1.0 | Project Summary Information

1.1 Project Name (35 letters max) Spanish Fork River Trail Phase III-1100 East Trailhead

1.2 Project Type Trail - New Construction

1.3 Limits (descriptions should be identifiable. i.e: intersections, place names, landmarks, 35 characters max) Trailhead located in the northwest corner of the intersection of 1100 East and the Spanish Fork River in Spanish Fork, Utah.

1.4 Project Description (summary of project) This project will create a new trailhead location for the Spanish Fork River Trail network. Currently trail users park along 1100 East on a steep grade and in the clear zone. A new trailhead will allow for more trail users and will allow them to safely park away from 1100 East. In addition, restroom facilities will be added. Currently trail users are served with portable restrooms that require weekly maintenance and cleaning. The new trailhead will also feature a directional kiosk, canoe launch, and trailer parking for equestrians and boaters.

1.5 Sponsor (jurisdiction, agency name) Spanish Fork City

1.6 Project Manager Jered Johnson
   Office Phone 801-804-4575  Cell Phone 801-921-9890
   Fax n/a  Email jjohnson@spanishfork.org

1.7 Total Project Cost (includes local match and additional funds) 598,000.00
   PE Cost 36,000.00
   ROW Cost 77,000.00
   Construction Cost 384,000.00
   Funds already available to project (less local match) $30,000.00
   MPO Federal Funds Request (includes 6.77% local match) $568,000

1.8 Local/Regional Significance
   Is project in local general plan? Supported in plan
   Is project in MPO transportation plan? Supported in plan
Is project in MPO transportation plan? Supported in plan
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)

The implementation of a trailhead at 1100 East will improve air quality by allowing the public to access the trail without driving.

1.10 Leadership Approval (local=mayor, manager, commissioner; state=dept. head). Acknowledges knowledge, support and approval to submit project to Mountainland.

[Signature]  [Position]  [Date]  03/23/2016
2.0 | Project Scope
Enter NA for answers to questions not applicable to your project.

2.1 Describe purpose and need of project.
The Spanish Fork River trail has become a popular destination for both local residents and visitors. Because trail linkages have recently been completed, the trail usage has soared for outdoor enthusiasts. The user types vary from pedestrians, bicyclists, equestrians, and even boaters recreating along the river corridor. The 1100 East location has increased in usage because of its easy access to both the river and the trail. However cars parked along 1100 East have become a hazard. In addition, the trail users often overwhelm the portable restrooms (porta potties) located at the trailhead. Spanish Fork City would like to increase safety, improve parking conditions, add a safer canoe launch locations, and provide trail users with appropriate restroom facilities. This project will dramatically improve the trail and river users experience with the Spanish Fork River and trail system.

2.2 Describe existing service/conditions
Currently trail and river users park along 1100 East. In peak usage more than 20 cars are parked along 1100 East. The existing portable restrooms are difficult to clean often enough for trail user satisfaction. The river bank is eroding due to uncontrolled river access and boater usage.

2.3 Highway Project Information

<table>
<thead>
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<th>SR# or FA#</th>
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<tr>
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<tr>
<td>Length of project</td>
<td>Trailhead parking lot- 35 stalls</td>
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<tr>
<td>Existing number of Travel Lanes</td>
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<tr>
<td>Width of facility.</td>
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</tr>
<tr>
<td>Facility surface type.</td>
<td>Asphalt and untreated base course (equestrian/boater parking)</td>
</tr>
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</table>

2.4 Transit / Pedestrian Facility Project Information
Route#
NA

Length of project
NA

What is the expected use of the facility or program?
Trailhead for river and trail users

What services are provided in the operating of this project?
Parking and access to the river and trail

2.5 Describe any equipment to be purchased (buses, ITS, etc.).
The new trailhead will include a vault style restroom.

2.6 Describe how project is consistent with local plans.
The Spanish Fork River trail system is on the MAG trail plan as well as the locally approved trail master plan.

2.7 Describe how project is consistent with Utah County ITS plan.
Not included

2.8 If phased or segmented, describe how the phase has logical termini and what will future phases consist of.
No phasing needed for the trailhead

2.9 Is project being coordinated with or constructed with a larger project?
The project is coordinated with the Spanish Fork River trail, however this is a stand alone project.

2.10 Describe how project will alleviate congestion on this or other facilities.
The project alleviates congestion by allowing parking in the trailhead instead of along 1100 East

2.11 Describe any traffic improvements. (i.e lanes, signal coordination, ITS, turn lanes, bus pullouts, etc.)
Reduced roadside congestion along 1100 East

2.12 Describe any safety improvements for vehicular and pedestrian traffic. (i.e. raised median, channelization of turn movements, barriers, parkway strips, etc.)
The projects removes the need to park along 1100 East

2.13 How are complete streets addressed with this project? (plan for pedestrians, bikes, transit, trails, ITS)
The trailhead will allow for bicyclist and pedestrians to access the trail or to simply rest along the trail.
2.14 **Describe traffic control changes at intersections.** (include info to warrant changes)
None

2.15 **What right-of-way is already secured?**
The river corridor is managed by Spanish Fork City

2.16 **What additional right-of-way is needed?**
The acreage for the trailhead (1.4 acres) would need to be purchased from BYU. It is anticipated to cost $140,000.00 to secure the right of way ($2.33/sq. ft). The City will purchase the ROW and apply this as their match.

2.17 **Describe utility work to be performed and indicate who will do the work.**
Utility work will not be included. Sewer and water connections are 4200 ft and 4800 ft away from the project respectively and are too expensive to bring to the site. Storm drainage will be handled on-site using Spanish Fork City approved LID strategies.

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

2.19 **Facility Design**

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<tr>
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<th>Design Year w/o Improvements</th>
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<td>2030- 200 users/day</td>
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<tr>
<td><strong>Park and Ride Usage</strong></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? Yes, the trailhead will provide off-street parking eliminating roadside congestion.

b) Reduces congestion by reducing the number of vehicles. Yes, trail users can access the trailhead safely via bicycle, equestrian, or pedestrian

c) Reduces the need for additional highway lanes for peak hour capacity. No highway lanes present

d) Increases the efficiency of transportation system through traffic management measures. No traffic management measures included

e) Adds turning movements to relieve a congested intersection. No turning movements needed

f) Design year number of users. Users include the average AADT for highways and users per day for transit, trails, and other projects. 200 users/day at this specific trailhead.

g) 2020 V/C data (computed by MPO staff) None provided

3.2 Mode Choice (25 points)
Explain if the project...

a) Benefits multiple transportation systems (transit and highway, pedestrian and transit). This project benefits, walkers, joggers, bicyclists, canoeists, and kayakers.

b) Promotes alternative transportation solution to SOV use.

This project promotes healthy lifestyle and non-vehicle transportation.

c) Creates or improves linkages between transportation modes.
This trailhead allows users to park vehicles and use the trail and river for exercise and recreation purposes.

d) Reduces physical, psychological, or economic barriers to carpool, bike, walk, or transit use. This project reduces barriers to walking, river use, and bicyclists by providing safe access to the trail and river.

e) Provides incentives to carpool, bike, walk, or transit use. The incentives to use this project include a safe, clean, and convenient location to access the river and trail.

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

a) Provides cost effective emission reductions (amount of reduction justifies cost). This project reduces emissions by providing a place to park vehicles and use bicycles, water craft, or pedestrian transportation methods.

b) Helps efforts to attain and maintain national air quality standards. This project will help to attain air quality standards by allowing a safe location to park vehicles.

c) Minimizes environmental impacts or reduces existing impacts (e.g. air/water/noise pollution). This project reduces water pollution by stabilizing the river bank and providing access for river users in a sustainable manner.

d) Enhances the natural, cultural, or historic environment. The trailhead kiosks will include interpretive information related to the trail system and river.

e) Mitigates invasive impacts to existing neighborhoods/commercial areas (minimal relocations). This project has no relocations.

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

a) Corrects/improves a verified or potential safety or accident problem. This project improves an existing safety problem of parallel parking on gravel shoulder of 1100 East

b) Improves information/communications for traffic operations and emergency responders. This trailhead would provide emergency responders increased trail access for emergency situations.

c) Reduces severity of crashes. NA

d) Enhances safe movement of pedestrian, bicycle traffic.
This project improves both pedestrian and bicycle traffic by providing a safe location to unload bicycles or water craft before going to the trail or river.

e) Provides an intermodal safety improvement (e.g. separation of vehicles-trains, vehicles-pedestrian).
   This project would separate vehicles from pedestrians along 1100 East.

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

a) Effectively distributes funding throughout the MPO area.
   Throughout the years, a large portion of the funding has been used in northern Utah County Cities as this is where transportation needs have traditionally been. Over the last several years, the MPO has funded trail and transportation projects in south Utah County to meet the growing transportation and alternative transportation needs. This project will continue with this trend.

b) Phases project in a manner that the MPO can use limited funds efficiently.
   This is phase 3 of the Spanish Fork River Trail system. Funds have been distributed in phases over the last several years.

c) Cost effectiveness is appropriate for the amount of improvement made.
   The improvements allow for better access, safer accommodations for trail and river users, and clean, maintainable facilities for the public.

d) Benefits transportation users from adjacent municipalities.
   The trail and river are both open for users from adjacent municipalities. Several users come from other areas in and around Utah County.

e) Is supported by elected officials.
   The Spanish Fork River trail is strongly support by the Spanish Fork City Council and Mayor.
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): Trail users can access the trail from the improved trailhead
Average distance of trips reduced: 1 mile
Emission reduction per average weekday: 10%

b) Idling Time
Average idling time per vehicle reduced: 2 minutes
Number of vehicles with reduced idling time: 30
Emission reduction per average weekday: 10%

C) Vehicle Speed
Average change in vehicle speed (speed before and after): 30 MPH
Number of vehicles affected: 35
Emission reduction per average workday: 10%

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.
No qualitative assessment needed.
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/tipselection). 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 $33,000.00  
b) Environmental Work $43,500.00  
c) Construction $330,000.00  
d) UDOT Review (project cost <$500k = $5k, >500K = $10k) $5,000.00  
e) Construction Engineering $33,000.00  
f) Subtotal $522,000.00  
g) Inflated Cost Factor (inflate to year of construction) $1.06%  
h) Total Project Cost (enter total cost, not funding request)) $598,000.00  
i) Additional Funds (less local match) Available to Project $30,000.00  
j) MPO Federal Funds Request (includes 6.77% local match) $568,000.00

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
**PIN:** PROJECT #  PROJECT NAME: Spanish Fork River Trail Phase III, 1100 East Trailhead  
Cost Estimate - Concept Level

---

**Prepared By:** Spanish Fork City  
**Date:** 4/1/2016

**Proposed Project Scope:** 1100 East Trailhead

<table>
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<th>1100 East</th>
<th>(END) = 1100 East</th>
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<td>VALUE!</td>
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<td>Assumed Construction FY Year</td>
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**Construction Items**

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<td>$384,000</td>
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**PROPOSED COMMISSION REQUEST**

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<td><strong>TOTAL</strong></td>
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**Project Assumptions/Risks**

| 1 | 8 |
| 2 | 9 |
| 3 | 10 |
| 4 | 11 |
| 5 | 12 |
| 6 | 13 |
| 7 | 14 |
Figure 1: Study Area, Aerial Photography

Authors: HB

1550 West Trailhead
Sports Complex Trailhead
Butler Springs Trailhead
1100 East Trailhead
198

0 0.25 0.5 Miles

Existing Trail
Trail in Design
Spanish Fork River
Canal
Ditch
Bridge in Design
Existing Bridge
Proposed Bridge

Butler Springs Trailhead
1100 East Trailhead
Sports Complex Trailhead
1550 West Trailhead

Canyon Road
Mill Race Canal
Butler Springs Trailhead
1100 East Trailhead
Sports Complex Trailhead
1550 West Trailhead

2012 HRO 6-inch Orthophotography
Spanish Fork River Trail
Authors: HB
TYPICAL CONDITIONS

1100 EAST

SPANISH FORK RIVER