1.0 | Project Summary Information

1.1 Project Name (35 letters max) Roadway and shoulder widening along SR 198 in Payson

1.2 Project Type Road - Widen

1.3 Limits (descriptions should be identifiable. i.e: intersections, place names, landmarks, 35 characters max) West side of SR198 from 1050 South to approximately 1300 South

1.4 Project Description (summary of project) Install curb, gutter, and sidewalk along the west side of SR-198.

1.5 Sponsor (jurisdiction, agency name) Payson City

1.6 Contact Information
   Project Manager Travis Jockumsen
   Office Phone 801-465-5235
   Cell Phone 801-953-5284
   Fax 801-465-5228
   Email travisj@payson.org

1.7 Cost Estimate
   Total Project Cost $262,000
   PE Cost $18,000
   ROW Cost $40,000
   Construction Cost $194,000
   Funds already available to project NA
   Soft Match proposed for project $13,200

1.8 Regional Significance
   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) NA
2.0 | Project Scope
Enter NA for answers to questions not applicable to your project.

2.1 Describe purpose and need of project.
To complete the roadway improvements and increase pedestrian safety along SR 198 as pedestrians access the educational and athletic facilities at Payson High School, Payson Jr. High School and the Gene Hillman Recreation Complex. Installation of the curb, gutter and sidewalk on the west side of the road would create a pedestrian route to a designated crossing located near the Payson Junior High School and provide safer access to the facilities at Payson High School.

2.2 Describe existing service/conditions
SR-198 currently has curb, gutter and sidewalk on the east side of the road but there is only one pedestrian crossing from the west side developments and the east sidewalk. This crossing is located at the intersection of 500 West and SR 198 and crosses to Payson Jr High School. This requires students and pedestrians to travel on the unimproved west shoulder of SR 198.

2.3 Highway Project Information

<table>
<thead>
<tr>
<th>SR# or FA#</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 198</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Beginning Mile Post</th>
</tr>
</thead>
<tbody>
<tr>
<td>NA</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>End Mile Post</th>
</tr>
</thead>
<tbody>
<tr>
<td>NA</td>
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</table>

<table>
<thead>
<tr>
<th>Length of project</th>
</tr>
</thead>
<tbody>
<tr>
<td>1400 feet</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Existing number of Travel Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Width of facility.</th>
</tr>
</thead>
<tbody>
<tr>
<td>80 feet</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Facility surface type.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asphalt</td>
</tr>
</tbody>
</table>

2.4 Transit / Pedestrian Facility Project Information

<table>
<thead>
<tr>
<th>Route#</th>
</tr>
</thead>
<tbody>
<tr>
<td>NA</td>
</tr>
</tbody>
</table>
Length of project
1400 feet

What is the expected use of the facility or program?
This project would provide for safe pedestrian facilities along the west side of SR 198.

What services are provided in the operating of this project?
This project would provide improved pedestrian service to the educational and athletic facilities at Payson High School, Payson Jr High School and the Gene Hillman Recreation Complex. It would also complete the roadway improvements along the entire length of SR 198 within Payson City.

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

2.6 Describe how project is consistent with local plans.
This project would complete the roadway improvements to facilitate pedestrian mobility and safety along the SR 198 as the public attends the events at Payson High School, Payson Jr. High School and the Gene Hillman Recreation Complex.

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.
NA

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.
It will provide a safer route for students as they travel to athletic events which may reduce traffic by providing an option for walking versus driving.

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

2.12 Describe any safety improvements for vehicular and pedestrian traffic. (i.e. raised median, channelization of turn movements, barriers, parkway strips, etc.)
The project will construct pedestrian facilities for use along SR 198.
2.13 How are complete streets addressed with this project? (plan for pedestrians, bikes, transit, trails, ITS)
This completes the pedestrian facilities of SR 198 throughout Payson City.

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

2.15 What right-of-way is already secured?
The right-of-way that is already secured is 66 feet of asphalt with the 8 feet of curb, gutter, and sidewalk on the east side of the road.

2.16 What additional right-of-way is needed?
It is unknown at this time the additional of right-of-way that is needed. Payson would work in with UDOT to determine the additional right-of-way that would need to be acquired.

2.17 Describe utility work to be performed and indicate who will do the work.
Payson City would like to install a six inch pressurized irrigation line. It will not be part of the project but will be completed prior to the installation of the curb, gutter, and sidewalk.

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>7805</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Level of Service</td>
<td>B-C</td>
<td>B-C</td>
<td>B-C</td>
</tr>
<tr>
<td>Functional Class</td>
<td>Minor Arterial</td>
<td>Minor Arterial</td>
<td>Minor Arterial</td>
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<tr>
<td>Design Speed</td>
<td>45</td>
<td>45</td>
<td>45</td>
</tr>
<tr>
<td>*Accident Rate</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Transit Ridership</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Ped/Trail Usage</td>
<td>NA</td>
<td>NA</td>
<td>NA</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)

Explain if the project...

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

b) Reduces congestion by reducing the number of vehicles.
   This project would provide a safe pedestrian facility along SR 198 that would give pedestrians an option to walk to the facilities at Payson High School, Payson Jr High School, and Gene Hillman Recreation Complex instead of driving.

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

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.
   NA

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

3.2 Mode Choice (25 points)

Explain if the project...

a) Benefits multiple transportation systems (transit and highway, pedestrian and transit). This project benefits pedestrian uses along the roadway.
b) Promotes alternative transportation solution to SOV use.

   This project will reduce the number of vehicles during the athletic events at Payson High School, Payson Jr. High School and the Gene Hillman Recreation Complex by providing a safer route for pedestrian traffic thus encouraging pedestrian use instead of driving to the event.

c) Creates or improves linkages between transportation modes.
   NA

d) Reduces physical, psychological, or economic barriers to carpool, bike, walk, or transit use.
   This project removes a physical barrier to walk to the Payson Jr. high school and Payson Sr. High school.

e) Provides incentives to carpool, bike, walk, or transit use.
   This project would provide incentive to walk by creating a safer path for pedestrians as well as improving the shoulder for bike use along the roadway.

### 3.3 Environmental Quality (15 points)

Explain if the project...

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

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

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

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

e) Mitigates invasive impacts to existing neighborhoods/commercial areas (minimal relocations).
   This project mitigates the impacts to the development on the south side of Payson that has limited pedestrian pathways to access the eastern portions of the city.

### 3.4 Safety (20 points)

Explain if the project...

a) Corrects/improves a verified or potential safety or accident problem.
   NA

b) Improves information/communications for traffic operations and emergency responders.
   NA
c) Reduces severity of crashes.
   NA

d) Enhances safe movement of pedestrian, bicycle traffic.
   This project provides another facility for pedestrians to use.

e) Provides an intermodal safety improvement (e.g. separation of vehicles-trains, vehicles-pedestrian).
   This project would complete the pedestrian facilities along SR 198 creating a safer path for pedestrian use that was not on the asphalt on the roadway.

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

a) Effectively distributes funding throughout the MPO area.
   This project is a major road in Payson and provides the main north-south corridor in the city.

b) Phases project in a manner that the MPO can use limited funds efficiently.
   NA

c) Cost effectiveness is appropriate for the amount of improvement made.
   Click here to enter text.

d) Benefits transportation users from adjacent municipalities.
   SR-198 is used by many different municipalities in southern Utah County by being a main corridor that is traveled from Santaquin to Spanish Fork.

e) Is supported by elected officials.
   This project is supported by the local elected officials.
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.

a) Preliminary Engineering $5,000
b) Environmental Work NA
c) Construction $234,000
d) UDOT Review (project cost <$500k = $5k, >500K = $10k) $5,000
e) Construction Engineering $13,200
f) Subtotal $257,000
g) Inflated Cost Factor (inflate to year of construction) $5,100 in 2016
h) Total Cost $262,000
i) Non-MPO Funds Available to Project NA
j) MPO Federal Funds Request (includes 6.77% local match) $262,000

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

6.1 Concept Report Submittal
In order to facilitate the distribution of the Concept Reports and any supplemental information, all Concept Reports shall be combined with any supplemental information and saved in PDF format as one document. Please note that this might create a large data file that might be too large to emailed. Plan accordingly to submit your report in electronic format (CD, DVD, Flash Drive) by the required due date. Concept Reports are due by 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
e-mail seliot@mountainland.org
SR-198 Sidewalk and shoulder widening.
**Project Location:** Payson City SR 198 - 1050 S - 1300 S Approx.  
**Date:** December-12  
**By:** JL

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>Sidewalk Extension</strong></td>
<td>1,373</td>
<td>Ln Ft.</td>
<td>$17.00</td>
<td>$23,341.00</td>
</tr>
<tr>
<td>2</td>
<td>24&quot; Curb &amp; Gutter</td>
<td>1,373</td>
<td>Ln Ft.</td>
<td>$17.00</td>
<td>$23,341.00</td>
</tr>
<tr>
<td>3</td>
<td>5' Concrete Sidewalk</td>
<td>6,865</td>
<td>Sq. Ft.</td>
<td>$9.00</td>
<td>$61,785.00</td>
</tr>
<tr>
<td>4</td>
<td>ADA Handicap Ramp</td>
<td>1</td>
<td>Each</td>
<td>$2,100.00</td>
<td>$2,100.00</td>
</tr>
<tr>
<td>5</td>
<td>6&quot; Road Base - (Curb, Gutter Sidewalk)</td>
<td>275</td>
<td>Ton</td>
<td>$14.00</td>
<td>$3,850.00</td>
</tr>
<tr>
<td>6</td>
<td>Import Structural Fill - (Approx 600' Frontage)</td>
<td>250</td>
<td>Ton</td>
<td>$14.00</td>
<td>$3,500.00</td>
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<tr>
<td>7</td>
<td>Asphalt Paving - (10' Strip)</td>
<td>13,730</td>
<td>Sq. Ft.</td>
<td>$5.00</td>
<td>$68,650.00</td>
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<tr>
<td>8</td>
<td>Right-of-Way acquisition</td>
<td>800</td>
<td>Sq. Ft.</td>
<td>$50.00</td>
<td>$40,000.00</td>
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</table>

**Project Subtotal**  
$203,226.00

**Contingency 15%**  
$30,483.90

**Total Cost**  
$233,709.90

*Note pricing is for construction by outside firm though lowest bid price estimate. All Design and Survey to be provide by City engineering Department.*