1.0 | Project Summary Information

1.1 Project Name (35 letters max) 2900 East - Canyon Rd Trailhead

1.2 Project Type Park and Ride - New Construction

1.3 Limits (descriptions should be identifiable. i.e: intersections, place names, landmarks, 35 characters max) Trailhead located in the southeast corner of the 2900 East and Canyon Road intersection in Springville, Utah

1.4 Project Description (summary of project) This project will create a new trailhead location for 3 trails accessible at this location: the Hobble Creek Canyon trail, the Springville/Mapleton Lateral trail and the Bonneville Shoreline trail. Currently trail users for all three trails park along Canyon Road obstructing clear zone area of the intersection. A new trailhead will allow for more trail users to safely park and access any of the 3 trails. In addition, restroom facilities will be added providing needed facilities to the trail users. The new trailhead will also feature a drinking fountain, park benches and a informational kiosk for all three trails.

1.5 Sponsor (jurisdiction, agency name) Springville City

1.6 Contact Information

Project Manager Brad Stapley
Office Phone 801-491-2780
Cell Phone 801-420-1119
Fax 801-489-2709
Email bstapley@springville.org

1.7 Cost Estimate

Total Project Cost (include matches, pledged funds, etc.) $731,000
MPO funding request (include any match) $607,000
PE Cost $37,000
ROW Cost $124,000 - Springville City currently owns the parcel on the southeast corner of the 2900 East-Canyon road intersection that is propsed for the
trailhead and plans to donate the property for the trialhead use

**Construction Cost** $487,000

**Soft Match proposed for project** Springville City currently owns the parcel on the southeast corner of the 2900 East-Canyon road intersection that is proposed for the trailhead and plans to donate the property for the trialhead use. The property is valued at $110,000 (2018 dollars).

1.8 **Project Rank** (rank this project compared to your other submittals)

   3

1.9 **Air Quality Benefit** (summarize CM/AQ Report, NA for non-CM/AQ eligible projects)

   Although the creation of a trailhead at this location will allow for and encourage increased usage of the three trail networks, it does not qualify for air quality benefits.
2.0 | Project Scope
Always enter “NA” rather than leave an answer blank...

2.1 Describe purpose and need of project.
The Hobble Creek Canyon trail and the Bonneville Shoreline trail are popular destinations for both local residents and visitors. Since the completion of the Springville/Mapleton Lateral (SML) trail its popularity and usage has steadily increased as well with outdoor enthusiasts. The start of the SML trail is located at the intersection of 2900 E and Canyon Rd. The Hobble Creek Canyon trail and Bonneville Shoreline trails both run adjacent to this intersection and can be accessed from this location as well. The 2900 East-Canyon Rd location has steadily increased in usage because of its easy access to all three the trails and on any given day cars are parked up and down Canyon Road. These cars parked along Canyon Road have become a hazard, obstructing site distances at the intersection and narrowing the travel way on Canyon Road (which is only approx. 28-feet wide east of the intersection). In addition there are no restroom facilities for any of the trails and we have had instances of trail patrons utilizing the surrounding bushes when "nature calls". Springville City would like to increase safety, improve parking conditions, and provide trail users with appropriate restroom facilities. This project will dramatically improve the trail users experience with all three trails.

2.2 Describe existing service/conditions
Currently trail users park along Canyon Road. In peak usage more than 30 cars are parked along Canyon Road. There are no restroom facilities located here. 2900 East has been signed "No Parking" because of the narrow and steep nature of the roadway.

2.3 Highway Project Information (for non-highway projects go to 2.4)

2.3.1 State Route # or Federal Aid Route #
NA

2.3.2 Beginning Mile Post
NA

2.3.3 End Mile Post
NA

2.3.4 Length of project
NA

2.3.5 Existing and proposed number of Travel Lanes
NA

2.3.6 Current and proposed width of facility (detail ROW, lanes, shoulders, ped/planter).
NA

2.3.7 Facility surface type.
NA

2.3.8 Describe how project is consistent with local or agency plans.
NA

2.3.9 Describe how project incorporates ITS needs.
NA

2.3.10 If phased or segmented, describe how the phase has logical termini and what will future phases consist of.
NA

2.3.11 Is project being coordinated with or constructed with a larger project?
NA

2.3.12 Describe how project will alleviate congestion on this or other facilities.
NA

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

2.3.14 Describe any safety improvements for vehicular and pedestrian traffic. (i.e. raised median, channelization of turn movements, barriers, parkway strips, etc.)
NA

2.3.15 How are complete streets addressed with this project? (plan for pedestrians, bikes, transit, trails, ITS)
NA

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

2.3.17 What right-of-way is already secured?
NA

2.3.18 What additional right-of-way is needed?
NA

2.3.19 Describe utility work to be performed and indicate who will do the work.
NA

2.3.20 What type of environmental work will most likely be needed?
Choose an item.
2.4 Non-Highway Projects (Transit / ITS / Active Transportation, Park and Ride, etc.)

2.4.1 Transit Route #
There is no transit number for this project.

2.4.2 Length of project
Trailhead - 29,725 SF parking area providing 64 stalls (4 ADA accessible), restrooms, benches, drinking fountain and informational kiosk.

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

2.4.4 What services are provided in the operating of this project?
Parking, restroom facilities, benches, drinking fountain, informational kiosk and access to three trails (Hobble Creek Canyon, Bonneville Shoreline and SML trails)

2.4.5 Describe any equipment to be purchased (buses, ITS, etc.).
There is now equipment to be purchased with this project.

2.4.6 Describe how project is consistent with local or agency plans.
The three trails (Hobble Creek Canyon, Bonneville Shoreline and SML trails) are on the MAG trail plan as well as the locally approved trail master plan. The SML trail was approved and funded through the MPO funding process.

2.4.7 Describe how project incorporates ITS needs.
This project will provide trail information and mileage at the kiosk. The City plans to work with MAG in the future to get usage counts and possibly incorporate permanent counters on the trails.

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

2.4.9 Is project being coordinated with or constructed with a larger project?
This is a stand alone project. The trailhead will provide access to the SML trail which was approved and funded through the MPO funding process, so it can be considered a continuation of that project.

2.4.10 Describe how project will alleviate congestion on this or other facilities.
The project alleviates congestion by allowing parking in the trailhead instead of along Canyon Road.

2.4.11 Describe any traffic improvements. (i.e lanes, signal coordination, ITS, turn lanes, bus pullouts, etc.)
Reduced roadside congestion along Canyon Road.

2.4.12 Describe any safety improvements for transit and pedestrian traffic. (i.e. raised median, channelization of turn movements, barriers, parkway strips, bridges, etc.)
The projects removes the need to park along Canyon Road.

2.4.13 How are complete streets addressed with this project? (plan for pedestrians, bikes, transit, trails, ITS)
The trailhead will encourage increased usage of the trails by allowing better and safer access to all the trails and give users a place to rest or use facilities along the trail.

2.4.14 What right-of-way is already secured?
Springville City currently owns the parcel on the southeast corner of the 2900 East-Canyon road intersection that is proposed for the trailhead.

2.4.15 What additional right-of-way is needed?
No additional ROW is required for this project. The City owns the property where the trailhead is proposed and plans to donate the property for the trialhead use.

2.4.16 Describe utility work to be performed and indicate who will do the work.
Water and sewer service lines and strom drain will be required for the trailhead. Water and sewer are located in Canyon Road and can be easily brought into the site. Strom drainage will be piped to an irrigation facility just down the hill to the south of the site.

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

2.5 Facility Design

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</tr>
<tr>
<td>Park and Ride Usage</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.
   The new trail head will encourage increased use of the trails by pedestrian and cyclists.

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

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, and cyclists.

b) Promotes alternative transportation solution to SOV use.
   This project will encourage/promote non-vehicle transportation and increased use of the three trail networks for both recreation and exercise.

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

d) Reduces physical, psychological, or economic barriers to carpool, bike, walk, or transit use.
   This project reduces barriers to pedestrians and cyclists by providing safe and convenient access to three trail networks.
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 three
   trail networks from a single location.

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

a) Provides cost effective emission reductions (air quality score).
   This project reduces emissions by providing a place to park vehicles and use bicycles, pedestrian
   transportation methods.

b) Minimizes environmental impacts or reduces existing impacts (e.g. air/water/noise pollution).
   The trailhead is in a drinking water spring protection area and very close to Hobble Creek. By
   providing a paved area for vehicles to park we can now collect and pre-treat storm water runoff
   (removing the oils and pollutants) before it enters a water supply. Presently, with vehicles
   parking on the shoulders of Canyon Road any oils/pollutants that are spilled or drip on the
   ground are washed into or soak into water supplies.

c) Enhances the natural, cultural, or historic environment.
   The trailhead kiosks will include interpretive information related to the trail system, surrounding
   canyons and creek.

d) 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 along the shoulder of
   Canyon Road.

b) Improves information/communications for traffic operations and emergency responders.
   The trailhead will provide a mileage reference/starting point giving emergency responders a point
   to assess where emergency callers are located on the trail when calls come in.

c) Reduces severity of crashes.
   By removing the parked cars from out of the sight distance/clear zones of the intersection it will
   help increase vehicle turning sight distance and reduce turning movement accidents. It also
   would increase the sight distances for the pedestrians/cyclists using the trail as they approach
   the intersection.

d) Enhances safe movement of pedestrian, bicycle traffic.
This project improves both pedestrian and bicycle traffic by providing a safe to location park, and safely access the trail networks.

e) Provides an intermodal safety improvement (e.g. separation of vehicles-trains, vehicles-pedestrian).
   This project would separate vehicles parking adjacent to the trail on Canyon Road from pedestrians and cyclists.

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 project will not be phased. But the SML trail (which this will serve) was funded through the MPO funding process.

c) Additional funding above required match is pledged toward project (including any soft match).
Springville City currently owns the parcel on the southeast corner of the 2900 East-Canyon road intersection that is proposed for the trailhead. The parcel to be used as the trailhead is valued at $110,000.

d) Project sponsor ranking of project.
   3

e) Project is numbered project within the current RTP.
The Hobble Creek and Bonneville Shoreline trails are shown on the RTP. The Springville/Mapleton Lateral Canal trail is shown as projects numbers 122, 123 an 124 on the RTP.
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. Contact Susan Hardy at Mountainland AOG if you need help completing 4.4 Quantitative Analysis below, 801/229-3842 or shardy@mountainland.org.

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.
No qualitative assessment needed.
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 $33,000 (2018 dollars)
b) Environmental Work $800 (2018 dollars)
c) Construction $410,000 (2018 dollars)
d) UDOT Review (project cost < $500k = $5k, >500K = $10k) $5,000
e) Construction Engineering $31,000 (2018 dollars)
f) Subtotal (in today’s dollars) $624,000
g) Inflated Cost Factor (inflate to 2022) 1.19
h) Total 2022 Cost $731,000
i) Non-MPO Funds Available to Project Springville City currently owns the parcel on the southeast corner of the 2900 East-Canyon road intersection that is proposed for the trailhead and plans to donate the property for the trailhead use. The property is valued at $110,000 (2018 dollars).
j) MPO Funding Request (includes 6.77% local match) $607,000

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 March 29, 2018 at 6pm.

6.2 Contacts, Questions

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

Bob Allen 801/229-3813
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**Proposed Project Scope:**
Construct approx. 29,400 SQ. Ft. Parking lot.

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<th>Approximate Route Reference Mile Post (BEGIN)</th>
<th>(END)</th>
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<tbody>
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</table>

**Project Area:** 29400 SF

**Current FY Year (July-June):** 2018

**Assumed Construction FY Year:** 2022

**Construction Items Inflation Factor:** 1.19

**Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr):** 3.0%

**Assumed Yearly Inflation for Right of Way (%/yr):** 3.0%

**Items not Estimated (% of Construction):** 20.0%

**Preliminary Engineering (% of Construction + Incentives):** 8.0%

**Construction Engineering (% of Construction + Incentives):** 7.5%

**Construction Items**

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**Subtotal**

$341,767

**Items not Estimated** (20%)

$68,353

**Construction Subtotal**

$410,120

**P.E. Cost**

P.E. Subtotal $32,810 8%

**C.E. Cost**

C.E. Subtotal $30,759 8%

**Right of Way**

Right of Way Subtotal $110,337

**Utilities**

Utilities Subtotal $0

**Incentives**

Incentives Subtotal $0

**Miscellaneous**

Miscellaneous Subtotal $0

**Cost Estimate (ePM screen 505)**

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**TOTAL** $624,000

**TOTAL** $731,000

**PROPOSED COMMISSION REQUEST**

TOTAL $624,000

TOTAL $731,000

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**Project Assumptions/Risks**

1. The City will be donating the property for the trailhead. The property is valued at $110,000 in 2018 dollars. ($124,000 in 2022 dollars)
Springville City is currently expanding the parking lot for the Bartholomew Family Park. Additional parking stalls and a drop-off and pick-up area presently under construction and will be completed by early summer when the park opens. The trailhead is NOT intended to be an overflow parking for the park, but rather a facility for the users of all three trails in the area.