Project Summary Information
1.0 | Project Summary Information

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

1.2 Project Type Road - Widen

1.3 Limits (descriptions should be identifiable, i.e. intersections, place names, landmarks, 35 characters max) Porter's Crossing to Redwood Road

1.4 Project Description (summary of project) Eagle Mountain and Saratoga Springs propose to widen Pony Express Parkway to a five-lane cross-section between Porter's Crossing and Redwood Road. The project will include two travel lanes in each direction and a center turn lane. A multi-use trail has already been constructed adjacent to the roadway.

1.5 Sponsor (jurisdiction, agency name) Eagle Mountain, Saratoga Springs

1.6 Project Manager Gordon Miner
   Office Phone (801) 766-6506
   Fax (801) 766-9794
   Cell Phone enter cell
   Email gminer@saratogaspringscity.com

1.7 Total Project Cost (includes local match and additional funds) $9,642,000
   PE Cost $994,000
   ROW Cost $0
   Construction Cost $6,581,000
   Funds already available to project (less local match) $0
   MPO Federal Funds Request (includes 6.77% local match) $9,642,000

1.8 Local/Regional Significance
   Is project in local general plan? Yes
   Is project in MPO transportation plan? Yes
   Is project on a corridor on the Utah State Functional Class Map? Yes

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

1.10 Leadership Approval (local=mayor, manager, commissioner; state=dept. head). Acknowledges knowledge, support and approval to submit project to Mountainland.
2.0 | Project Scope
Enter NA for answers to questions not applicable to your project.

2.1 Describe purpose and need of project.
Residents of Eagle Mountain and other communities in Cedar Valley use Pony Express Parkway as a major route to access Utah and Salt Lake Counties for commuting, shopping, business, and other activities. The Parkway currently carries approximately 1/3 of the traffic from Cedar Valley. The population of this area is projected to triple between 2010 and 2040 (21,902 to 63,615), which will place increasing strain on the roadways linking Cedar Valley to the rest of the Wasatch Front. Traffic on Pony Express Parkway is expected to increase from approximately 15,000 currently to over 37,000 in 2040. The purpose of the project is to accommodate current and future regional traffic demands and to reduce congestion on regional roadways such as SR-73, Pony Express Parkway, and Redwood Road.

2.2 Describe existing service/conditions
The roadway currently has two travel lanes and a two-way left-turn lane between Porter's Crossing and Redwood Road.

2.3 Highway Project Information

SR# or FA#
Click here to enter text.

Beginning Mile Post
Click here to enter text.

End Mile Post
Click here to enter text.

Length of project
2.8 Miles

Existing number of Travel Lanes
2

Width of facility.
76 feet

Facility surface type.
Asphalt

2.4 Transit / Pedestrian Facility Project Information

Route# 
Pony Express Parkway
Length of project
2.8 miles

What is the expected use of the facility or program?
The facility is intended to provide regional transportation between Eagle Mountain, Saratoga Springs, and other portions of Utah County.

What services are provided in the operating of this project?
A bus route (806) currently operates along this stretch of Pony Express Parkway. The 2040 RTP shows an enhanced bus route along this route as a vision project. A multi-use trail has been constructed along the north side of the roadway.

2.5 Describe any equipment to be purchased (buses, ITS, etc.).
No equipment will be purchased.

2.6 Describe how project is consistent with local plans.
Pony Express Parkway is identified as a major arterial (5 lanes) on both the Eagle Mountain General Plan and Saratoga Springs Master Transportation Plan. The project is also listed on Phase I of the 2040 RTP.

2.7 Describe how project is consistent with Utah County ITS plan.
The project will accommodate existing ITS infrastructure, consistent with the Utah County ITS plan.

2.8 If phased or segmented, describe how the phase has logical termini and what will future phases consist of.
West of the proposed project, Pony Express Parkway already has four travel lanes. This project will make the cross-section consistent through Redwood Road, the major north-south route in the area.

2.9 Is project being coordinated with or constructed with a larger project?
No.

2.10 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. The multi-use pathway recently constructed adjacent to the Parkway encourages multi-modal transportation.

2.11 Describe any traffic improvements. (i.e. lanes, signal coordination, ITS, turn lanes, bus pullouts, etc.)
One travel lane will be added in each direction. The project will have a two-way left-turn lane throughout, and turn lanes at intersections as required.

2.12 Describe any safety improvements for vehicular and pedestrian traffic. (i.e. raised median,
2.13 How are complete streets addressed with this project? (plan for pedestrians, bikes, transit, trails, ITS)
A multi-use path has been added adjacent to the roadway, removing bicycles from the roadway and increasing safety. A two-way left turn lane will be added throughout, removing left turns from the travel lane.

2.14 Describe traffic control changes at intersections. (include info to warrant changes)
No signals will be added by this project. Turn lanes will be added where necessary.

2.15 What right-of-way is already secured?
Eagle Mountain owns some right-of-way in the Ranches and Silver Lake developments.

2.16 What additional right-of-way is needed?
Strip takes will be required in locations where right-of-way has not already been secured. These strip takes are expected to measure 24 feet in width.

2.17 Describe utility work to be performed and indicate who will do the work.
No utility work is planned as part of the project, but utility companies may be given the opportunity to repair or upgrade their systems before construction.

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

2.19 Facility Design

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<thead>
<tr>
<th></th>
<th>Current Conditions</th>
<th>Design Year 2040</th>
<th>Design Year w/o Improvements</th>
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<td>A-C</td>
<td>E-F</td>
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<tr>
<td>Park and Ride Usage</td>
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<td>Enter Text</td>
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</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 project will improve an alternative to using SR-73 from Eagle Mountain to Saratoga Springs.

b) Reduces congestion by reducing the number of vehicles. A multi-use pathway has recently been constructed alongside the roadway. This completes a pathway from near Eagle Mountain Boulevard in Eagle Mountain to Riverside Drive in Saratoga Springs, a total trail distance of over 8 miles. This trail connects to numerous pedestrian and bicycle facilities in both cities, improving the alternative transportation network and the ability of residents to successfully use alternative modes.

c) Reduces the need for additional highway lanes for peak hour capacity. The project will relieve some pressure on SR-73, but may not be sufficient to reduce the need for additional lanes on those roadways.

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.

e) Adds turning movements to relieve a congested intersection. The project will add a center turn lane throughout the project area, and turn lanes at intersections where necessary.

f) Design year number of users. Users include the average AADT for highways and users per day for transit, trails, and other projects. 22,500 (with construction of other improvements on long-term plans, including a southern extension of Mountain View Corridor).

g) 2020 V/C data (computed by MPO staff)
Minimum (PM) 0.55, Maximum (PM) 0.6, 2024 AADT=20,000

3.2 Mode Choice (25 points)

Explain if the project...
a) Benefits multiple transportation systems (transit and highway, pedestrian and transit). The project will accommodate the existing bus route on this roadway. It will also improve the overall capacity and connectivity of the highway system, and will preserve important pedestrian facilities and connectivity.

b) Promotes alternative transportation solution to SOV use.

    The multi-use trail adjacent to Pony Express Parkway encourages alternative modes of transportation.

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.

d) Reduces physical, psychological, or economic barriers to carpool, bike, walk, or transit use.
The project preserves a separated multi-use pathway 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 (amount of reduction justifies cost).
The project would reduce emissions by providing more capacity and a two-way left-turn lane, thereby reducing congestion. As vehicle delays decrease, emissions are reduced.

b) Helps efforts to attain and maintain national air quality standards.
The project includes pedestrian facilities and will reduce vehicle congestion.

c) 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.

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

e) Mitigates invasive impacts to existing neighborhoods/commercial areas (minimal relocations).
Because the facility has been planned in both cities, existing development has been set back far enough from the roadway to accommodate the planned project.

3.4 Safety (20 points)
Explain if the project...
a) Corrects/improves a verified or potential safety or accident problem. The roadway has seen 92 crashes between January 2010 and January 2016. Of these, 22 included possibly injury and 2 included minor injury. A reduction of congestion and the addition of a two-way left-turn lane may reduce the incidence and severity of crashes.

b) Improves information/communications for traffic operations and emergency responders. Traffic signals will be linked to the city fiber optic networks.

c) Reduces severity of crashes. The addition of a center turn lane will remove left-turning motorists from traffic lanes.

d) Enhances safe movement of pedestrian, bicycle traffic. The project will preserve safe, separate facilities for pedestrians and cyclists.

e) Provides an intermodal safety improvement (e.g. separation of vehicles-trains, vehicles-pedestrian). A recently-constructed multi-use pathway separates pedestrians and cyclists from vehicles.

3.5 Other Considerations (15 points)

Explain if the project...

a) Effectively distributes funding throughout the MPO area. The project will provide funding and benefit to multiple communities in western Utah County.

b) Phases project in a manner that the MPO can use limited funds efficiently. The project proposes a limited scope for widening and construction, leaving the eastern extension of the roadway for a future phase.

c) Cost effectiveness is appropriate for the amount of improvement made. The project will provide a significant improvement to the regional transportation network for a reasonable expenditure.

d) Benefits transportation users from adjacent municipalities. The project will benefit transportation users from Eagle Mountain and Saratoga Springs as well as users wishing to visit those cities.

e) Is supported by elected officials. The project is supported by elected city officials in both cities.
4.0 | Air Quality Report

All projects that are eligible for CM/AQ and CM/AQ-PM2.5 funds must complete this report (see CM/AQ Eligibility list at www.mountainland.org/tipselection). These funds are eligible for projects and programs countywide.

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 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): Click here to enter text.
Average distance of trips reduced: Click here to enter text.
Emission reduction per average weekday: Click here to enter text.

b) Idling Time

Average idling time per vehicle reduced: Click here to enter text.
Number of vehicles with reduced idling time: Click here to enter text.
Emission reduction per average weekday: Click here to enter text.

C) Vehicle Speed

Average change in vehicle speed (speed before and after): Click here to enter text.
Number of vehicles affected: Click here to enter text.
Emission reduction per average workday: Click here to enter text.
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.
Click here to enter text.
5.0 | Project Cost Estimate
To development 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 at www.mountainland.org/tipsselection). 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 $994,000
b) Environmental Work $30,000
c) Construction $6,581,000
d) UDOT Review (project cost <$500k = $5k, >500K = $10k) $328,000
e) Construction Engineering $994,000
f) Subtotal $16,014,000
g) Inflated Cost Factor (inflatable to year of construction) 1.16
h) Total Project Cost (enter total cost, not funding request) $9,642,000
i) Additional Funds (less local match) Available to Project $0
j) MPO Federal Funds Request (includes 6.77% local match) $9,642,000

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 with leadership signature, 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 Thursday 03/24/2016 at 6pm.

6.2 Contacts, Questions
For help with the Concept Report or questions, please contact:

Bob Allen, AICP
586 East 800 North, Orem UT 84651
p.801/229-3813 f.801/229-3801
e-mail ballen@mountainland.org

Shawn Eliot, AICP
586 East 800 North, Orem, UT 84097
p.801/229-3841 f.801/229-3801
e-mail sellot@mountainland.org
PIN: PROJECT #  PROJECT NAME: Pony Express Parkway East  

Cost Estimate - Concept Level

Prepared By: Horizons Engineers  Date: 4/1/2016

Proposed Project Scope: Porters Crossing to 500 W

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<th>Approximate Route Reference Mile Post (BEG/N) =</th>
<th>(EMD) =</th>
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<th>Construction Items</th>
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<td>Structures</td>
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<td>ITS</td>
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| Subtotal | $2,022,750 |
|------------------|-----------------

| Construction Subtotal | $3,507,251 |

P.E. Cost:
P.E. Subtotal | $563,892 |

C.E. Cost:
C.E. Subtotal | $563,892 |

Right of Way:
Right of Way Subtotal | $0 |

Utilities:
Utilities Subtotal | $0 |

Incentives:
Incentives Subtotal | $17,073 |

Miscellaneous:
Miscellaneous Subtotal | $0 |

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<tr>
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| TOTAL | $5,237,000 | TOTAL | $5,912,000 |

**PROPOSED COMMISSION REQUEST**

**8**

**9**

**10**

**11**

**12**

**13**

**14**

**Project Assumptions/Risks**

1. $10/ sqft ROW cost, for 66,000 sf (24' Strip)
2. Drainage completed with 2017 project
3. No curb and gutter
4. 
5. 
6. 
7. 

4/1/2016  Page 1 of 1  
Federal Aid Est Form  
Rev. 7/31/2013
# Project Name: Pony Express Parkway East

## Cost Estimate - Concept Level

### Proposed Project Scope:
- **Approximate Route Reference Mile Post (BEGIN):**
- **Approximate Route Reference Mile Post (END):**
- **Project Length:** 0.904 miles
- **Current FY Year (July-June):** 2019
- **Assumed Construction FY Year:**
- **Construction Items Inflation Rate:** 1.5% for inflation
- **Assumed Yearly Inflation for Engineering Services (P&E and C.E.):** 3.0%
- **Assumed Yearly Inflation for Right of Way:** 3.0%
- **Estimated Peral Construction + Incentives:** 10.0%
- **Construction Engineering (P&E or Construction + Incentives):** 10.0%

### Construction Items

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<tr>
<th>Public Information Services</th>
<th>Cost</th>
<th>Remarks</th>
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### P.E. Cost

- **P.E. Subtotal:** $345,873

### C.E. Cost

- **C.E. Subtotal:** $345,873

### Right of Way

- **Right of Way Subtotal:** $0

### Utilities

- **Utilities Subtotal:** $0

### Incentives

- **Incentives Subtotal:** $10,897

### Miscellaneous

- **Miscellaneous Subtotal:** $0

### Cost Estimate (QPM screen 585)

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### TOTAL

- **TOTAL:** $3,163,000

## Proposed Commission Request

### TOTAL

- **TOTAL:** $3,163,000

## Project Assumptions/Risks

1. $10/sq ft ROW cost, for 127,000 sqft (24' Strips)
   - [8]
2. Drainage/Utilities covered in 2015 Project
   - [9]
3. 24' Asphalt Widening
   - [10]
4. No Curb and Gutter
   - [11]
5. [12]
6. [13]
7. [14]

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4/1/2016

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Concept Level Est Form
Rev. 7/31/2013