1.0 Project Summary Information

1.1 Project Name (35 letters max) Orem Lakeview Parkway

1.2 Project Type Environmental Work

1.3 Limits (descriptions should be identifiable. i.e: intersections, place names, landmarks, 35 characters max) University Parkway to Provo

1.4 Project Description (summary of project) Orem City proposes to complete preliminary design and environmental clearances in Phase 1 and final design in Phase 2 for the proposed Lakeview Parkway. The proposed roadway would consist of two lanes with a center turn lane, shoulders, curb, gutter, parkstrip, sidewalk and a multi-use trail. The roadway and trail would connect University Parkway and Geneva Road in Orem with the Provo Airport. This concept report proposes to provide funding to complete preliminary design and environmental clearances so that corridor preservation can be undertaken, and in Phase 2 complete final design, without providing funds for construction of the project.

1.5 Sponsor (jurisdiction, agency name) Orem City, Utah County

1.6 Contact Information

   Project Manager Paul Goodrich
   Office Phone (801) 229-7320
   Cell Phone Click here to enter text.
   Fax (801) 229-7031
   Email prgoodrich@orem.org

1.7 Cost Estimate

   Total Project Cost $400,000
   PE Cost $340,000
   ROW Cost Click here to enter text.
   Construction Cost Click here to enter text.
   Funds already available to project Click here to enter text.
   Soft Match proposed for project Click here to enter text.

1.8 Regional Significance
Is project in MPO transportation plan? Yes
Is project on a corridor on the Utah State Functional Class Map? Proposed to be added to map

1.9 Air Quality Benefit (summarize CM/AQ Report, NA for non-CM/AQ eligible projects)
NA
2.0 | Project Scope
Enter NA for answers to questions not applicable to your project.

2.1 Describe purpose and need of project.
The western portions of Orem and Provo are growing at a rapid pace. This growth is placing strains on the existing transportation system, leading to increased congestion. Orem City proposes to examine alternatives to mitigate congestion on Geneva Road and other western Orem roadways.

2.2 Describe existing service/conditions
Geneva Road parallels I-15 and a network of local streets serves area neighborhoods. Provo City has completed design and begun acquiring right-of-way for their portion of the Lakeview Parkway.

2.3 Highway Project Information

<table>
<thead>
<tr>
<th>SR# or FA#</th>
<th>SR-114</th>
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</table>

<table>
<thead>
<tr>
<th>Beginning Mile Post</th>
<th>NA</th>
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<table>
<thead>
<tr>
<th>End Mile Post</th>
<th>NA</th>
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</table>

<table>
<thead>
<tr>
<th>Length of project</th>
<th>1.1-1.2 miles</th>
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</table>

<table>
<thead>
<tr>
<th>Existing number of Travel Lanes</th>
<th>NA</th>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Width of facility</th>
<th>NA</th>
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</table>

<table>
<thead>
<tr>
<th>Facility surface type</th>
<th>NA</th>
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2.4 Transit / Pedestrian Facility Project Information

<table>
<thead>
<tr>
<th>Route#</th>
<th>NA</th>
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</table>

<table>
<thead>
<tr>
<th>Length of project</th>
<th>1.1-1.2 miles</th>
</tr>
</thead>
</table>
What is the expected use of the facility or program?
Roadway and multi-use pedestrian facility.

What services are provided in the operating of this project?
Pedestrian access and connectivity.

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

2.6 Describe how project is consistent with local plans.
Project is listed in the Orem and Provo Master Plans, as well as the MAG long-range plan.

2.7 Describe how project is consistent with Utah County ITS plan.
NA

2.8 If phased or segmented, describe how the phase has logical termini and what will future phases consist of.
The project connects to a planned roadway in Provo City.

2.9 Is project being coordinated with or constructed with a larger project?
Yes, the project will be coordinated with the Provo Lakeview Connector project.

2.10 Describe how project will alleviate congestion on this or other facilities.
The project will provide an alternative to Geneva Road for motorists or pedestrians in western Orem and Provo. This will reduce congestion on Geneva Road.

2.11 Describe any traffic improvements. (i.e lanes, signal coordination, ITS, turn lanes, bus pullouts, etc.)
The project will construct a new roadway and trail on a partially new alignment.

2.12 Describe any safety improvements for vehicular and pedestrian traffic. (i.e. raised median, channelization of turn movements, barriers, parkway strips, etc.)
The proposed multi-use pedestrian trail adjacent to the roadway will provide cyclists and pedestrians with an alternative to using higher capacity arterials.

2.13 How are complete streets addressed with this project? (plan for pedestrians, bikes, transit, trails, ITS)
The project is planned to include a regional trail for pedestrians and cyclists.

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

2.15 What right-of-way is already secured?
No right-of-way has been secured in Orem. Some right-of-way has been obtained for the Provo section of the project.
2.16 What additional right-of-way is needed?
Right-of-way will eventually be required from a number of parcels.

2.17 Describe utility work to be performed and indicate who will do the work.
Required utility work will not be evaluated under the completion of preliminary design.

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

2.19 Facility Design

<table>
<thead>
<tr>
<th></th>
<th>Current Conditions</th>
<th>Design Year Click here to enter</th>
<th>Design Year w/o Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Daily Traffic</td>
<td>14,000 (at Geneva)</td>
<td>30,000</td>
<td>26,000 vpd max</td>
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<tr>
<td>Level of Service</td>
<td>E (at Geneva)</td>
<td>C/D</td>
<td>F</td>
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<tr>
<td>Functional Class</td>
<td>Arterial</td>
<td>Arterial</td>
<td>Arterial</td>
</tr>
<tr>
<td>Design Speed</td>
<td>45 mph</td>
<td>45 mph</td>
<td>40 mph</td>
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<tr>
<td>*Accident Rate</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Transit Ridership</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Ped/Trail Usage</td>
<td>0</td>
<td>0</td>
<td>Est. 15/yr</td>
</tr>
<tr>
<td>Park and Ride Usage</td>
<td>NA</td>
<td>NA</td>
<td>NA</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)

Explains if the project...

a) Provides an alternate transportation facility that corrects an identified congested problem?

Areas of congestion are currently limited to Geneva Road. Completing this roadway and trail would provide an alternative to using Geneva Road. The regional trail would also provide an alternative mode of transportation. The project would help to alleviate future congestion on Geneva Road.

b) Reduces congestion by reducing the number of vehicles.

The project includes a regional trail and connections to commuter rail facilities at University Parkway. This will encourage pedestrian and transit use, reducing the number of vehicles on the road.

c) Reduces the need for additional highway lanes for peak hour capacity.

This project, in conjunction with Geneva Road and the Provo Lakeview Connector project, would provide a local alternative to I-15, providing some congestion relief and reducing the need for further peak hour capacity.

d) Increases the efficiency of transportation system through traffic management measures.

NA

e) Adds turning movements to relieve a congested intersection.

NA

f) Design year number of users. Users include the average AADT for highways and users per day for transit, trails, and other projects.

300,000 estimated

g) 2020 V/C data (computed by MPO staff)

NA

3.2 Mode Choice (25 points)

Explains if the project...
a) Benefits multiple transportation systems (transit and highway, pedestrian and transit). The project provides a new parkway and trail. It will improve access by car and bicycle to important transportation destinations such as the Orem Intermodal Hub and Provo Airport.

b) Promotes alternative transportation solution to SOV use.

By providing enhanced pedestrian access and additional access to intermodal facilities, the project promotes alternative transportation uses.

c) Creates or improves linkages between transportation modes.

The project links to the Orem Intermodal Hub and Provo Airport.

d) Reduces physical, psychological, or economic barriers to carpool, bike, walk, or transit use.

The project reduces barriers to bike, walk, and transit use, by providing a non-road trail for pedestrians and improving access to the Orem Intermodal Hub.

e) Provides incentives to carpool, bike, walk, or transit use.

The project provides incentives to bike and walk by providing non-motorized trail and connections to the Orem Intermodal Hub.

3.3 Environmental Quality (15 points)

Explain if the project...

a) Provides cost effective emission reductions (amount of reduction justifies cost).

The project will encourage the use of alternative transportation modes, reducing the number of vehicles on the road and contributing to the effort to maintain national air quality standards. It will also reduce congestion on Geneva Road.

b) Helps efforts to attain and maintain national air quality standards.

The project will encourage the use of alternative transportation modes, reducing the number of vehicles on the road and contributing to the effort to maintain national air quality standards.

c) Minimizes environmental impacts or reduces existing impacts (e.g. air/water/noise pollution).

The project will minimize environmental impacts by avoiding or mitigating for impacts to wetlands, and avoiding relocations.

d) Enhances the natural, cultural, or historic environment.

The project will enhance the cultural environment of the areas surrounding it by improving pedestrian accessibility and motorist access.

e) Mitigates invasive impacts to existing neighborhoods/commercial areas (minimal relocations).

There will be no relocations as a result of this project.

3.4 Safety (20 points)

Explain if the project...
a) Corrects/improves a verified or potential safety or accident problem.
   Click here to enter text.

b) Improves information/communications for traffic operations and emergency responders.
   NA

c) Reduces severity of crashes.
   This project will separate motorists and pedestrians/bicyclists, which is an especially effective safety tool as pedestrian-vehicle crashes are often among the most severe.

d) Enhances safe movement of pedestrian, bicycle traffic.
   The project will enhance safe movement of pedestrian and bicycle traffic by providing a separated, multi-use, non-motorized trail for their use.

e) Provides an intermodal safety improvement (e.g. separation of vehicles-trains, vehicles-pedestrian).
   The project provides a separate trail, separating vehicles from pedestrians.

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

a) Effectively distributes funding throughout the MPO area.
   The project will complete an important connection between Orem and Provo.

b) Phases project in a manner that the MPO can use limited funds efficiently.
   The project will complete preliminary design and the environmental study, allowing Orem City to seek federal funds for final design and construction.

c) Cost effectiveness is appropriate for the amount of improvement made.
   The project can be constructed at a reasonable cost for the length of improvements made and will provide an important connection for the cost.

d) Benefits transportation users from adjacent municipalities.
   The project will benefit transportation users from Orem and Provo by providing an important new connection for west-side residents.

e) Is supported by elected officials.
   The project is supported by the Orem City Council, Provo City Council, Utah County, and the Utah Department of Transportation.
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.

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.
NA
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.

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Preliminary Engineering</td>
<td>$40,000 (Phase 1) + 300,000 (Phase 2)</td>
</tr>
<tr>
<td>b) Environmental Work</td>
<td>$60,000</td>
</tr>
<tr>
<td>c) Construction</td>
<td>$</td>
</tr>
<tr>
<td>d) UDOT Review (project cost &lt;$500k = $5k, &gt;500K = $10k)</td>
<td>$</td>
</tr>
<tr>
<td>e) Construction Engineering</td>
<td>$</td>
</tr>
<tr>
<td>f) Subtotal $</td>
<td>$</td>
</tr>
<tr>
<td>g) Inflated Cost Factor (inflated to year of construction)</td>
<td>$</td>
</tr>
<tr>
<td>h) Total Cost $</td>
<td>$</td>
</tr>
<tr>
<td>i) Non-MPO Funds Available to Project</td>
<td>Click here to enter text.</td>
</tr>
<tr>
<td>j) MPO Federal Funds Request (includes 6.77% local match)</td>
<td>Click here to enter text.</td>
</tr>
</tbody>
</table>

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 Thursday 24 April 2014 at 6pm.

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

Shawn Eliot, AICP
586 East 800 North, Orem, UT 84097
p.801/229-3841  f.801/229-3801
email seliot@mountainland.org
### Task Description: Project Orientation Meeting

**Labor Hours:**
- Total: 110

**Raw Labor Costs:**
- Total: $5,775.00

### Task Description: Develop and Execute Cooperative Agreement

**Labor Hours:**
- Total: 192

**Raw Labor Costs:**
- Total: $5,472.00

### Task Description: Form Project Team

**Labor Hours:**
- Total: 42

**Raw Labor Costs:**
- Total: $2,230.20

### Task Description: Kickoff Meeting

**Labor Hours:**
- Total: 20

**Raw Labor Costs:**
- Total: $936.00

### Task Description: Initial Design

**Labor Hours:**
- Total: 238

**Raw Labor Costs:**
- Total: $936.00

### Task Description: Approve Design Exceptions

**Labor Hours:**
- Total: 80

**Raw Labor Costs:**
- Total: $448.00

### Task Description: Prepare Environmental Study

**Labor Hours:**
- Total: 32

**Raw Labor Costs:**
- Total: $1,852.80

### Task Description: 30% Review

**Labor Hours:**
- Total: 54

**Raw Labor Costs:**
- Total: $1,504.00

### Task Description: Approve Environmental Study

**Labor Hours:**
- Total: 14

**Raw Labor Costs:**
- Total: $680.40

### Total Labor Hours

<table>
<thead>
<tr>
<th>Task Description</th>
<th>Labor Hours</th>
<th>Raw Labor Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Orientation Meeting</td>
<td>110</td>
<td>$5,775.00</td>
</tr>
<tr>
<td>Develop and Execute Cooperative Agreement</td>
<td>192</td>
<td>$5,472.00</td>
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<tr>
<td>Form Project Team</td>
<td>42</td>
<td>$2,230.20</td>
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<tr>
<td>Kickoff Meeting</td>
<td>20</td>
<td>$936.00</td>
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<tr>
<td>Initial Design</td>
<td>238</td>
<td>$936.00</td>
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<tr>
<td>Approve Design Exceptions</td>
<td>80</td>
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<tr>
<td>Prepare Environmental Study</td>
<td>32</td>
<td>$1,852.80</td>
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<tr>
<td>30% Review</td>
<td>54</td>
<td>$1,504.00</td>
</tr>
<tr>
<td>Approve Environmental Study</td>
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<td><strong>Total</strong></td>
<td>970</td>
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**Raw Labor Costs Summary**

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<tbody>
<tr>
<td>Raw Labor Costs</td>
<td>$31,877.60</td>
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**Direct Expenses Summary**

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<tbody>
<tr>
<td>Mileage</td>
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<tr>
<td>Copies/Prints</td>
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<tr>
<td><strong>Total Direct Expenses</strong></td>
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</tr>
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</table>

**Grand Total**

<table>
<thead>
<tr>
<th>Category</th>
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<tbody>
<tr>
<td><strong>Total Raw Labor Costs</strong></td>
<td><strong>$33,469.00</strong></td>
</tr>
<tr>
<td>10.5% Fixed Fee</td>
<td>$9,420.10</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$99,135.37</strong></td>
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</tbody>
</table>
## PROJECT NAME: Orem Lakeview Parkway, Phase 2: 30% to Final Design

**PROJECT DESCRIPTION:** Full Design

<table>
<thead>
<tr>
<th>TASK DESCRIPTION</th>
<th>LABOR HOURS</th>
<th>HOURS PER TASK</th>
<th>RAW LABOR COSTS</th>
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<tbody>
<tr>
<td>21L 60% Design</td>
<td>30</td>
<td>10</td>
<td>2,687.00</td>
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<tr>
<td>21L 30% Review</td>
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<td>520.00</td>
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<td>21L Modify R/W</td>
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<td>0</td>
<td>2,141.00</td>
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<tr>
<td>21L Final Design</td>
<td>60</td>
<td>14</td>
<td>28,835.00</td>
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<tr>
<td>21L ROW Acquisition</td>
<td>12</td>
<td>10</td>
<td>8,890.00</td>
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<tr>
<td>21L 90% R/W</td>
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<td>2</td>
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<td>21L Prepare Advertising Package</td>
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<td>21L Review Advertising Package</td>
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<td>1,794.00</td>
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**Direct Expenses Summary**

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<td></td>
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**TOTAL RAW LABOR COSTS** $99,928.00

**OVERHEAD** 167,929.00

**DIRECT EXPENSES** $4,052.25

**GRAND TOTAL** $288,036.24

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**HOURS PER TASK**

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<thead>
<tr>
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<th>RAW LABOR COST PER TASK</th>
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<tbody>
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<td>$5,995.00</td>
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