1.0 | Project Summary Information

1.1 Project Name (35 letters max) Art Dye Trail Extension

1.2 Project Type Trail

1.3 Limits (descriptions should be identifiable. i.e: intersections, place names, landmarks, 35 characters max) The Art Dye Trail Extension Project is approximately 4,000 feet long, and is located east of Art Dye Park, from approximately 500 East 700 North in American Fork, to the north at the Murdock Canal Trail terminus.

1.4 Project Description (summary of project) The Art Dye Trail Extension Project proposes to construct a 4,000 foot long, ten-foot wide, multi-use trail east of Art Dye Park, from approximately 500 East 700 North in American Fork to the Murdock Canal Trail terminus, east of Art Dye Park. The project will expand the trail network locally and regionally, and provide an active transportation link from the Murdock Canal into American Fork.

1.5 Sponsor (jurisdiction, agency name) American Fork City

1.6 Contact Information

   Project Manager Aaron Wilson
   Office Phone 801-763-3060
   Cell Phone 801-259-9803
   Fax 801-763-3005
   Email awilson@afcity.net

1.7 Cost Estimate

   Total Project Cost (include matches, pledged funds, etc.) $637,000
   MPO funding request (include any match) $637,000
   PE Cost $29,000
   ROW Cost $146,000
   Construction Cost $379,000
   Soft Match proposed for project $0
1.8 Project Rank (rank this project compared to your other submittals)
Art Dye Trail Extension is American Fork’s #1 project.

1.9 Air Quality Benefit (summarize CM/AQ Report, NA for non-CM/AQ eligible projects)

The project construction length is approximately 4,000 feet. To calculate the Air Quality Benefit, the distance was calculated from Murdock Canal Trail to downtown American Fork at State Street, which is approximately 5.5 miles. Based on the NOx emissions factor of 1.2 Kg/mile, and the VOC emissions factor of 0.6 Kg/mile (Susan Hardy, personal communication January 25, 2018), and the project length of 5.5 miles, the total reduction in emissions for this project is 6.6 Kg for NOx and 3.3 Kg for CO.
2.0 | Project Scope
Always enter “NA” rather than leave an answer blank...

2.1 Describe purpose and need of project.
The project will increase connectivity between the Murdock Canal Trail to the north, and 700 North in American Fork. Additionally, the trail will run to the east of the park proper, thereby allowing trail-users the option to avoid the park altogether during crowded periods such as baseball games and similar events. The extension was selected based on the statewide and regional transportation plans, goals and priorities, and considers nearby projects and connectivity of the existing American Fork trail network.

2.2 Describe existing service/conditions
Currently, access through the park is limited to the existing Art Dye Trail which comes from the north, crosses a parking lot, cuts through the central access route to the baseball diamonds, and continues south along the east side of the American Fork River. Trail users have to navigate through the large recreation facility, dodging other pedestrians and bicyclists on narrow pathway.

2.3 Highway Project Information (for non-highway projects go to 2.4)

2.3.1 State Route # or Federal Aid Route #
NA

2.3.2 Beginning Mile Post
NA

2.3.3 End Mile Post
NA

2.3.4 Length of project
NA

2.3.5 Existing and proposed number of Travel Lanes
NA

2.3.6 Current and proposed width of facility (detail ROW, lanes, shoulders, ped/planter).
NA

2.3.7 Facility surface type
NA

2.3.8 Describe how project is consistent with local or agency plans.
NA

2.3.9 Describe how project incorporates ITS needs.
2.3.10 If phased or segmented, describe how the phase has logical termini and what will future phases consist of.

NA

2.3.11 Is project being coordinated with or constructed with a larger project?

NA

2.3.12 Describe how project will alleviate congestion on this or other facilities.

NA

2.3.13 Describe any traffic improvements. (i.e lanes, signal coordination, ITS, turn lanes, bus pullouts, etc.)

NA

2.3.14 Describe any safety improvements for vehicular and pedestrian traffic. (i.e. raised median, channelization of turn movements, barriers, parkway strips, etc.)

NA

2.3.15 How are complete streets addressed with this project? (plan for pedestrians, bikes, transit, trails, ITS)

NA

2.3.16 Describe traffic control changes at intersections. (include info to warrant changes)

NA

2.3.17 What right-of-way is already secured?

NA

2.3.18 What additional right-of-way is needed?

NA

2.3.19 Describe utility work to be performed and indicate who will do the work.

NA

2.3.20 What type of environmental work will most likely be needed?

NA

2.4 Non-Highway Projects (Transit / ITS / Active Transportation, Park and Ride, etc.)

2.4.1 Transit Route # NA
2.4.2 Length of project
The trail construction project is approximately 4,000 feet.

2.4.3 What is the expected use of the facility or program?
Multi-use trail for pedestrians and bicyclists.

2.4.4 What services are provided in the operating of this project?
A dedicated non-motorized vehicle trail.

2.4.5 Describe any equipment to be purchased (buses, ITS, etc.).
NA

2.4.6 Describe how project is consistent with local or agency plans.
The Art Dye Trail Extension project will expand the trail network locally and regionally, and provide an active transportation link from the Murdock Canal into American Fork.

2.4.7 Describe how project incorporates ITS needs.
NA.

2.4.8 If phased or segmented, describe how the phase has logical termini and what will future phases consist of.
Not phased.

2.4.9 Is project being coordinated with or constructed with a larger project?
Yes, the project is part of a larger plan to connect existing trails from Murdock Trail to American Fork River Trail, to Utah Lakeshore Trail, to improve connectivity and access for pedestrians, cyclists, and commuters in general. The project will allow commuters from the denser State Street area to access outer regions of the city via trails and non-motorized vehicle options.

2.4.10 Describe how project will alleviate congestion on this or other facilities.
The project is a trail extension, and therefore, will provide alternative access around an existing recreation facility. The congestion alleviated will be a reduction in the numbers of pedestrians and cyclists that have been funneled into the crowded park center. This extension will provide a route around the recreation facility for non-facility users. Additionally, the completion of this trail will allow greater connectivity and will move commuters off of city streets, thereby decreasing congestion on local facilities.

2.4.11 Describe any traffic improvements. (i.e lanes, signal coordination, ITS, turn lanes, bus pullouts, etc.)
NA

2.4.12 Describe any safety improvements for transit and pedestrian traffic. (i.e. raised median, channelization of turn movements, barriers, parkway strips, bridges, etc.)
The safety improvements for pedestrians and bicyclists is achieved by providing a dedicated
non-motorized vehicle trail that avoids the heavily-used and crowded recreation facility. Separating the trail users from the recreation facilities’ foot traffic will reduce the potential for confusion between bicyclist, pedestrians, and other non-trail users.

2.4.13 How are complete streets addressed with this project? (plan for pedestrians, bikes, transit, trails, ITS)
Complete streets will be improved because the project will include a trail separated from the road, and the sidewalks will be widened from five to ten feet.

2.4.14 What right-of-way is already secured?
Right of way through Art Dye Park is secured through the City of American Fork (3,350 ft).

2.4.15 What additional right-of-way is needed?
An additional 650 linear ft of right of way along 700 north is needed to complete the network.

2.4.16 Describe utility work to be performed and indicate who will do the work.
Potential for utility relocations of poles on the north side of 700 North for 650 ft.; and potential utility companies include American Fork City (Sewer & Water), American Fiber Inc, Comcast, CenturyLink, Dominion Energy and Rocky Mountain Power.

2.4.17 What type of environmental work will most likely be needed?
Categorical Exclusion

2.5 Facility Design

<table>
<thead>
<tr>
<th></th>
<th>Current Conditions</th>
<th>Design Year 2022</th>
<th>Design Year w/o Improvements</th>
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<tbody>
<tr>
<td>Average Daily Traffic</td>
<td>14,000</td>
<td>34,000 (based on trail counter ~0.5 mile away)</td>
<td>15,000</td>
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<tr>
<td>Level of Service</td>
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<td>NA</td>
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<tr>
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<td>Trail</td>
<td>Trail</td>
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<tr>
<td>Design Speed</td>
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<td>NA</td>
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<tr>
<td>*Accident Rate</td>
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<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Ped/Trail Usage</td>
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<td>Yes</td>
<td>Partial</td>
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<tr>
<td>Park and Ride Usage</td>
<td>NA</td>
<td>NA</td>
<td>We anticipate that this will improve because the park has plenty of parking.</td>
</tr>
</tbody>
</table>
3.0 | Project Ranking

The following categories will be used by MPO staff to score each project. The points associated with each category show what total points MPO staff can give. MPO staff’s recommendations will be made available to the MPO TAC Committee for their use in making final project selection recommendations. MPO staff ranking is a tool to aid the MPO TAC Committee in their final selection. The committee is not required to pick projects solely on MPO staff ranks. Please note, if questions pertinent to the project are not answered, zero points will be given.

3.1 Congestion Relief (25 Points)
Explain if the project...

a) Provides an alternate transportation facility that corrects an identified congested problem? The trail extension improves congestion internal to Art Dye Park between trail users and vehicles entering and departing for sporting events. At a regional level, the trail will fill the gap to allow commuters to travel from congested State Street area to access the Murdock Canal Trail and beyond, via American Fork River Trail and Art Dye Trail Extension.

b) Reduces congestion by reducing the number of vehicles. This project links several miles of the Murdock Canal Trail with the existing trail network in American Fork, thereby creating an alternative for commuters to use non-motorized vehicles during daily commutes.

c) Reduces the need for additional highway lanes for peak hour capacity. Conceptually, creating trail connections for commuters to use will reduce the need for additional highway lanes.

d) Increases the efficiency of transportation system through traffic management measures. The project will route non-motorized users away from traffic therefore increasing the transportation system by alleviating the number of users.

e) Adds turning movements to relieve a congested intersection. Although the project will not add turning movements, the pedestrians and cyclists will routed around the vehicular turning movements, thereby relieving the congested intersection at 500 East.

3.2 Mode Choice (25 points)
Explain if the project...

a) Benefits multiple transportation systems (transit and highway, pedestrian and transit). The project benefits pedestrian and bicycle transportation system by allowing for a smoother flow around the recreation facility, instead of through it. The project will also connect the regional trail system, allowing users to travel from congested State Street northward via Murdock Canal Trail and American Fork River Trail to access areas beyond American Fork proper.
b) Promotes alternative transportation solution to SOV use.
   The project promotes alternative transportation systems because it connects the Murdock Canal Trail to downtown American Fork at State Street, thereby increasing the options to reduce vehicle use. This would be an alternative to SOV use.

c) Creates or improves linkages between transportation modes.
   State Street area is congested, so creating a link between the congested part of American Fork to outlier areas via this trail, the American Fork River trail, and the Murdock Canal Trail, will improve linkages between transportation modes.

d) Reduces physical, psychological, or economic barriers to carpool, bike, walk, or transit use.
   It reduces physical barriers to pedestrian and bicycle use because it provides a dedicated non-motorized vehicle alternative thereby increasing the safety of the users. If commuters feel safe on the trail, they will use it more frequently.

e) Provides incentives to carpool, bike, walk, or transit use.
   The incentive to bike and walk on a convenient, dedicated multi-use path is increased as it avoids roadways that are heavily used by vehicles.

3.3 Environmental Quality (15 points)
   Explain if the project...

   a) Provides cost effective emission reductions (air quality score).
      The approximate distance from Murdock Canal Trail to downtown American Fork at State Street is approximately 5.5 miles. Based on the NOx emissions factor of 1.2 Kg/mile, and the VOC emissions factor of 0.6 Kg/mile (Susan Hardy, personal communication January 25, 2018), and the project length of 5.5 miles, the total reduction in emissions for this project is 6.6 Kg for NOx and 3.3 Kg for CO.

   b) Minimizes environmental impacts or reduces existing impacts (e.g. air/water/noise pollution).
      Because it encourages bike and pedestrian travel, conceptually the trail will reduce environmental impacts to air, water, and noise pollution because it takes vehicles off the road.

   c) Enhances the natural, cultural, or historic environment.
      The creation of the multi-use trail system through a mostly unbuilt environment enhances the users' experience and exposure to the natural environment.

   d) Mitigates invasive impacts to existing neighborhoods/commercial areas (minimal relocations).
      There are no relocations.

3.4 Safety (20 points)
   Explain if the project...
a) Corrects/improves a verified or potential safety or accident problem.
   It corrects and improves the potential safety problem of trail users’ conflict with motorists and pedestrians on 500 East and in the Art Dye Ball Park recreation facility and parking lot, which are often crowded during peak season. On a regional level, the project will improve potential pedestrian- and cyclist-to-vehicle incidents because there will be a dedicated non-motorized vehicle alternative.

b) Improves information/communications for traffic operations and emergency responders.
   The project will take pedestrians and cyclists off the roadways and onto trail system, thereby improving the emergency responders’ quick access to destinations.

c) Reduces severity of crashes.
   Reduces severity of bicycle and pedestrian incidents as trail users are separated from vehicles, both on the regional trail system, and specifically in the often crowded recreation facility via the existing trail that bisects the baseball park.

d) Enhances safe movement of pedestrian, bicycle traffic.
   Probably the most significant contribution that this trail extension will make is to provide continued and consistent pedestrian and bicycle traffic away from the center of the Art Dye Park. This dedicated trail will allow users to access the recreation facility. However, because they will not have to navigate through the facility and potential crowds of non-observant recreationalists, trail users’ safety will be enhanced.

e) Provides an intermodal safety improvement (e.g. separation of vehicles-trains, vehicles-pedestrian).
   The extension will allow users to avoid crossing the Art Dye Park’s parking lot, which can be a safety issue for cyclists and pedestrians as recreationalists attempt to navigate around other vehicles, pedestrians, and cyclists at the same time. On a regional scale, the trail will increase the safety of users as it separates them from vehicle traffic.

3.5 Other Considerations (15 points)

Explain if the project...

a) Effectively distributes funding throughout the MPO area.
   This project will allow MPO to award funding to American Fork, thereby effectively distributing funding throughout the MPO area, and allowing for other projects to occur.

b) Phases project in a manner that the MPO can use limited funds efficiently.
   This project is one phase of the improvement of the Art Dye Park and the trail extension and allows for limited funds to be used most efficiently.

c) Additional funding above required match is pledged toward project (including any soft match).
   There is no additional funding pledged toward this project.
d) Project sponsor ranking of project. 
#1 for American Fork

e) Project is numbered project within the current RTP. The project is not numbered, because it is an extension of the existing Art Dye Trail, and it runs to the east of the Art Dye Park, diverting users away from congested Art Dye Park proper.
4.0 | Air Quality Report

All projects that are eligible for CM/AQ and CM/AQ-PM2.5 funds must complete this report. These funds are eligible for projects and programs countywide. Contact Susan Hardy at Mountainland AOG if you need help completing 4.4 Quantitative Analysis below, 801/229-3842 or shardy@mountainland.org.

4.1 Eligibility

CM/AQ funds can only be used for projects and programs that a direct benefit to air quality can be demonstrated. Highway expansion, such as new single occupancy vehicle lanes, is not eligible. Turn lanes at congested intersections, transit programs, pedestrian and trail projects, signal modernization, ITS, and IM programs are typical eligible CM/AQ projects.

4.2 CM/AQ Program

The purpose of the CM/AQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) in Ozone (O₃), Carbon monoxide (CO), Particulate Matter – 10 microns (PM₁₀), and PM₂.₅ non-attainment and maintenance areas. The city of Provo is a maintenance area for CO and Utah County is a non-attainment area for PM₁₀ and PM₂.₅.

4.3 Completing this Report

All projects eligible for CM/AQ funds must complete this report. Completing this report can be quite technical, Susan Hardy, Air Quality Coordinator at Mountainland, can help with filling out this report. Contact her at 801/229-3842 or shardy@mountainland.org

4.4 Quantitative Analyses

A quantitative assessment of how a proposed project or program is expected to reduce emissions is important to assist in selecting the most effective use of this fund. List below all travel benefits directly related to this project. Air quality benefit calculations must utilize Mobile 6. The air quality analysis should include assessing emission reductions of transit, traffic flow improvements, ITS projects and programs, ridesharing, bicycle and pedestrian improvements. Complete at least one of the sections below. If quantitative analyses cannot be done, do a qualitative assessment in 4.3.

a) Vehicle Miles Traveled
   Number of Vehicle Miles Traveled reduced (VMT): NA
   Average distance of trips reduced: NA
   Emission reduction per average weekday: NA

b) Idling Time
   Average idling time per vehicle reduced: NA
   Number of vehicles with reduced idling time: NA
   Emission reduction per average weekday: NA

C) Vehicle Speed
   Average change in vehicle speed (speed before and after): NA
Number of vehicles affected: NA
Emission reduction per average workday: NA

4.5 Qualitative Assessment

Although a quantitative analyses of air quality impacts is required whenever possible, some improvements may not lend themselves to rigorous quantitative analysis, because of the projects characteristics or because practical experience is lacking to adequately analyze the project. In these cases, a qualitative assessment based on a reason and logical examination of how the project or program will decrease emissions and contribute to attainment or maintenance of a NAAQS is appropriate.

The project construction length is approximately 4,000 feet. To calculate the Air Quality Benefit, the distance was calculated from Murdock Canal Trail to downtown American Fork at State Street, which is approximately 5.5 miles. Based on the NOx emissions factor of 1.2 Kg/mile, and the VOC emissions factor of 0.6 Kg/mile (Susan Hardy, personal communication January 25, 2018), and the project length of 5.5 miles, the total reduction in emissions for this project is 6.6 Kg for NOx and 3.3 Kg for CO.

It is difficult to quantify, but the project will potentially reduce vehicle miles traveled, average distance per trip, and emissions because trail users will not be using vehicles while on the trail. By creating an alternative route around the park structures, the project will reduce idling time, number of vehicles idling, and emissions because there will be fewer pedestrians and cyclists in the center of the park structures (e.g., ball fields).
5.0 | Project Cost Estimate
To develop a project cost estimate, please supply a detailed cost breakdown of your unit costs, inflation, equipment, right-of-way, contingency, etc. To do so, use the Concept Costs Estimate Excel form provided by UDOT (available on Mountainland.org website). Non-construction projects such as equipment purchases, operations, administration programs, studies, etc. can use other methods to show their estimated costs. All sheets or methods used should be submitted as part of the Supplemental Information accompanying the Concept Report.

5.1 Cost Summary
Summarize the information from the Costs Estimate Excel form or other method. Enter NA for items that do not apply to the project.

a) Preliminary Engineering $29,000
b) Environmental Work $10,000
c) Construction $379,000
d) UDOT Review (project cost <$500k = $5k, >500K = $10k) $5,000
e) Construction Engineering $37,000
f) Subtotal (in today’s dollars) $547,000
g) Inflated Cost Factor (inflate to 2022) 3.5%
h) Total 2022 Cost $637,000
i) Non-MPO Funds Available to Project $0
j) MPO Funding Request (includes 6.77% local match) $637,000

6.0 | Supplemental Information
Please submit any supporting documentation including maps, diagrams, charts, cost estimates, etc. that will allow MPO and UDOT staff and any Technical Advisory Committee to make an informed decision regarding the proposed project. Keep Supplemental Information submittals to 8 pages total.

6.1 Concept Report Submittal
In order to facilitate the distribution of the Concept Reports and any supplemental information, all Concept Reports shall be combined with any supplemental information and saved in PDF format as one document. Please note that this might create a large data file that might be too large to emailed. Plan accordingly to submit your report in electronic format (CD, DVD, Flash Drive) by the required due date. Concept Reports are due by March 29, 2018 at 6pm.
6.2 Contacts, Questions
For help with the Concept Report or questions, please contact:

Bob Allen
801/229-3813
rallen@mountainland.org

Shawn Eliot, AICP
801/229-3841
seliot@mountainland.org
Legend

- ART DYE TRAIL EXTENSION
- ALIGNMENT (4,000 FEET)
- EXISTING PED AND BIKE TRAIL
- FUNDED TRAIL
- UPRR

1 Inch = 5,500 Feet

Coordinate System: NAD 1983 UTM
Zone 12N
Projection: Transverse Mercator
Datum North American 1983
Legend
- ART DYE TRAIL EXTENSION ALIGNMENT (4,000 FEET)
- EXISTING TRAILS
- SIDEWALK ONLY TRAIL CONNECTION

PROPOSED AMERICAN FORK ART DYE TRAIL EXTENSION

Coordinate System: NAD 1983 UTM Zone 12N
Projection: Transverse Mercator
Datum North American 1983
EXISTING RESIDENCE

EXISTING PARKSTRIP AND TREES

EXISTING 5' SIDEWALK

ADD 5' SIDEWALK ADJACENT TO EXISTING

VARIIES

5' 5' 6-8'

ART DYE TRAIL
TYPICAL CROSS SECTION 1 - ADJACENT TO 700 NORTH
ART DYE TRAIL
TYPICAL CROSS SECTION 2 - THROUGH THE SOUTH PORTION OF THE PARK ADJACENT TO RESIDENCES
PROPOSED 10' ASPHALT TRAIL
ART DYE PARK (NORTH AREA)

ART DYE PARK BUFFER

ART DYE TRAIL
TYPICAL CROSS SECTION 3 - THROUGH THE NORTH PORTION OF THE PARK ADJACENT TO OPEN SPACE
**PROJECT NAME:** American Fork, Art Dye Trail Extension  
**Cost Estimate - Concept Level**

**Prepared By:** Zachary Scott  
**Date:** 2/2/2018

### Proposed Project Scope: New Trail Construction on a New Alignment

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<th>Approximate Route Reference Mile Post (BEGIN) =</th>
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<th>(END) =</th>
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<td>4,004 ft</td>
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<tr>
<td><strong>Current FY Year (July-June) =</strong></td>
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<td></td>
<td></td>
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<tr>
<td><strong>Assumed Construction FY Year =</strong></td>
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<td></td>
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<tr>
<td><strong>Construction Items Inflation Factor =</strong></td>
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<td>4 yrs for inflation</td>
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<td><strong>Items not Estimated (% of Construction) =</strong></td>
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### Construction Items

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<td>Roadway and Drainage</td>
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<td>Structures</td>
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### Cost Estimate (ePM screen 505)

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</table>

### Proposed Commission Request

**TOTAL** | $537,000 | **TOTAL** | $627,000

---

**Project Assumptions/Risks**

| Assumption/Risk | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
## ROADWAY AND DRAINAGE

**PROJECT NAME:** American Fork, Art Dye Trail Extension

<table>
<thead>
<tr>
<th>Item #</th>
<th>Item</th>
<th>Quantity</th>
<th>Units</th>
<th>Price</th>
<th>Cost</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Roadway</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>015017010</td>
<td>Mobilization</td>
<td>1</td>
<td>lump</td>
<td>$22,000.00</td>
<td>$22,000.00</td>
<td>Usually 7-10% of construction</td>
</tr>
<tr>
<td>015547005</td>
<td>Traffic Control</td>
<td>1</td>
<td>lump</td>
<td>$5,000.00</td>
<td>$5,000.00</td>
<td>Usually 3-5% of construction</td>
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<tr>
<td>01557001*</td>
<td>Maintenance of Traffic</td>
<td>1</td>
<td>lump</td>
<td>$2,500.00</td>
<td>$2,500.00</td>
<td>Usually 1% of construction</td>
</tr>
<tr>
<td>015727020</td>
<td>Dust Control and Watering</td>
<td>5</td>
<td>1000 gallon</td>
<td>$500.00</td>
<td>$2,500.00</td>
<td></td>
</tr>
<tr>
<td>022317010</td>
<td>Clearing and Grubbing</td>
<td>1</td>
<td>lump</td>
<td>$15,000.00</td>
<td>$15,000.00</td>
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</tr>
<tr>
<td>023167020</td>
<td>Roadway Excavation (Plan Quantity)</td>
<td>2,076</td>
<td>cubic yard</td>
<td>$15.00</td>
<td>$31,140.00</td>
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</tr>
<tr>
<td>027217010</td>
<td>Untreated Base Course</td>
<td>2,802</td>
<td>ton</td>
<td>$15.00</td>
<td>$42,030.00</td>
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</tr>
<tr>
<td>027417050</td>
<td>HMA - 1/2 Inch</td>
<td>741</td>
<td>ton</td>
<td>$80.00</td>
<td>$59,280.00</td>
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</tr>
<tr>
<td></td>
<td><strong>Roadway Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td>$179,450</td>
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<tr>
<td></td>
<td><strong>Drainage</strong></td>
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<tr>
<td></td>
<td>Drainage</td>
<td>1</td>
<td>lump</td>
<td>$40,000.00</td>
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<td></td>
<td><strong>Drainage Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td>$40,000</td>
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<td><strong>PI</strong></td>
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<tr>
<td>015407010</td>
<td>Public Information Services</td>
<td>1</td>
<td>lump</td>
<td>$1,000.00</td>
<td>$1,000</td>
<td>Usually 0.25% of construction</td>
</tr>
</tbody>
</table>

**Roadway Subtotal:** $179,450  
**Drainage Subtotal:** $40,000  
**Total Subtotal:** $219,450
## STRUCTURES

**PROJECT NAME:** American Fork, Art Dye Trail Extension

<table>
<thead>
<tr>
<th>Item #</th>
<th>Item</th>
<th>Quantity</th>
<th>Units</th>
<th>Price</th>
<th>Cost</th>
<th>Remarks</th>
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<tbody>
<tr>
<td>Geotech</td>
<td>Geotech Report</td>
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<td>Lump</td>
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<td>Structures Subtotal</td>
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## Environmental Mitigation

**Project Name:** American Fork, Art Dye Trail Extension

<table>
<thead>
<tr>
<th>Item #</th>
<th>Item Description</th>
<th>Quantity</th>
<th>Units</th>
<th>Price</th>
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<th>Remarks</th>
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</thead>
<tbody>
<tr>
<td>015717030</td>
<td>Silt Fence</td>
<td>8,008</td>
<td>foot</td>
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<tr>
<td>015717025</td>
<td>Check Dam - Fiber Roll</td>
<td>6</td>
<td>Each</td>
<td>$200.00</td>
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<tr>
<td>029127050</td>
<td>Strip, Stockpile, and Spread Topsoil (Plan Quantity)</td>
<td>4,448</td>
<td>square yard</td>
<td>$4.50</td>
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<tr>
<td>029227030</td>
<td>Broadcast Seed</td>
<td>1</td>
<td>acre</td>
<td>$15,000.00</td>
<td>$13,800.00</td>
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<td><strong>Environmental Mitigation Subtotal</strong></td>
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## UTIL-RW-INC

**PROJECT NAME:** American Fork, Art Dye Trail Extension

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<th>Item #</th>
<th>Item</th>
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<th>Price</th>
<th>Cost</th>
<th>Remarks</th>
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</thead>
<tbody>
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<td><strong>Utilities Subtotal</strong></td>
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</tr>
<tr>
<td></td>
<td>Right-of-way</td>
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<tr>
<td></td>
<td>Urban/Suburban Residential</td>
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