price	Amount
Construction Management (12% of Bid Items)	1	lump	\$78,045.63	\$78,045.63
				<b>\$78,045.63</b>
			<b>BID ITEMS TOTAL \$</b>	<b>\$650,380.23</b>
			<b>NON-BID ITEMS TOTAL \$</b>	<b>\$235,602.66</b>
			<b>GRAND TOTAL \$</b>	<b>\$885,982.89</b>



**ENGINEER'S ESTIMATE (2022 COSTS)**  
**950 East & Old Fort Road**  
**Intersection Project #8 - Roundabout**

<b>BID ITEMS</b>				
<b>GENERAL</b>				
Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$38,500.00
Public Information Services	1	lump	1.00%	\$4,100.00
Traffic Control	1	lump	8.00%	\$32,400.00
Survey	1	lump	5.00%	\$20,300.00
				<b>\$95,300.00</b>

<b>ROADWAY</b>				
Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	\$ 12.00	\$0.00
Remove Concrete Sidewalk	0	sq yd	\$ 28.00	\$0.00
Roadway Excavation (Plan Quantity)	194	cu yd	\$ 24.00	\$4,644.41
Granular Borrow (Plan Quantity)		cu yd	\$ 35.00	\$0.00
Untreated Base Course	316	Ton	\$ 40.00	\$12,626.99
Remove Concrete Driveway	0	sq yd	\$ 28.00	\$0.00
HMA - 1/2 inch	453	Ton	\$ 150.00	\$68,013.09
Pavement Marking Paint	60	gal	\$ 80.00	\$4,800.00
Pavement Message (Preformed Thermoplastic)	12	Each	\$ 250.00	\$3,000.00
Concrete Curb and Gutter Type B1	800	ft	\$ 35.00	\$28,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	\$ 4,000.00	\$32,000.00
Concrete Sidewalk	3,000	sq ft	\$ 9.00	\$27,000.00
Concrete Curb and Gutter Type M1	396.32	ft	\$ 25.00	\$9,908.00
Concrete Flatwork, 6 inch Thick	3,000.00	ft	\$ 10.00	\$30,000.00
				<b>\$219,992.49</b>

<b>DRAINAGE &amp; IRRIGATION</b>				
Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation RCP Pipe	200	ft	\$ 200.00	\$40,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	\$ 5,000.00	\$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	\$ 2,000.00	\$16,000.00
				<b>\$96,000.00</b>

<b>SIGNAL SYSTEM</b>				
Description	Quantity	Unit	Unit Price	Amount
None		lump		\$0.00
				<b>\$0.00</b>

<b>UTILITIES</b>				
Description	Quantity	Unit	Unit Price	Amount
Misc utility relocate	1	lump	\$10,000.00	\$10,000.00
Lighting at roundabout (assume 8 lights)	8	Each	\$8,000.00	\$64,000.00
				<b>\$74,000.00</b>

<b>LANDSCAPING</b>				
Description	Quantity	Unit	Unit Price	Amount
Landscaping (assume higher price to landscape medians)	1	Lump	\$15,000.00	\$15,000.00
				<b>\$15,000.00</b>
<b>Structures</b>				
Description	Quantity	Unit	Unit Price	Amount
				<b>\$0.00</b>
			<b>BID ITEMS \$</b>	<b>\$500,292.49</b>
			<b>Contingency (30%) \$</b>	<b>\$150,087.75</b>
			<b>BID ITEMS TOTAL \$</b>	<b>\$650,380.23</b>
<b>NON-BID ITEMS</b>				
Description	Quantity	Unit	Unit Price	Amount
Assuming right of way outside of regular 70' "T" Intersection	3,800	sq ft	\$15.00	\$57,000.00
Assuming 5' wide construction easement	1,000	sq ft	\$3.00	\$3,000.00
				<b>\$60,000.00</b>
<b>Design Engineering (15% of Bid Items)</b>				
Description	Quantity	Unit	Unit Price	Amount
Design Engineering (15% of Bid Items)	1	lump	\$97,557.03	\$97,557.03
				<b>\$97,557.03</b>
<b>Construction Management (12% of Bid Items)</b>				
Description	Quantity	Unit	Unit Price	Amount
Construction Management (12% of Bid Items)	1	lump	\$78,045.63	\$78,045.63
				<b>\$78,045.63</b>
			<b>BID ITEMS TOTAL \$</b>	<b>\$650,380.23</b>
			<b>NON-BID ITEMS TOTAL \$</b>	<b>\$235,602.66</b>
			<b>GRAND TOTAL \$</b>	<b>\$885,982.89</b>



**ENGINEER'S ESTIMATE (2022 COSTS)**  
**Old Maple Road & South Weber Drive**  
**Intersection Project #9 - Roundabout**

<b>BID ITEMS</b>				
<b>GENERAL</b>				
Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$41,800.00
Public Information Services	1	lump	1.00%	\$4,400.00
Traffic Control	1	lump	8.00%	\$35,200.00
Survey	1	lump	5.00%	\$22,000.00
				<b>\$103,400.00</b>

<b>ROADWAY</b>				
Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	\$ 12.00	\$0.00
Remove Concrete Sidewalk	0	sq yd	\$ 28.00	\$0.00
Roadway Excavation (Plan Quantity)	194	cu yd	\$ 24.00	\$4,644.41
Granular Borrow (Plan Quantity)		cu yd	\$ 35.00	\$0.00
Untreated Base Course	316	Ton	\$ 40.00	\$12,626.99
Remove Concrete Driveway	0	sq yd	\$ 28.00	\$0.00
HMA - 1/2 inch	453	Ton	\$ 150.00	\$68,013.09
Pavement Marking Paint	60	gal	\$ 80.00	\$4,800.00
Pavement Message (Preformed Thermoplastic)	12	Each	\$ 250.00	\$3,000.00
Concrete Curb and Gutter Type B1	800	ft	\$ 35.00	\$28,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	\$ 4,000.00	\$32,000.00
Concrete Sidewalk	3,000	sq ft	\$ 9.00	\$27,000.00
Concrete Curb and Gutter Type M1	396.32	ft	\$ 25.00	\$9,908.00
Concrete Flatwork, 6 inch Thick	3,000.00	ft	\$ 10.00	\$30,000.00
				<b>\$219,992.49</b>

<b>DRAINAGE &amp; IRRIGATION</b>				
Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation RCP Pipe	200	ft	\$ 200.00	\$40,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	8	Each	\$ 5,000.00	\$40,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	8	Each	\$ 2,000.00	\$16,000.00
				<b>\$96,000.00</b>

<b>SIGNAL SYSTEM</b>				
Description	Quantity	Unit	Unit Price	Amount
None		lump		\$0.00
				<b>\$0.00</b>

<b>UTILITIES</b>				
Description	Quantity	Unit	Unit Price	Amount
Power Pole relocations	1	lump	\$25,000.00	\$25,000.00
Lighting at roundabout (assume 8 lights)	8	Each	\$8,000.00	\$64,000.00
Relocate irrigation box	1	lump	\$10,000.00	\$10,000.00
Misc utility relocate	1	lump	\$10,000.00	\$10,000.00
				<b>\$109,000.00</b>

LANDSCAPING				
Description	Quantity	Unit	Unit Price	Amount
Landscaping (assume higher price to landscape medians)	1	Lump	\$15,000.00	\$15,000.00
				<b>\$15,000.00</b>
Structures				
Description	Quantity	Unit	Unit Price	Amount
				<b>\$0.00</b>
			BID ITEMS \$	<b>\$543,392.49</b>
			Contingency (30%) \$	<b>\$163,017.75</b>
			BID ITEMS TOTAL \$	<b>\$706,410.23</b>
NON-BID ITEMS				
Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming corner clips to allow room for roundabout)	8,000	sq ft	\$15.00	\$120,000.00
Assuming 5' wide construction easement	1,000	sq ft	\$3.00	\$3,000.00
				<b>\$123,000.00</b>
Design Engineering (15% of Bid Items)				
Description	Quantity	Unit	Unit Price	Amount
Design Engineering (15% of Bid Items)	1	lump	\$105,961.53	\$105,961.53
				<b>\$105,961.53</b>
Construction Management (12% of Bid Items)				
Description	Quantity	Unit	Unit Price	Amount
Construction Management (12% of Bid Items)	1	lump	\$84,769.23	\$84,769.23
				<b>\$84,769.23</b>
			BID ITEMS TOTAL \$	<b>\$706,410.23</b>
			NON-BID ITEMS TOTAL \$	<b>\$313,730.76</b>
			GRAND TOTAL \$	<b>\$1,020,140.99</b>





					\$10,000.00
<b>LANDSCAPING</b>					
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Misc. Landscaping		Lump		\$0.00
					\$0.00
<b>ATMS</b>					
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	ATMS integration (Tie into fiber network via cell reception, no fiber in the area)	1	Lump	\$15,000.00	\$15,000.00
					\$15,000.00
				<b>BID ITEMS \$</b>	<b>\$373,400.00</b>
				<b>Contingency (10%) \$</b>	<b>\$37,340.00</b>
				<b>BID ITEMS TOTAL \$</b>	<b>\$410,740.00</b>
<b>NON-BID ITEMS</b>					
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Assuming Right of Way corner clips on north corners	400	sq ft	\$15.00	\$6,000.00
					\$6,000.00
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Design Engineering (10% of Bid Items)	1	lump	\$41,074.00	\$41,074.00
					\$41,074.00
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Construction Management (6% of Bid Items)	1	lump	\$24,644.40	\$24,644.40
					\$24,644.40
				<b>BID ITEMS TOTAL \$</b>	<b>\$410,740.00</b>
				<b>NON-BID ITEMS TOTAL \$</b>	<b>\$71,718.40</b>
				<b>GRAND TOTAL \$</b>	<b>\$482,458.40</b>



**ENGINEER'S ESTIMATE (2022 COSTS)**  
**2700 East & South Weber Drive**  
**Intersection Project #11 - Westbound Dual Left-Turn Lanes**

<b>BID ITEMS</b>				
<b>GENERAL</b>				
Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$57,800.00
Public Information Services	1	lump	1.00%	\$6,100.00
Traffic Control	1	lump	8.00%	\$48,700.00
Survey	1	lump	2.00%	\$12,200.00
				<b>\$124,800.00</b>

<b>ROADWAY</b>				
Description	Quantity	Unit	Unit Price	Amount
Roadway Excavation (Plan Quantity)	311	cu yd	\$ 24.00	\$7,466.67
Granular Borrow (Plan Quantity)		cu yd	\$ 35.00	\$0.00
Untreated Base Course	508	Ton	\$ 40.00	\$20,300.00
Remove Concrete Driveway		sq yd	\$ 28.00	\$0.00
HMA - 1/2 inch	268	Ton	\$ 110.00	\$29,452.50
Pavement Marking Paint	95	gal	\$ 80.00	\$7,600.00
Pavement Message (Preformed Thermoplastic)	29	Each	\$ 250.00	\$7,250.00
Remove Concrete Curb and Gutter	405	ft	\$ 12.00	\$4,860.00
Concrete Curb and Gutter Type B1	1100	ft	\$ 35.00	\$38,500.00
Perpendicular/Parallel Pedestrian Access Ramp	1	Each	\$ 4,000.00	\$4,000.00
Remove Concrete Sidewalk	246	sq yd	\$ 28.00	\$6,888.00
Concrete Sidewalk	2158	sq ft	\$ 9.00	\$19,422.00
Relocate Business Sign	1.00	Each	\$ 20,000.00	\$20,000.00
Remove City Sign	1.00	Each	\$ 20,000.00	\$20,000.00
Remove Sign Less Than 20 Square Feet	0.00	Each	\$ 97.00	\$0.00
Relocate Sign Less Than 20 Square Feet	2.00	Each	\$ 188.00	\$376.00
Relocate Sign Greater Than or Equal to 20 Square Feet	2.00	Each	\$ 205.00	\$410.00
Remove Fence	120.00	ft	\$ 5.00	\$600.00
Signs	2.00	Each	\$ 250.00	\$500.00
Concrete Curb Type B5	0.00	ft	\$ 27.00	\$0.00
Concrete Flatwork, 4 inch thick	0.00	sq ft	\$ 9.00	\$0.00
Concrete Flatwork, 6 inch Thick	0.00	sq ft	\$ 12.00	\$0.00
				<b>\$187,625.17</b>

<b>DRAINAGE &amp; IRRIGATION</b>				
Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation RCP Pipe	250	ft	\$ 200.00	\$50,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	5	Each	\$ 5,000.00	\$25,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	5	Each	\$ 2,000.00	\$10,000.00
				<b>\$85,000.00</b>

<b>SIGNAL SYSTEM</b>				
Description	Quantity	Unit	Unit Price	Amount
Signal Changes	1	lump	\$250,000.00	\$250,000.00
				<b>\$250,000.00</b>

<b>UTILITIES</b>				
Description	Quantity	Unit	Unit Price	Amount

Utility Contingency (potential need to relocate utilities for signal foundations)	1	lump	\$50,000.00	\$50,000.00
Relocate utility pole	0	Each	\$15,000.00	\$0.00
Relocate luminaire pole	1	Each	\$10,000.00	\$10,000.00
Relocate transformer	1	Each	\$10,000.00	\$10,000.00
Relocate Fire hydrant	1	Each	\$5,000.00	\$5,000.00
				<b>\$75,000.00</b>

<b>LANDSCAPING</b>				
Description	Quantity	Unit	Unit Price	Amount
Misc. Landscaping West leg	1	Lump	\$10,000.00	\$10,000.00
				<b>\$10,000.00</b>

<b>Structures</b>				
Description	Quantity	Unit	Unit Price	Amount
Retaining Wall	0	Sq Ft	\$175.00	\$0.00
				<b>\$0.00</b>

**BID ITEMS \$ \$732,425.17**  
**Contingency (15%) \$ \$109,863.78**  
**BID ITEMS TOTAL \$ \$842,288.94**

<b>NON-BID ITEMS</b>				
Description	Quantity	Unit	Unit Price	Amount
Assuming Right of Way on west leg	1,145	sq ft	\$25.00	\$28,625.00
Construction easement along west leg	1,150	sq ft	\$6.00	\$6,900.00
				<b>\$35,525.00</b>

Description	Quantity	Unit	Unit Price	Amount
Design Engineering (15% of Bid Items)	1	lump	\$126,343.34	\$126,343.34
				<b>\$126,343.34</b>

Description	Quantity	Unit	Unit Price	Amount
Construction Management (6% of Bid Items)	1	lump	\$50,537.34	\$50,537.34
				<b>\$50,537.34</b>

**BID ITEMS TOTAL \$ \$842,288.94**  
**NON-BID ITEMS TOTAL \$ \$212,405.68**  
**GRAND TOTAL \$ \$1,054,694.62**





					\$70,000.00
<b>LANDSCAPING</b>					
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Misc. Landscaping	1	Lump	\$5,000.00	\$5,000.00
					\$5,000.00
<b>ATMS</b>					
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	ATMS integration (Tie into fiber network via cell reception, no fiber in the area)	1	Lump	\$15,000.00	\$15,000.00
					\$15,000.00
				<b>BID ITEMS \$</b>	<b>\$503,350.00</b>
				<b>Contingency (10%) \$</b>	<b>\$50,335.00</b>
				<b>BID ITEMS TOTAL \$</b>	<b>\$553,685.00</b>
<b>NON-BID ITEMS</b>					
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Assuming Right of Way is not required, as widening happens on city property		sq ft	\$15.00	\$0.00
					\$0.00
<b>Design Engineering (10% of Bid Items)</b>					
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Design Engineering (10% of Bid Items)	1	lump	\$55,368.50	\$55,368.50
					\$55,368.50
<b>Construction Management (6% of Bid Items)</b>					
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Construction Management (6% of Bid Items)	1	lump	\$33,221.10	\$33,221.10
					\$33,221.10
				<b>BID ITEMS TOTAL \$</b>	<b>\$553,685.00</b>
				<b>NON-BID ITEMS TOTAL \$</b>	<b>\$88,589.60</b>
				<b>GRAND TOTAL \$</b>	<b>\$642,274.60</b>





					\$10,000.00
<b>LANDSCAPING</b>					
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Misc. Landscaping	1	Lump	\$5,000.00	\$5,000.00
					<b>\$5,000.00</b>
<b>ATMS</b>					
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	ATMS integration (Tie into fiber network via cell reception, no fiber in the area)	1	Lump	\$15,000.00	\$15,000.00
					<b>\$15,000.00</b>
				<b>BID ITEMS \$</b>	<b>\$431,050.00</b>
				<b>Contingency (10%) \$</b>	<b>\$43,105.00</b>
				<b>BID ITEMS TOTAL \$</b>	<b>\$474,155.00</b>
<b>NON-BID ITEMS</b>					
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Assuming Right of Way on southeast corner	2,400	sq ft	\$15.00	\$36,000.00
	Construction easement along southeast corner	1,000	sq ft	\$3.00	\$3,000.00
					<b>\$39,000.00</b>
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Design Engineering (10% of Bid Items)	1	lump	\$47,415.50	\$47,415.50
					<b>\$47,415.50</b>
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Construction Management (6% of Bid Items)	1	lump	\$28,449.30	\$28,449.30
					<b>\$28,449.30</b>
				<b>BID ITEMS TOTAL \$</b>	<b>\$474,155.00</b>
				<b>NON-BID ITEMS TOTAL \$</b>	<b>\$114,864.80</b>
				<b>GRAND TOTAL \$</b>	<b>\$589,019.80</b>





					\$100,000.00
<b>LANDSCAPING</b>					
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Misc. Landscaping	1	Lump	\$5,000.00	\$5,000.00
					\$5,000.00
<b>Structures</b>					
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Retaining Wall	2000	Sq Ft	\$175.00	\$350,000.00
					\$350,000.00
				<b>BID ITEMS \$</b>	<b>\$996,493.33</b>
				<b>Contingency (10%) \$</b>	<b>\$99,649.33</b>
				<b>BID ITEMS TOTAL \$</b>	<b>\$1,096,142.67</b>
<b>NON-BID ITEMS</b>					
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Assuming Right of Way on south side	8,000	sq ft	\$15.00	\$120,000.00
	Construction easement along southwest corner	1,000	sq ft	\$3.00	\$3,000.00
					\$123,000.00
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Design Engineering (10% of Bid Items)	1	lump	\$109,614.27	\$109,614.27
					\$109,614.27
	<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
	Construction Management (6% of Bid Items)	1	lump	\$65,768.56	\$65,768.56
					\$65,768.56
				<b>BID ITEMS TOTAL \$</b>	<b>\$1,096,142.67</b>
				<b>NON-BID ITEMS TOTAL \$</b>	<b>\$298,382.83</b>
				<b>GRAND TOTAL \$</b>	<b>\$1,394,525.49</b>