Project Summary Information
1.0 | Project Summary Information

1.1 Project Name (35 letters max) Utah Lake Shoreline Trail

1.2 Project Type Preliminary Work

1.3 Limits (descriptions should be identifiable. i.e: intersections, place names, landmarks, 35 characters max) Hotpots, Amanda Lane

1.4 Project Description (summary of project) Saratoga Springs proposes to construct two incomplete segments of the Utah Lake Shoreline Trail, creating a continuous trail from the Jordan River Parkway trail to Talons Cove. The missing segments are located in the Hotpots area, from a point south of Inlet Park to Saratoga Drive; and adjacent to Amanda Lane, from the end of Amanda Lane to Centennial Boulevard.

1.5 Sponsor (jurisdiction, agency name) 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) $996,000
   PE Cost $103,000
   ROW Cost $0
   Construction Cost $679,000
   Funds already available to project (less local match) $0
   MPO Federal Funds Request (includes 6.77% local match) $996,000

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? No not a highway project

1.9 Air Quality Benefit (summarize CM/AQ Report, NA for non-CM/AQ eligible projects)
   1.32 kg NOX, 0.693 kg VOC

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.
Long-term plans envision a trail circling Utah Lake. Segments of this trail have been built in Saratoga Springs, Lindon, Vineyard, and Provo. The planned trail will serve transportation and recreation needs of residents of Utah Valley. The trail will provide a separate, safe alternative to pedestrians and cyclists using Redwood Road, and connects to other regional trails such as the Jordan River Parkway Trail, allowing its use for longer distance commuting and recreation.

2.2 Describe existing service/conditions
Sections of the trail have been completed, but two gaps remain. These gaps limit the utility of the trail for commuters or others hoping to travel longer distances.

2.3 Highway Project Information

   SR# or FA#
   N/A

   Beginning Mile Post
   N/A

   End Mile Post
   N/A

   Length of project
   N/A

   Existing number of Travel Lanes
   N/A

   Width of facility.
   N/A

   Facility surface type.
   N/A

2.4 Transit / Pedestrian Facility Project Information

   Route#
   Utah Lake Shoreline Trail

   Length of project
   1.1 miles
What is the expected use of the facility or program?
The facility is intended to provide local and regional transportation and recreation in Saratoga Springs.

What services are provided in the operating of this project?
No services are provided for operation of the trail, other than basic upkeep.

2.5 Describe any equipment to be purchased (buses, ITS, etc.).
The project is a pedestrian trail and therefore, no equipment would be needed.

2.6 Describe how project is consistent with local plans.
The trail is listed on the Saratoga Springs General Plan. It is also listed in the Utah Lake Master Plan from the Utah Lake Commission, and the Amanda Lane section is included on the 2040 RTP.

2.7 Describe how project is consistent with Utah County ITS plan.
The project is unrelated to 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.
This project will finish incomplete segments of the trail. Although the trail will eventually extend further to the south, completing these two segments will allow most of the existing development in southern Saratoga Springs to access the trail.

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 an alternative route to pedestrians and cyclists traveling north-south in southern Saratoga Springs.

2.11 Describe any traffic improvements. (i.e. lanes, signal coordination, ITS, turn lanes, bus pullouts, etc.)
A continuous trail will be completed.

2.12 Describe any safety improvements for vehicular and pedestrian traffic. (i.e. raised median, channelization of turn movements, barriers, parkway strips, etc.)
A multi-use trail will be constructed. As the trail roughly parallels Redwood Road in southern Saratoga Springs, it could provide an alternative route to pedestrians and cyclists who would otherwise use Redwood Road.

2.13 How are complete streets addressed with this project? (plan for pedestrians, bikes, transit, trails, ITS)
The project accommodates pedestrians and cyclists.
2.14 Describe traffic control changes at intersections. (include info to warrant changes)
No changes in traffic control will be made.

2.15 What right-of-way is already secured?
Saratoga Springs has secured right-of-way for the Amanda Lane section of the trail..

2.16 What additional right-of-way is needed?
Depending on the alignment of the trail, additional right-of-way may be required for the Hotpots section of the trail.

2.17 Describe utility work to be performed and indicate who will do the work.
No utility work will be performed.

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

2.19 Facility Design

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<thead>
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<th></th>
<th>Current Conditions</th>
<th>Design Year Click here to enter</th>
<th>Design Year w/o Improvements</th>
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<tr>
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<td>1500-3000</td>
<td>1300-2500</td>
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<td>Park and Ride Usage</td>
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<td>Enter Text</td>
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</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? The project, by creating a continuous trail, does provide an alternative transportation facility for non-motorized transportation modes. This trail would also provide an alternative for pedestrians who would otherwise use Redwood Road.

b) Reduces congestion by reducing the number of vehicles. The project will provide a multi-use pathway alongside the roadway. This will allow residents of southern Saratoga Springs to connect to the Jordan River Parkway and other regional trail systems.

c) Reduces the need for additional highway lanes for peak hour capacity. The project would not likely impact traffic volumes at peak hour.

d) Increases the efficiency of transportation system through traffic management measures. This project does not include traffic management measures, but it does improve the trail facilities for active transportation modes.

e) Adds turning movements to relieve a congested intersection. This project would not include improvements to intersections, but would remove pedestrians from the congested Redwood Road.

f) Design year number of users. Users include the average AADT for highways and users per day for transit, trails, and other projects.
1500-3000 trail users per day in 2040.

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

3.2 Mode Choice (25 points)

Explain if the project...

a) Benefits multiple transportation systems (transit and highway, pedestrian and transit). The project will improve the connectivity of the pedestrian and bicycle network.
b) Promotes alternative transportation solution to SOV use.
   The completion of this continuous trail will promote alternative modes of transportation.

c) Creates or improves linkages between transportation modes.
   The planned trail contributes to a regional network of multi-use trails.

d) Reduces physical, psychological, or economic barriers to carpool, bike, walk, or transit use.
   The project provides a separated multi-use pathway and an alternative to walking or biking on Redwood Road. 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 providing 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).
   A minimal investment in completing these trail segments will complete a 6 miles continuous trail connecting hundreds of homes to the Jordan River Parkway Trail and other regional destinations. This provides the infrastructure to allow bicycle and pedestrian commuting.

b) Helps efforts to attain and maintain national air quality standards.
   The project provides improved pedestrian facilities and can help reduce vehicle congestion.

c) Minimizes environmental impacts or reduces existing impacts (e.g. air/water/noise pollution).
   Environmental impacts are expected to be minimal, although careful design will be required in the wetland areas along the lake shore.

d) Enhances the natural, cultural, or historic environment.
   The project will enhance access to and appreciation of the natural environment along the lake shore.

e) Mitigates invasive impacts to existing neighborhoods/commercial areas (minimal relocations).
   Development in these areas has been planned with the expectation that the trail will be constructed. No relocations are expected.

3.4 Safety (20 points)

Explain if the project...

a) Corrects/improves a verified or potential safety or accident problem.
   The project will provide a separate, safe alternative to using sidewalks and bike lanes on Redwood Road.
b) Improves information/communications for traffic operations and emergency responders. The project would not provide information related to traffic operations or emergencies.

c) Reduces severity of crashes. The project would not impact crash severity ratings.

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

e) Provides an intermodal safety improvement (e.g. separation of vehicles-trains, vehicles-pedestrian). The project separates vehicles from pedestrians and cyclists through the construction of a multi-use pathway.

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 western Utah County.

b) Phases project in a manner that the MPO can use limited funds efficiently. The project proposes to construct two small gaps in the trail, leaving the southern extension of the trail for the future.

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

d) Benefits transportation users from adjacent municipalities. The project will benefit transportation users from Saratoga Springs and will provide recreational opportunities for residents of multiple cities.

e) Is supported by elected officials. The project is supported by elected city officials in Saratoga Springs.
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 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): Click here to enter text.
   Average distance of trips reduced: Click here to enter text.
   Emission reduction per average weekday: 1.32 kg NOₓ, 0.693 kg VOC

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/tpselection). 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 $103,000
b) Environmental Work $25,000
c) Construction $679,000
d) UDOT Review (project cost < $500k = $5k, > $500k = $10k) $34,000
e) Construction Engineering $103,000
f) Subtotal $867,000
g) Inflated Cost Factor (inflated to year of construction) 1.16
h) Total Project Cost (enter total cost, not funding request)) $996,000
i) Additional Funds (less local match) Available to Project $0
j) MPO Federal Funds Request (includes 6.77% local match) $996,000

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
email ballen@mountainland.org

Shawn Eliot, AICP
586 East 800 North, Orem, UT 84097
p. 801/229-3841  f. 801/229-3801
email seliot@mountainland.org
## Project Assumptions/Risks

1. **10 ft. Asphalt Trail**
   - Assumed Yearly Inflation for Engineering Services (PE and CS/CE) = 3.0%
   - Preliminary Engineering (1% of Construction + Incentives) = 10.0%
   - Construction Engineering (1% of Construction + Incentives) = 10.0%

2. **ROW Acquisition separate to cost estimate**

3. **Trail section 3' HMA on 6' Road Base**

4. **No Utility Conflicts**

5. **Cost Estimate (in millions)**

6. **Proposed Commission Request**

7. **Zoning and Regulatory permits**

8. **Final Design**

9. **Obtain Permit**

10. **Obtain Right-of-Way**

11. **Obtain Construction Permits**

12. **Obtain Final Design**

13. **Obtain Construction Permits**

14. **Obtain Final Design**

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### Construction Items

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<td>Traffic and Safety</td>
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<td>Structures</td>
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<td>Environmental Mitigation</td>
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<td>ITS</td>
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Subtotal: $486,972

Item not Estimated (20%): $97,304

Construction Subtotal: $534,366

P.E. Cost: $355,861 (10%)

C.E. Cost: $355,861 (10%)

Right of Way

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Total: $867,000

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**Concept Level Est Form**

Rev. 7/01/2013