1.0 | Project Summary Information

1.1 Project Name (35 letters max) Center Street 900 East to US 6

1.2 Project Type Road - Widen

1.3 Limits (descriptions should be identifiable. i.e: intersections, place names, landmarks, 35 characters max) Center Street; from 900 East to US 6

1.4 Project Description (summary of project) This project is a second phase to the Center Street Bridge Widening project currently under construction with TIP funding. This phase will widen Center Street to five lanes from 900 East to US-6 to reduce traffic congestion. It will also include a traffic signal at the intersection of Center Street and 1150 East. The 1150 East/Center Street intersection is a major pedestrian crossing for school children going to Diamond Fork Junior High and this project will increase safety dramatically.

1.5 Sponsor (jurisdiction, agency name) Spanish Fork City, UT

1.6 Project Manager Cory Pierce
   Office Phone 801-804-4552   Cell Phone 385-225-6295
   Fax 801-804-4510             Email cpierce@spanishfork.org

1.7 Total Project Cost (includes local match and additional funds) $5,046,000
   PE Cost $230,000
   ROW Cost $2,873,000
   Construction Cost $1,538,000
   Funds already available to project (less local match) $0
   MPO Federal Funds Request (includes 6.77% local match) $5,046,000 (2019)

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? Yes

1.9 Air Quality Benefit (summarize CM/AQ Report, NA for non-CM/AQ eligible projects)
   N/A
1.10 Leadership Approval (local=mayor, manager, commissioner; state=dept. head). Acknowledges knowledge, support and approval to submit project to Mountainland.

[Signature]  [Mayor]  [03/13/2016]
2.0 | Project Scope
Enter NA for answers to questions not applicable to your project.

2.1 Describe purpose and need of project.
Recent growth in the City of Spanish Fork has resulted in intersection and roadway congestion along the existing two-lane Center Street between 900 East and US 6. Furthermore, there are several schools (Park Elementary School, Larsen Elementary School, and Diamond Fork Junior High School) in this area and school children use the sidewalks along Center Street to get to and from school. Widening Center Street by adding two additional travel lanes (one westbound, one eastbound) will increase the roadway capacity, reduce congestion and improve the overall traffic network. Proposed improvements on the north side of Center Street include a park strip and five-foot sidewalk that will improve pedestrian safety (including school children).

2.2 Describe existing service/conditions
Center Street, between 900 East and US 6, currently consists of one eastbound lane and one westbound lane, with a two-way center turn lane. There are also four-foot wide sidewalks on both sides of the street, without park strips. The intersection of 1150 East/Center Street is currently a three-way stop-controlled intersection with a marked crosswalk on the east leg.

2.3 Highway Project Information

<table>
<thead>
<tr>
<th>SR# or FA#</th>
<th>3062</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beginning Mile Post</td>
<td>0.826</td>
</tr>
<tr>
<td>End Mile Post</td>
<td>1.223</td>
</tr>
<tr>
<td>Length of project</td>
<td>0.4 miles</td>
</tr>
<tr>
<td>Existing number of Travel Lanes</td>
<td>2</td>
</tr>
<tr>
<td>Width of facility.</td>
<td>50 feet</td>
</tr>
<tr>
<td>Facility surface type.</td>
<td>Asphalt</td>
</tr>
</tbody>
</table>

2.4 Transit / Pedestrian Facility Project Information

<table>
<thead>
<tr>
<th>Route#</th>
<th></th>
</tr>
</thead>
</table>
N/A - no transit facilities within the project limits

**Length of project**
N/A

**What is the expected use of the facility or program?**
N/A

**What services are provided in the operating of this project?**
N/A

2.5 **Describe any equipment to be purchased** (buses, ITS, etc.).
N/A

2.6 **Describe how project is consistent with local plans.**
Currently there are two lanes in each direction on Center Street from 860 West to 900 East. Phase 1 of this project (widening of Cut Bridge) will provide two lanes in each direction on Center Street, east of US-6. This project will fill in the gap by providing two lanes in each direction between 900 East and US 6. Widening Center Street to five lanes and a new traffic signal at the 1150 East intersection is consistent with the Spanish Fork City Transportation and Traffic Circulation Element of the General Plan (June 2012).

2.7 **Describe how project is consistent with Utah County ITS plan.**
N/A

2.8 **If phased or segmented, describe how the phase has logical termini and what will future phases consist of.**
This is the second of two phases that will complete the widening of Center Street from 900 East to US 6.

2.9 **Is project being coordinated with or constructed with a larger project?**
N/A

2.10 **Describe how project will alleviate congestion on this or other facilities.**
This project will extend the existing five-lane section from 900 East to US 6 and will replace the existing three-way stop-control at 1150 East with a traffic signal. The additional travel lanes and traffic signal will increase the roadway capacity, reduce congestion and improve the overall traffic network.

2.11 **Describe any traffic improvements.** (i.e. lanes, signal coordination, ITS, turn lanes, bus pullouts, etc.)
This project will widen Center Street between 900 East and US 6 to provide two additional travel lanes, matching the existing roadway section of Center Street, west of 900 East.

2.12 **Describe any safety improvements for vehicular and pedestrian traffic.** (i.e. raised median,
channelization of turn movements, barriers, parkway strips, etc.)
This project will improve vehicular safety by providing additional travel lanes and reducing congestion. It will improve pedestrian safety by providing a park strip and five-foot wide sidewalk on the north side, as well as signalizing the intersection at 1150 East.

2.13 How are complete streets addressed with this project? (plan for pedestrians, bikes, transit, trails, ITS)
The existing pedestrian facility along Center Street (four-foot sidewalk with no park strips) will be greatly improved by this project by providing five-foot sidewalk and park strip on the north side of the street. Six-foot shoulders will also be provided on both sides of the street to accommodate bicycles.

2.14 Describe traffic control changes at intersections. (include info to warrant changes)
A traffic signal warrant analysis was performed in 2014 for the 1150 East Center Street intersection which recommended that the intersection should be signalized by the year 2025. This project proposes to construct the traffic signal as part of the Center Street widening.

2.15 What right-of-way is already secured?
The additional right-of-way needed for the widening has not been secured.

2.16 What additional right-of-way is needed?
Eight parcels along the north side of Center Street will need to be acquired (full takes), as well as partial acquisitions from the junior high school and the commercial property (gas station) at US 6. The excess property (estimated at about 1.8 acres) from the full takes will be redeveloped and used to fund other Transportation Improvement Program projects.

2.17 Describe utility work to be performed and indicate who will do the work.
Two power poles will be relocated by Spanish Fork City. Other utility work, including relocation of fire hydrants, residential service abandonments and impacts to gas line and other utilities will performed by the project contractor.

2.18 What type of environmental work will most likely be needed?
Environmental Accessment

2.19 Facility Design

<table>
<thead>
<tr>
<th></th>
<th>Current Conditions</th>
<th>Design Year 2040</th>
<th>Design Year w/o Improvements</th>
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<tbody>
<tr>
<td>Average Daily Traffic</td>
<td>12,000</td>
<td>31,600</td>
<td>28,900</td>
</tr>
<tr>
<td>Level of Service</td>
<td>D</td>
<td>D</td>
<td>F</td>
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<tr>
<td>Functional Class</td>
<td>Urban Collector</td>
<td>Urban Collector</td>
<td>Urban Collector</td>
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<tr>
<td></td>
<td>30 mph</td>
<td>30 mph</td>
<td>30 mph</td>
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<tr>
<td>----------------------</td>
<td>--------</td>
<td>--------</td>
<td>--------</td>
</tr>
<tr>
<td>Design Speed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>*Accident Rate</td>
<td>20.7/year</td>
<td>We expect a reduction</td>
<td>We expect that it will increase</td>
</tr>
<tr>
<td>Transit Ridership</td>
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<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Ped/Trail Usage</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Park and Ride Usage</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</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?
   The existing lane configuration to the east and west of the project is a five-lane section, matching the Spanish Fork City Transportation and Traffic Circulation Element of the General Plan (June 2012). This project widens Center Street (900 East to US 6) from the existing three-lane section to a five-lane section. This project will also include the construction of a traffic signal at 1150 East. These two improvements (widening and traffic signal) will increase the roadway capacity, reduce congestion and improve the overall traffic network.

b) Reduces congestion by reducing the number of vehicles.
   This is a road widening project and will reduce congestion by providing a more efficient traffic pattern. The number of vehicles won’t be reduced.

c) Reduces the need for additional highway lanes for peak hour capacity.
   Increasing the capacity of Center Street and reducing the congestion will relieve other nearby roadways and will thereby reduce the need for additional travel lanes on those roadways. Signalizing the 1150 East intersection will increase the capacity of the intersection and reduce the need for additional lanes.

d) Increases the efficiency of transportation system through traffic management measures.
   The additional lanes and traffic signal proposed in this project will increase the efficiency of the transportation system by increasing the roadway capacity. The traffic signal will also create gaps in the traffic stream which will improve the efficiency of nearby accesses and driveways.

e) Adds turning movements to relieve a congested intersection.
   This project will add turning movements at the 1150 East intersection which will greatly relieve the congested intersection.

f) Design year number of users. Users include the average AADT for highways and users per day for transit, trails, and other projects.
   2040 ADT is 31,600 vehicles per day according to the Spanish Fork City Transportation and Traffic Circulation Element of the General Plan (June 2012)
3.2 Mode Choice (25 points)
Explain if the project...

a) Benefits multiple transportation systems (transit and highway, pedestrian and transit). The roadway widening, traffic signal and sidewalk improvements will benefit motorists, bicyclists and pedestrians.

b) Promotes alternative transportation solution to SOV use.

The roadway widening, traffic signal and sidewalk improvements will benefit motorists, bicyclists and pedestrians. This should help provide alternatives to SOV use.

c) Creates or improves linkages between transportation modes.
The improvements to the transportation system will improve the linkages between transportation modes by improving motorist and pedestrian access to nearby bus stops (along Center Street and 800 East) and the pedestrian trail near US 6.

d) Reduces physical, psychological, or economic barriers to carpool, bike, walk, or transit use.
The widened sidewalk and park strip on the north side of Center Street will provide a safe and comfortable environment for pedestrians. The traffic signal will also improve the safety and comfort of pedestrians.

e) Provides incentives to carpool, bike, walk, or transit use.
The sidewalk improvements will encourage pedestrians, bicyclists and others to use nearby transit facilities at 800 East as well as the trail near US 6.

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

a) Provides cost effective emission reductions (amount of reduction justifies cost).
The roadway widening and traffic signal improvements will reduce traffic congestion and the stop-and-go traffic associated with the current three-way stop-controlled intersection at 1150 East. The reduction in congestion and stop-and-go traffic will reduce vehicle emissions.

b) Helps efforts to attain and maintain national air quality standards.
The reduction in vehicle emissions will help efforts to attain and maintain national air quality standards.

c) Minimizes environmental impacts or reduces existing impacts (e.g. air/water/noise pollution).
The proposed signal at 1150 East and Center Street will help the intersection operate more efficiently which will reduce congestion and vehicle idle time and therefore air pollution.

d) Enhances the natural, cultural, or historic environment.
3.4 Safety (20 points)
Explain if the project...

a) Corrects/improves a verified or potential safety or accident problem.
   In the past 10 years there have been 207 accidents within this corridor (Center Street, from 900 East to US 6). While it is difficult to determine how many of those accidents would have been prevented by the proposed improvements, this project will improve vehicular safety by providing additional travel lanes and reducing congestion. It will improve pedestrian safety by providing a park strip and five-foot wide sidewalk on the north side, as well as signalizing the intersection at 1150 East.

b) Improves information/communications for traffic operations and emergency responders.
   The traffic signal will include preemption for emergency vehicles which will allow emergency responders to travel through the intersection much more quickly and safely than the current three-way stop-controlled intersection.

c) Reduces severity of crashes.
   While the improvements will reduce crashes due to increased capacity and efficient operation, we don’t expect the severity of crashes to be significantly reduced.

d) Enhances safe movement of pedestrian, bicycle traffic.
   This project will improve pedestrian safety by providing a park strip and five-foot wide sidewalk on the north side of Center Street, as well as signalizing the intersection at 1150 East.

e) Provides an intermodal safety improvement (e.g. separation of vehicles-trains, vehicles-pedestrian).
   This project will improve pedestrian safety by providing a park strip and five-foot wide sidewalk on the north side of Center Street providing separation between vehicles and pedestrians.

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.
Phase 1 of this project (widening the Cut Bridge and improvements to the US 6 signalized intersection) will be complete in the spring of 2016. This project is Phase 2 of the Center Street improvements to fill in the gap between the five-lane section west of the project and the newly constructed five-lane section at US 6. This project will allow the MPO to efficiently use the limited funds to maximize the roadway capacity and overall roadway network.

c) Cost effectiveness is appropriate for the amount of improvement made.
Due to the Phase 1 improvements and existing five-lane section, the improvements associated with this project will result in a greatly-improved transportation system compared with relatively low construction costs. The bulk of the costs are associated with right-of-way acquisition; since this project does not need all of the property associated with the full-take parcels, the excess property (estimated at about 1.8 acres) will be redeveloped and used to fund other Transportation Improvement Program projects.

d) Benefits transportation users from adjacent municipalities.
The nearby communities, including Springville and Mapleton use the Center Street facility and will benefit from the improvements proposed by this project.

e) Is supported by elected officials.
Phase 1 (Cut Bridge widening and US 6 intersection improvements) has been fully supported by Spanish Fork City officials. These elected officials also fully support the Phase 2 improvements proposed in this Concept Report.
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): N/A
Average distance of trips reduced: N/A
Emission reduction per average weekday: N/A

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.
N/A
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 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.

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Preliminary Engineering</td>
<td>$204,000</td>
</tr>
<tr>
<td>b) Environmental Work</td>
<td>$32,000</td>
</tr>
<tr>
<td>c) Construction</td>
<td>$1,265,000</td>
</tr>
<tr>
<td>d) UDOT Review (project cost &lt;$500k = 5k, &gt;500K = $10k)</td>
<td>$10,000</td>
</tr>
<tr>
<td>e) Construction Engineering</td>
<td>$204,000</td>
</tr>
<tr>
<td>f) Subtotal</td>
<td>$4,471,000</td>
</tr>
<tr>
<td>g) Inflated Cost Factor (inflated to year of construction)</td>
<td>1.22</td>
</tr>
<tr>
<td>h) <strong>Total Project Cost</strong> (inflated to year of construction)</td>
<td>$5,046,000</td>
</tr>
<tr>
<td>i) Additional Funds (less local match) Available to Project</td>
<td>$0</td>
</tr>
<tr>
<td>j) <strong>MPO Federal Funds Request</strong> (includes 6.77% local match)</td>
<td>$5,046,000</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 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:

<table>
<thead>
<tr>
<th>Name</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bob Allen, AICP</td>
<td><a href="mailto:ballen@mountainland.org">ballen@mountainland.org</a></td>
</tr>
<tr>
<td>Shawn Eliot, AICP</td>
<td></td>
</tr>
</tbody>
</table>
SPANISH FORK CENTER STREET/US-6 INTERSECTION

PHASE 2 - WIDEN CENTER STREET TO 900 EAST

PROJECT NO. F-LC48(141)
PH 10961

SHEET NO. 2

1105 EAST TO 1260 EAST

11' TRAVEL LANE
11' TRAVEL LANE
11' TRAVEL LANE
11' TRAVEL LANE
15' TURN LANE
6' SHOULDER
6' SHOULDER
11' TRAVEL LANE
6' SHOULDER
6' SHOULDER
11' TRAVEL LANE
11' TRAVEL LANE
11' TRAVEL LANE
11' TRAVEL LANE
15' TURN LANE
3' SHOULDER
3' SHOULDER
11' TRAVEL LANE
3' SHOULDER
3' SHOULDER
11' TRAVEL LANE
Proposed Project Scope:

- **Approximate Route Reference Mile Post (BEGIN)**: 1.548
- **Approximate Route Reference Mile Post (END)**: 2.021
- **Project Length**: 0.473 miles / 2,497 ft
- **Current FY Year (July-June)**: 2015
- **Assumed Construction FY Year**: 2019
- **Construction Items Inflation Factor**: 1.22
- **Assumed Yearly Inflation for Engineering Services (PE and CE) (%)**: 3.0%
- **Assumed Yearly Inflation for Right ofWay (%)**: 2.0%
- **Items not Estimated (% of Construction)**: 20.0%
- **Preliminary Engineering (% of Construction + Incentives)**: 16.0%
- **Construction Engineering (% of Construction + Incentives)**: 16.0%

### Construction Items

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Information Services</td>
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</tr>
<tr>
<td>Roadway and Drainage</td>
<td>$738,331</td>
<td></td>
</tr>
<tr>
<td>Traffic and Safety</td>
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<tr>
<td>Structures</td>
<td>$81,000</td>
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<td>Environmental Mitigation</td>
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<tr>
<td>ITS</td>
<td>$15,500</td>
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</tbody>
</table>

**Subtotal**: $1,054,062

**Items not Estimated (20%)**: $210,812

**Construction Subtotal**: $1,264,874

- **P.E. Cost**
  - **P.E. Subtotal**: $203,593 (16%)
- **C.E. Cost**
  - **C.E. Subtotal**: $203,593 (16%)
- **Right of Way**
  - **Right of Way Subtotal**: $2,654,612
- **Utilities**
  - **Utilities Subtotal**: $21,000
- **Incentives**
  - **Incentives Subtotal**: $7,585
- **Miscellaneous**
  - **Miscellaneous Subtotal**: $0

**Subtotal**: $4,471,000

### Cost Estimate (ePM screen 505)

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<thead>
<tr>
<th>Item</th>
<th>2015</th>
<th>2019</th>
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<tbody>
<tr>
<td>P.E.</td>
<td>$204,000</td>
<td>$230,000</td>
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<tr>
<td>Right of Way</td>
<td>$2,655,000</td>
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<td>Construction</td>
<td>$1,265,000</td>
<td>$1,538,000</td>
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<td>C.E.</td>
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<td>Aesthetics</td>
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<tr>
<td>UDOT Oversight</td>
<td>0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>0.00%</td>
<td>0.00%</td>
</tr>
</tbody>
</table>

**TOTAL**: $4,471,000

### Project Assumptions/Risks

1. 
2. 
3. 
4. 
5. 
6. 
7. 
8. 
9. 
10. 
11. 
12. 
13. 
14.