1.0 | Project Summary Information

1.1 Project Name (35 letters max) Lindon Heritage Trail Phase III

1.2 Project Type Choose an item.

1.3 Limits (descriptions should be identifiable. i.e: intersections, place names, landmarks, 35 characters max) Pioneer Ln Vineyard to Ut Lake Shoreline at Lindon Marina.

1.4 Project Description (summary of project) Construct final segment of Lindon Heritage Trail from Pioneer Lane in Vineyard to Utah Lake Shoreline Trail at Lindon Marina. 0.878 mile segment of 6.5 mile regional east/west trail.

1.5 Sponsor (jurisdiction, agency name) Lindon City/Vineyard Town

1.6 Contact Information
   Project Manager Hugh Van Wagenen
   Office Phone 801-785-7687
   Cell Phone 385-424-5186
   Fax n/a
   Email hugh@lindoncity.org

1.7 Cost Estimate
   Total Project Cost (include matches, pledged funds, etc.) $1,472,153.42
   MPO funding request (include any match) $1,257,153.42
   PE Cost $281,885.44
   ROW Cost n/a
   Construction Cost $899,151.50
   Soft Match proposed for project $194,201.33

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)
   Full 6.5 mile trail: 7.8 kg NOX and 4.1 kg VOC
2.0 | Project Scope
Always enter “NA” rather than leave an answer blank...

2.1 Describe purpose and need of project.
Completion of the LHT will make it one of the only east-west Utah County trails that connects the Bonneville Shoreline Trail to the Utah Lake Trail. Additionally, the trail crosses major north-south transportation corridors such as State Street, Geneva Road, the Murdock Canal Trail and will intersect the future Vineyard Connector. The trail will provide access to numerous destinations for pedestrians and cyclists for both recreational and commuter purposes.

2.2 Describe existing service/conditions
The LHT is a dirt trail from the Bonneville Shoreline Trail to 1200 East in Lindon. At that point it becomes an eight foot paved facility to Canal Drive. From Canal Drive to its current terminus, it is a ten foot paved facility. It is a multi-use trail serving pedestrians, cyclists, equestrian users, etc.

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

2.3.1 State Route # or Federal Aid Route #
n/a

2.3.2 Beginning Mile Post
n/a

2.3.3 End Mile Post
n/a

2.3.4 Length of project
n/a

2.3.5 Existing and proposed number of Travel Lanes
n/a

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

2.3.7 Facility surface type.
n/a

2.3.8 Describe how project is consistent with local or agency plans.
n/a

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

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

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

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

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

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

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

2.3.17 What right-of-way is already secured?
   n/a

2.3.18 What additional right-of-way is needed?
   n/a

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

2.3.20 What type of environmental work will most likely be needed?
   Choose an item.

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

2.4.1 Transit Route #
   Completion of the trail will provide additional access to the future Vineyard Frontrunner Station and route 850 on State Street.
2.4.2 Length of project
0.878 miles

2.4.3 What is the expected use of the facility or program?
The LHT is a multi-use trail available to all non-motorized users including pedestrians, cyclists, equestrian users, skateboarders, joggers, etc. Due to its length and proximity to destinations, the trail acts as both a recreational and commuting facility.

2.4.4 What services are provided in the operating of this project?
Maintenance of trail, including asphalt treatments and snow plowing, etc., is provided by Lindon City.

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 LHT is identified on both Lindon's and Vineyard's Trail Master Plan.

2.4.7 Describe how project incorporates ITS needs.
n/a

2.4.8 If phased or segmented, describe how the phase has logical termini and what will future phases consist of.
This is the final phase of the trail, picking up at its current terminus at Pioneer Lane, and finishing at the Utah Lake Shoreline Trail at Lindon Marina.

2.4.9 Is project being coordinated with or constructed with a larger project?
This is the third and final phase of the Lindon Heritage Trail.

2.4.10 Describe how project will alleviate congestion on this or other facilities.
This final phase will complete the 6.5 mile east/west trail running from the foothills through the heart of Lindon to Utah Lake and Vineyard Town. The trail runs through residential, commercial, and industrial property and connects recreational park destinations as well. This diversity allows individuals to utilize a safe off-street path for active transportation, reducing the need to rely on a vehicle for travel. Less vehicles on the road equates to less congestion.

2.4.11 Describe any traffic improvements. (i.e lanes, signal coordination, ITS, turn lanes, bus pullouts, etc.)
Construction of the trail will create a safer traffic environment where vehicles will not compete for space with pedestrians and other alternative transportation users.

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.)
This final phase will be off-street, which is essential to safety along Vineyard's 250 West due to lack of shoulder and heavy truck traffic along the road. Also, railroad crossings will have
pedestrian safety enhancements such as extended panels and staggered crossing gates.

2.4.13 **How are complete streets addressed with this project?** (plan for pedestrians, bikes, transit, trails, ITS)
   This is an off-street trail project creating active transportation options for residents of both Lindon and Vineyard and employees working in the respective cities.

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?**
   All right of way is secured.

2.4.16 **Describe utility work to be performed and indicate who will do the work.**
   No utility work is needed but coordination with UPRR is needed to cross a spur line and with UTA to cross the commuter rail line.

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

2.5 **Facility Design**

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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?
   This project completes an alternate east/west non-motorized transportation facility through Lindon. This segment will not correct an identified congested problem but will aid in alleviating future congestion as development continues to occur, especially in Vineyard.

b) Reduces congestion by reducing the number of vehicles.
   This project could reduce future congestion as trails from Vineyard Town and Vineyard Connector tie in and also provide access to transit stops on State Street and Vineyard Frontrunner Station.

c) Reduces the need for additional highway lanes for peak hour capacity.
   As a major alternative transportation route connecting to other major trails and transit facilities, the LHT provides alternative transportation options and reduces the need for peak hour highway capacity.

d) Increases the efficiency of transportation system through traffic management measures.
   Aids in managing traffic through providing transportation options that do not require a vehicle.

e) Adds turning movements to relieve a congested intersection.
   Although no turning movements will be added with this project, the trail does provide an alternative to vehicular access to businesses and Utah Lake, thus relieving intersection congestion at 200 South and Geneva Road.

3.2 Mode Choice (25 points)

Explain if the project...

a) Benefits multiple transportation systems (transit and highway, pedestrian and transit). This project completes the 6.5 mile cross-valley connection from Bonneville Shoreline Trail to Utah Lake Trail for non-motorized users and provides connections to existing transit on State Street and to the future Vineyard Frontrunner Station.

b) Promotes alternative transportation solution to SOV use.
Completing the trail will allow safe access to Utah Lake and Lindon Marina for non-motorized users. It will also set up future trail connection from Vineyard Town that will create legitimate alternatives to SOV, especially with connections to the future Frontrunner Station.

c) Creates or improves linkages between transportation modes.
This segment will allow Vineyard Town to connect their trail system from Frontrunner to the LHT. The LHT currently crosses State Street in Lindon where 15 minute bus service is available. The trail also crosses the future light rail line near Geneva Road, will connect to the trail planned with the Vineyard Connector, and connects to bike lanes and transit on State Street.

d) Reduces physical, psychological, or economic barriers to carpool, bike, walk, or transit use.
This segment reduces physical and psychological barriers to bike and pedestrian use by completing a safe off-street trail that stretches the width from the foothills to the lake. Removing bikes and pedestrians from vehicular traffic creates a more comfortable environment for users and thus encourages first mile and last mile connections to transit without using a SOV.

e) Provides incentives to carpool, bike, walk, or transit use.
Since the completion of the current terminus of the LHT, we receive regular inquiries as to when the trail will be completed to Utah Lake. At present, there is not a safe route from the trail’s end to Utah Lake with the road lacking safe shoulders, and providing that route will incentivize bike and pedestrian use. One of the most formidable barriers to increased alternative transportation use is users not feeling comfortable near vehicular traffic; this facility will greatly enhance safety and comfort.

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

a) Provides cost effective emission reductions (air quality score).
This investment will complete a major east/west separated trail facility across the eastern portion of Utah Valley, crossing major north/south transportation corridors such as Geneva Road and State Street. It will also link to the Vineyard Trail system with access to the future Frontrunner Station. Full 6.5 mile trail provides 7.8 kg NOX and 4.1 kg VOC reduction in emissions.

b) Minimizes environmental impacts or reduces existing impacts (e.g. air/water/noise pollution).
Provided alternative transportation route from foothills to Utah Lake following existing drainage streams and street corridors.

c) Enhances the natural, cultural, or historic environment.
Provides non-motorized access to Utah Lake shoreline along wetlands and stream banks, enhancing the user experience of the natural area.

d) Mitigates invasive impacts to existing neighborhoods/commercial areas (minimal relocations).
There will not be any relocations for this project.

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

a) Corrects/improves a verified or potential safety or accident problem.
   Finishes grade separated alternative transportation facility from foothills to Utah Lake. This final phase will provide an off-street facility where the roadways currently lack safe shoulders for bike/ped travel.

b) Improves information/communications for traffic operations and emergency responders.
   Safety improvements should limit the number of emergency calls associated with bike/ped and vehicle conflicts.

c) Reduces severity of crashes.
   An off-street trail facility reduces the number of conflict areas between bike/ped users and vehicles.

d) Enhances safe movement of pedestrian, bicycle traffic.
   Finishes grade separated alternative transportation facility from foothills to Utah Lake.

e) Provides an intermodal safety improvement (e.g. separation of vehicles-trains, vehicles-pedestrian).
   Finishes grade separated alternative transportation facility from foothills to Utah Lake. Also provides safe crossing infrastructure of both UPRR and Frontrunner rail lines.

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

a) Effectively distributes funding throughout the MPO area.
   This is a joint application between Lindon and Vineyard. Vineyard has never received TIP funding through MAG.

b) Phases project in a manner that the MPO can use limited funds efficiently.
   Entire facility has been broken into phases to accomplish this. This project is the final phase.

c) Additional funding above required match is pledged toward project (including any soft match).
   Since the last flexible match was approved for previous phases, Lindon and Vineyard have obtained Right of Way in both fee simple and easements worth approximately $194,201.33, well above the required $91,171.73 match.

d) Project sponsor ranking of project.
   1

e) Project is numbered project within the current RTP.
   This has been an ongoing project and has been on previous RTPs. The whole alignment was approved as a project previously, but funding didn't complete the whole trail. Therefore, the project is not currently reflected in the RTP but was number 41 on the active TIP in 2012.
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 (O$_3$), Carbon monoxide (CO), Particulate Matter – 10 microns (PM$_{10}$), and PM$_{2.5}$ non-attainment and maintenance areas. The city of Provo is a maintenance area for CO and Utah County is a non-attainment area for PM$_{10}$ and PM$_{2.5}$.

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: Full 6.5 mile trail: 7.8 kg NOX and 4.1 kg VOC

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 investment will complete a major east/west separated trail facility across Utah Valley, crossing major north/south transportation corridors such as the Murdock Canal Trail, Geneva Road and State Street, the future Vineyard Connector, and crossing a future BRT or Trax line. It will also link to the Vineyard Trail system with access to the future Frontrunner Station. With these connections, alternative transportation to single occupant vehicles becomes far more practicle and attainable to everyday citizens.

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 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 $151,885.44
b) Environmental Work $7,000
c) Construction $899,155.00
d) UDOT Review (project cost <$500k = $5k, >500K = $10k) $10,000
e) Construction Engineering $130,000
f) Subtotal (in today’s dollars) $1,277,952.09
g) Inflated Cost Factor (inflate to 2022) 3.5%
h) Total 2022 Cost $1,523,678.79
i) Non-MPO Funds Available to Project $215,000 available in PIN 11625
j) MPO Funding Request (includes 6.77% local match) $1,257,153.42

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  
  seliot@mountainland.org
Lindon Heritage Trail

Bonneville Shoreline Trail

Murdock Canal Trail

Orem 800 North Trail

Provo Canyon

State Street

UTA Route 850

15 min service

Geneva Road

Future Vineyard Connector

Future trail in ROW

Future Transit Corridor

Future Vineyard Frontrunner Station

Future trail

Utah Lake Shoreline Trail

Future Trail

Lindon Heritage Trail

Phase III TIP request
Lindon Heritage Trail
Phase III TIP request
0.878 miles

Utah Lake Shoreline Trail

Future Vineyard Connector
with future trail in ROW

Future trail to Vineyard FrontRunner Station

Lindon Marina
Project is at 60% design level
## ENGINEER'S OPINION OF PROBABLE COST

**PROJECT NAME:**
Lindon Heritage Trail

**DATE:**
3/8/2018

**PROJECT DESCRIPTION:**

**CLIENT:**
Lindon City

**PIN NO.:**
11625

**J-U-B PROJ. NO.:**

### ITEM SCHEDULE OF VALUES

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<td>Each</td>
<td>$100.00</td>
<td>$100.00</td>
</tr>
<tr>
<td>32</td>
<td>Sign Type A-1, 48 Inch x 9 Inch</td>
<td>1</td>
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<td>$120.00</td>
<td>$120.00</td>
</tr>
<tr>
<td>33</td>
<td>Sign Type A-1, 36 Inch x 18 Inch</td>
<td>1</td>
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<td>$110.00</td>
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<tr>
<td>34</td>
<td>Sign Post P1</td>
<td>6</td>
<td>Each</td>
<td>$68.00</td>
<td>$408.00</td>
</tr>
<tr>
<td>35</td>
<td>Small Sign Tubular Steel Post Base (B1)</td>
<td>6</td>
<td>Each</td>
<td>$200.00</td>
<td>$1,200.00</td>
</tr>
<tr>
<td>36</td>
<td>Sign Post P3</td>
<td>1</td>
<td>Each</td>
<td>$125.00</td>
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</tr>
<tr>
<td>37</td>
<td>Slipbase Sign Base (B3)</td>
<td>1</td>
<td>Each</td>
<td>$360.00</td>
<td>$360.00</td>
</tr>
<tr>
<td>38</td>
<td>Right-of-way Fence, Type D (Metal Post)</td>
<td>1250</td>
<td>Feet</td>
<td>$8.00</td>
<td>$10,000.00</td>
</tr>
<tr>
<td>39</td>
<td>Right-of-way Brace Post</td>
<td>3</td>
<td>Each</td>
<td>$415.00</td>
<td>$1,245.00</td>
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<tr>
<td>40</td>
<td>4 Foot Chain Link Fence, Type III</td>
<td>1900</td>
<td>Feet</td>
<td>$25.00</td>
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<td>Chain Link Brace Post</td>
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<td>Each</td>
<td>$210.00</td>
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<tr>
<td>42</td>
<td>Chain Link Gate, H=4 ft X W=4 ft</td>
<td>1</td>
<td>Each</td>
<td>$250.00</td>
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<tr>
<td>43</td>
<td>Box Culvert</td>
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<td>Lump</td>
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<tr>
<td>44</td>
<td>Borrow</td>
<td>500</td>
<td>CY</td>
<td>$20.00</td>
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<td>45</td>
<td>Loose Riprap</td>
<td>300</td>
<td>CY</td>
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<td>46</td>
<td>Granular Borrow</td>
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<td>CY</td>
<td>$30.00</td>
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<tr>
<td>47</td>
<td>Bollard</td>
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<td>48</td>
<td>Removable Bollard</td>
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<td>Each</td>
<td>$600.00</td>
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<td>49</td>
<td>Unlisted Items</td>
<td>1</td>
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<tr>
<td>50</td>
<td>Railroad Crossing (UTA)</td>
<td>1</td>
<td>Lump</td>
<td>$25,000.00</td>
<td>$25,000.00</td>
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<tr>
<td>51</td>
<td>MSE Retaining Wall</td>
<td>1</td>
<td>Lump</td>
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<td>52</td>
<td>Silt Fence</td>
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<td>Pacifcorp Cameras and Lighting</td>
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SUBTOTAL: $899,151.50

### RIGHT OF WAY

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<th>NO.</th>
<th>DESCRIPTION</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>TOTAL COST</th>
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<tr>
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<td>12500</td>
<td>SF</td>
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SUBTOTAL: $68,750.00

- Project Contingency (10%)  
  - $89,915.15
- Environmental Document Update
  - $7,000.00
- Preliminary Engineering
  - $151,885.44
- Construction Engineering
  - $130,000.00

TOTAL $1,346,702.09

2875 S. Decker Lake Drive, Suite 575, Salt Lake City, Utah 84119

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**J-U-B ENGINEERS, INC.**
<table>
<thead>
<tr>
<th>PIN</th>
<th>Phase</th>
<th>Federal</th>
<th>Required Local Match</th>
<th>Actual local match</th>
<th>Remaining fund</th>
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<td>7385</td>
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<td>$3,037,434.00</td>
<td>$220,566.00</td>
<td>$286,002.00</td>
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<tr>
<td>11625</td>
<td>3</td>
<td>$268,154.00</td>
<td>Carried over from PIN 7385</td>
<td>Carried over from PIN 7385</td>
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<td>3.2</td>
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<td>$91,171.73</td>
<td>$194,201.33</td>
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<table>
<thead>
<tr>
<th>s.f. Value</th>
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<tbody>
<tr>
<td>ROW-Anderson Geneva</td>
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<tr>
<td>$12500</td>
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<tr>
<td>$68,750.00</td>
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<td>ROW-Pacificorp Easement</td>
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<tr>
<td>$68428</td>
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<td>$125,451.33</td>
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Remaining project costs (includes Geneva Anderson ROW) $1,346,702.09
ROW secure $125,451.33
Total project costs $1,472,153.42 $1,523,678.79

Inflation 2022 (3.5%)

Remaining project cost $1,346,702.09 $1,393,836.66
existing funds $215,000.00 $222,525.00
Needed w/o match $1,131,702.09 $1,171,311.66
$ -

1.7 Funding Request $1,062,952.09 $1,100,155.41
Match $194,201.33 $200,998.38
Total $1,257,153.42 $1,301,153.79