1.0 | Project Summary Information

1.1 Project Name (35 letters max) Pony Express Parkway Widening

1.2 Project Type Road - Widen

1.3 Limits (descriptions should be identifiable. i.e: intersections, place names, landmarks, 35 characters max) Sandpiper Road to Oquirrh Mountain Parkway

1.4 Project Description (summary of project) Widen to 5 lanes and add bike lanes

1.5 Sponsor (jurisdiction, agency name) Eagle Mountain

1.6 Contact Information
   Project Manager Chris Trusty
   Office Phone (801) 789-6671
   Cell Phone (801) 420-2288
   Fax N/A
   Email ctrusty@Emcity.org

1.7 Cost Estimate
   Total Project Cost (include matches, pledged funds, etc.) $3,524,000
   MPO funding request (include any match) $1,659,955
   PE Cost $304,000
   ROW Cost $0
   Construction Cost $2,002,000
   Soft Match proposed for project $1,864,045 (50% of project + $600,000 for additional waterline fronted by city)

1.8 Project Rank (rank this project compared to your other submittals)
   1

1.9 Air Quality Benefit (summarize CM/AQ Report, NA for non-CM/AQ eligible projects)
   N/A
2.0 | Project Scope
Always enter “NA” rather than leave an answer blank...

2.1 Describe purpose and need of project.
Pony Express Parkway is the main road connecting City Center to the Ranches and to Saratoga Springs. Eagle Mountain populations are expected to more than double by the year 2040. Current traffic studies project Pony Express Parkway and SR-73 to be over capacity before the year 2040 (refer to: https://www.udot.utah.gov/sr73/).

2.2 Describe existing service/conditions
Current conditions show Pony Express Parkway functioning at LOS C

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

2.3.1 State Route # or Federal Aid Route #
2881

2.3.2 Beginning Mile Post
N/A

2.3.3 End Mile Post
N/A

2.3.4 Length of project
1.2 miles

2.3.5 Existing and proposed number of Travel Lanes
Widen from 3 lanes to 5 lanes plus bike lanes

2.3.6 Current and proposed width of facility (detail ROW, lanes, shoulders, ped/planter).
Current: ROW(94-150ft), 12ft lanes one in each direction, 14ft raised median, 8ft trails.
Proposed: ROW (124-150ft), 12ft lanes two in each direction, 14ft raised median, 5ft bike lanes, 8ft trails.

2.3.7 Facility surface type.
Asphalt

2.3.8 Describe how project is consistent with local or agency plans.
Pony Express Parkway is identified as a Parkway (5 lane Arterial) on both the Eagle Mountain Master Transportation Plan and Saratoga Springs Master Transportation Plan. The project is also listed on Phase I of the 2040 RTP.

2.3.9 Describe how project incorporates ITS needs.
The project will accommodate existing ITS infrastructure, consistent with the Utah County ITS plan.
2.3.10 If phased or segmented, describe how the phase has logical termini and what will future phases consist of.
   This is phase 3 of a multi-phase project to complete a parkway road (5 lanes) from Redwood Road to Eagle Mountain City Center.

2.3.11 Is project being coordinated with or constructed with a larger project?
   The project is a phase within a much larger project being completed over an extended period of time. Currently, Phase 2 is under construction which will widen Pony Express from Porters Crossing to Redwood Road to a 5 lane Parkway with bike lanes.

2.3.12 Describe how project will alleviate congestion on this or other facilities.
   The project will provide additional travel lanes on Pony Express Parkway, reducing congestion and making the Parkway a viable alternative route to SR-73 which is projected to experience heavy congestion by 2023 (refer to: https://www.udot.utah.gov/sr73/). The bike lanes and trails will encourage multi-modal transportation.

2.3.13 Describe any traffic improvements. (i.e. lanes, signal coordination, ITS, turn lanes, bus pullouts, etc.)
   Project will increase travel lanes, extend turn pockets to Hidden Hollow Elementary School to position traffic out of travel lanes and add a signal at the intersection of Hidden Valley Parkway designed to incorporate into existing fiber optics lines obtained by the city in the future.

2.3.14 Describe any safety improvements for vehicular and pedestrian traffic. (i.e. raised median, channelization of turn movements, barriers, parkway strips, etc.)
   Proposed roadway will include raised medians, channelized turn movements, bike lanes, park strips and trails which all help prevent potential conflicts and crash severity.

2.3.15 How are complete streets addressed with this project? (plan for pedestrians, bikes, transit, trails, ITS)
   Bike lanes will be added which seperate vehicles, bikes, and pedestrians into their own travel paths and improving safety, connectivity, and mobility.

2.3.16 Describe traffic control changes at intersections. (include info to warrant changes)
   A signal will be added to the intersection of Hidden Valley Parkway to manage increased left turn traffic and pedestrian traffic to Hidden Hollow Elementary School and decrease crash severity at the intersection. Due to increasing traffic volumes on PonyExpress, the existing 4-way stop experiences significant delays.

2.3.17 What right-of-way is already secured?
   All right-of-way has already been dedicated to the City by the adjacent property owners in anticipation of widening the existing roadway.

2.3.18 What additional right-of-way is needed?
   None
2.3.19 Describe utility work to be performed and indicate who will do the work.
The project will include the installation of a new water line throughout the length of the project in order to increase the capacity of the current system. The city will provide the additional $600,000 funding for utility work on top of their 50% match for the road widening project.

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

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

2.4.1 Transit Route #
N/A

2.4.2 Length of project
1.2 Miles

2.4.3 What is the expected use of the facility or program?
The primary use of the project will come from Active Transportation provided by the added bike lanes and the preserved trail system.

2.4.4 What services are provided in the operating of this project?
The bikes lanes and trail system encourage active transportation and help in reducing congestion along the roadway.

2.4.5 Describe any equipment to be purchased (buses, ITS, etc.).
N/A

2.4.6 Describe how project is consistent with local or agency plans.
The project is included as part of the Saratoga Springs and Eagle Mountain Master Transportation Plans.

2.4.7 Describe how project incorporates ITS needs.
Traffic signals will be designed to connect to existing ITS infrastructure which will be obtained by the city in the future.

2.4.8 If phased or segmented, describe how the phase has logical termini and what will future phases consist of.
This is phase 3 of a larger project which will continue along Pony Express Parkway to Eagle Mountain City Center. Future phases will consist of the continuation of bike lanes and road widening to improve connectivity and mobility.

2.4.9 Is project being coordinated with or constructed with a larger project?
The project is phase 3 of a multi-phase project.

2.4.10 Describe how project will alleviate congestion on this or other facilities.
The project will provide additional travel lanes on Pony Express Parkway, reducing congestion and making the Parkway a viable alternative route to SR-73 which is projected to experience heavy congestion by 2023 (refer to: https://www.udot.utah.gov/sr73/). The bike lanes and trails will encourage multi-modal transportation.

2.4.11 Describe any traffic improvements. (i.e lanes, signal coordination, ITS, turn lanes, bus pullouts, etc.)
Project will increase travel lanes, extend turn pockets to Hidden Hollow Elementary School to position traffic out of travel lanes and add a signal at the intersection of Hidden Valley Parkway which will both decrease the severity of crashes in the area.

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.)
Bike lanes will separate pedestrians from bike traffic improving safety and operations for both modes of transport.

2.4.13 How are complete streets addressed with this project? (plan for pedestrians, bikes, transit, trails, ITS)
Bike lanes will be added which separates vehicles, bikes, and pedestrians into their own travel paths improving safety, connectivity, and mobility.

2.4.14 What right-of-way is already secured?
All right-of-way is secured

2.4.15 What additional right-of-way is needed?
None

2.4.16 Describe utility work to be performed and indicate who will do the work.
The project will include the installation of a new water line throughout the length of the project in order to increase the capacity of the current system. The city will fund the additional $600,000 for utility work on top of their 50% match for the road widening project.

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

2.5 Facility Design

<table>
<thead>
<tr>
<th>Current</th>
<th>Design Year</th>
<th>Design Year w/o</th>
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MPO Concept Report 5
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<th>Conditions</th>
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<th>Improvements</th>
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<td>Average Daily Traffic</td>
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<td>Level of Service</td>
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<td>E</td>
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<td>Functional Class</td>
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<td>Design Speed</td>
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<td>*Accident Rate</td>
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<td>Transit Ridership</td>
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<tr>
<td>Park and Ride Usage</td>
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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 project will provide additional travel lanes on Pony Express Parkway, reducing congestion and making the Parkway a viable alternative route to SR-73 which is projected to experience heavy congestion by 2023 (refer to: https://www.udot.utah.gov/sr73/). The bike lanes and trails will encourage multi-modal transportation.

b) Reduces congestion by reducing the number of vehicles. Improves the alternative transportation network and the ability of residents to successfully and safely use alternative modes of travel.

c) Reduces the need for additional highway lanes for peak hour capacity. The project will relieve some pressure on SR-73, which will allow any planned improvements made to SR-73 to last longer without additional improvements being made. Refer to UDOT SR-73 Corridor Planning Study below https://www.udot.utah.gov/main/uconowner.gf?n=32695713753413451

d) Increases the efficiency of transportation system through traffic management measures. The roadway widening will allow the Parkway to be a better alternative to SR-73 allowing more efficient movement between Eagle Mountain and Saratoga Springs. The addition of a signal and turn pocket extension at Hidden Valley Parkway will allow for improved vehicle efficiency through the intersection and roadway system.

e) Adds turning movements to relieve a congested intersection. The project will extend the turn pocket at Hidden Valley Parkway providing greater storage for vehicles turning left towards Hidden Hollow Elementary School which will allow through traffic to travel safe and efficiently.

3.2 Mode Choice (25 points)
Explain if the project...
a) Benefits multiple transportation systems (transit and highway, pedestrian and transit). The project includes bike lanes providing a safe alternate to driving. It will also remove bikes from the existing trail system to provide improved pedestrian services.

b) Promotes alternative transportation solution to SOV use. The addition of dedicated bike lanes and preservation of the trail system encourages safe and convenient alternatives to driving on the roadway within Eagle Mountain, reducing SOV use.

c) Creates or improves linkages between transportation modes. As the planned roadway will accommodate bus traffic, automobiles, pedestrians, and cyclists, it will provide opportunities for travelers to use multiple modes of transportation and encourage the expansion of the UTA system into Eagle Mountain.

d) Reduces physical, psychological, or economic barriers to carpool, bike, walk, or transit use. The project preserves the trail system and adds bike lanes adjacent to the roadway. This will increase safety and reduce the psychological barriers to walking or biking in the area.

e) Provides incentives to carpool, bike, walk, or transit use. By preserving better, more connected pedestrian and biking facilities, the project will incentivize travelers to choose these alternative modes of transportation.

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

a) Provides cost effective emission reductions (air quality score). The project will reduce travel time and provide improved biking and pedestrian facilities resulting in emission reductions.

b) Minimizes environmental impacts or reduces existing impacts (e.g. air/water/noise pollution). Air quality impacts will be consistent with the SIP. Water, noise, and other environmental impacts are expected to be minimal.

c) Enhances the natural, cultural, or historic environment. The project will not have significant environmental effects and will add landscaping and other aesthetic features.

d) Mitigates invasive impacts to existing neighborhoods/commercial areas (minimal relocations). The project has been expected and planned for, existing development has been set back far enough from the roadway to accommodate the road widening.

3.4 Safety (20 points)
Explain if the project...

a) Corrects/improves a verified or potential safety or accident problem. The signal at Hidden Valley Parkway will prevent potential safety and accident problems by providing a safer school crossing for the students attending Hidden Hollow Elementary School.
The turn pocket extension will remove vehicles turning left from the travel lanes reducing queue lengths and conflicts.

b) Improves information/communications for traffic operations and emergency responders. Traffic signals will be designed to connect to existing fiber infrastructure which will be purchased by the city in the future.

c) Reduces severity of crashes. Extending the left turn pocket at Hidden Valley Parkway reduces the severity of rear end crashes by removing slowing and stopped vehicles from the travel lanes. The addition of a signal also reduces the severity of crashes at Hidden Valley Parkway for both vehicle-vehicle crashes and vehicle-pedestrian crashes.

d) Enhances safe movement of pedestrian, bicycle traffic. The project will preserve safe, separate facilities for pedestrians and cyclists. The signal at Hidden Valley Parkway will manage pedestrian crossings and traffic improving safety for pedestrians and cyclists.

e) Provides an intermodal safety improvement (e.g. separation of vehicles-trains, vehicles-pedestrian). Bike lanes, trails, and roadway provide separate facilities for each mode of transportation.

3.5 Other Considerations (15 points)
Explain if the project...

a) Effectively distributes funding throughout the MPO area. This is the only proposed project in Eagle Mountain, which is one of the fastest growing cities in the county and the state, and the cost is low enough that it will not prevent the fair distribution of funding throughout the MPO area. Additionally, with the City of Eagle Mountain's 50% match of the road widening project plus $600,000 for additional utility work towards the project, funding can be more effectively distributed throughout the MPO area. All required right of way had been dedicated to the City by property owners. Property owners have already funded the existing 3 lane road section through an SID. The additional widening is for excess capacity.

b) Phases project in a manner that the MPO can use limited funds efficiently. The project will be constructed in two different phases allowing for better allocation of funds. The City of Eagle Mountain has managed to pledge $2,062,000 towards the project from their general fund to allow additional funds to be used elsewhere in the MPO area.

c) Additional funding above required match is pledged toward project (including any soft match). $1,864,045.20 (includes 50% of road widening and $600,000 for waterline covered by the city)

d) Project sponsor ranking of project.
e) Project is numbered project within the current RTP.
   Project No. 9
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 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): N/A
   Average distance of trips reduced: N/A
   Emission reduction per average weekday: N/A

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

C) Vehicle Speed
   Average change in vehicle speed (speed before and after): N/A
   Number of vehicles affected: N/A
   Emission reduction per average workday: N/A
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.
This project will improve roadway and intersection operations on Pony Express by adding capacity and installing a new traffic signal. This signal will be timed to provide optimal efficiency for the corridor. With improved capacity and signal timing better operation of the signal network will result in less time spent idling at intersections and air quality benefits along the entire corridor. These benefits have not been calculated quantitatively.
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 $304,000
b) Environmental Work $0
c) Construction $2,002,000
d) UDOT Review (project cost <$500k = $5k, >500K = $10k) $0
e) Construction Engineering $186,000
f) Subtotal (in today's dollars) $3,092,000 (includes $600,000 for waterline covered by the city)
g) Inflated Cost Factor (inflate to 2022) 1.19
h) Total 2022 Cost $3,524,000 (includes $600,000 for waterline covered by the city)
i) Non-MPO Funds Available to Project $1,864,045.20
j) MPO Funding Request (includes 6.77% local match) $1,659,954.80

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 8, 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
Project Description:

- Widen from 3 lanes to 5 lanes and bike lane
- Extension of existing 5 lane arterial
- Relieve congestion at elementary school
- 6,000 L.F.
- Project cost: $3.5 Million
- MAG Request: $1.7 Million
Regional Transportation Plan 2015 - 2040

Phase:

1 (2015 - 2024)  
2 (2025 - 2034)  
3 (2035 - 2040)

Regionally Significant Transportation Facilities

Service Layer Credits: Google, AGRC, Eagle Mountain City

Existing 5 Lane Arterial

Pony Express Widening

State Route 73

Current Widening Project

Future Widening

Existing 3 Lane

Phase 1 (2015 - 2024)