1.0 | Project Summary Information

1.1 Project Name (35 letters max) Utah Lake Trail - Spring Creek Segment

1.2 Project Type Road - New Construction

1.3 Limits (descriptions should be identifiable. i.e: intersections, place names, landmarks, 35 characters max) Approximately 1900 South 300 West to 2100 South 700 East in Lehi. The trail crosses an un-incorporated County area.

1.4 Project Description (summary of project) Construct a 12 foot wide, paved, multi-use, non-motorized trail from the existing Utah Lake trail at North Lake Park to the Spring Creek Ranch development. This project is one segment of the planned Utah Lake trail system.

1.5 Sponsor (jurisdiction, agency name) Utah County

1.6 Contact Information

   Project Manager Richard Nielson
   Office Phone (801) 851-8601
   Cell Phone (801) 404-7010
   Fax (801) 851-8612
   Email richardjn@utahcounty.gov

1.7 Cost Estimate

   Total Project Cost $1,232,000
   PE Cost $166,000
   ROW Cost $225,000
   Construction Cost $841,000
   Funds already available to project Click here to enter text.
   Soft Match proposed for project Click here to enter text.

1.8 Regional Significance

   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)
Click here to enter text.
2.0 | Project Scope
Enter NA for answers to questions not applicable to your project.

2.1 Describe purpose and need of project.
This project is another segment of the Utah Lake trail. This segment connects the existing trail at North Lake Park near 1900 South and 300 West in Lehi to an existing trail system at the Spring Creek Ranch development near 700 East and 2100 South in Lehi. This trail will connect to an existing trail in Spring Creek Ranch that provides access to the American Fork FrontRunner Station.

2.2 Describe existing service/conditions
There is currently no trail connecting these two areas.

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 Trail

Length of project
1.24 miles

What is the expected use of the facility or program?
This project will be used primarily by the residents of Lehi and Saratoga Springs. It will provide access for the residents to the west to the FrontRunner Station in American Fork.

What services are provided in the operating of this project?
An extension of the existing trail system and a connection to transit opportunities.

2.5 Describe any equipment to be purchased (buses, ITS, etc.).
n/a

2.6 Describe how project is consistent with local plans.
This trail is on the Lehi City trails master plan, MAG's trails plan, and Utah County's trails plan.

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 project is one segment of the planned trail system that will eventually extend around Utah Lake.

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.
This will allow residents in the area to walk or bike to the FrontRunner Station in American Fork and use the transit options available.

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

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 provides a safe route thru the southern end of Lehi where currently cyclists and pedestrians have to use existing, narrow roads.

2.13 How are complete streets addressed with this project? (plan for pedestrians, bikes, transit, trails, ITS)
This is a trail project

2.14 Describe traffic control changes at intersections. (include info to warrant changes)
n/a

2.15 What right-of-way is already secured?
None
2.16 What additional right-of-way is needed?
The project will need to acquire approximately 4.5 acres of right-of-way

2.17 Describe utility work to be performed and indicate who will do the work.
*n/a*

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 Click here to enter</th>
<th>Design Year w/o Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Daily Traffic</td>
<td>Enter Text</td>
<td>Enter Text</td>
<td>Enter Text</td>
</tr>
<tr>
<td>Level of Service</td>
<td>Enter Text</td>
<td>Enter Text</td>
<td>Enter Text</td>
</tr>
<tr>
<td>Functional Class</td>
<td>Enter Text</td>
<td>Enter Text</td>
<td>Enter Text</td>
</tr>
<tr>
<td>Design Speed</td>
<td>Enter Text</td>
<td>Enter Text</td>
<td>Enter Text</td>
</tr>
<tr>
<td>*Accident Rate</td>
<td>Enter Text</td>
<td>Enter Text</td>
<td>Enter Text</td>
</tr>
<tr>
<td>Transit Ridership</td>
<td>Enter Text</td>
<td>Enter Text</td>
<td>Enter Text</td>
</tr>
<tr>
<td>Ped/Trail Usage</td>
<td>0</td>
<td>5000</td>
<td>0</td>
</tr>
<tr>
<td>Park and Ride Usage</td>
<td>Enter Text</td>
<td>Enter Text</td>
<td>Enter Text</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?
   n/a

b) Reduces congestion by reducing the number of vehicles.
   This project can reduce the number of vehicles by providing access to transit options

c) Reduces the need for additional highway lanes for peak hour capacity.
   n/a

d) Increases the efficiency of transportation system through traffic management measures.
   n/a

e) Adds turning movements to relieve a congested intersection.
   n/a

f) Design year number of users. Users include the average AADT for highways and users per day for transit, trails, and other projects.
   Trail users - 5000/ month

g) 2020 V/C data (computed by MPO staff)
   Click here to enter text.

3.2 Mode Choice (25 points)

Explain if the project...

a) Benefits multiple transportation systems (transit and highway, pedestrian and transit). This projects benefits pedestrians and cyclists by providing a safe route. It also provide access to the FrontRunner Station.

b) Promotes alternative transportation solution to SOV use.

   By providing access to the FrontRunner Station, this project promote the use of transit.

c) Creates or improves linkages between transportation modes.
This project provides a link from the residential areas to the transit station.

d) Reduces physical, psychological, or economic barriers to carpool, bike, walk, or transit use. By providing a safe, connected route, this project reduces the barriers for potential use of transit in this area.

e) Provides incentives to carpool, bike, walk, or transit use. By providing a safe, connected route, this project reduces the barriers for potential use of transit in this area.

3.3 Environmental Quality (15 points)

Explain if the project...

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

b) Helps efforts to attain and maintain national air quality standards. Promotes alternate transportation

c) Minimizes environmental impacts or reduces existing impacts (e.g. air/water/noise pollution). The alignment of the trail will be routed as to minimize impacts on existing wetlands. A wetland delineation was completed in 2008 for the entire length of the Utah Lake trail from the Jordan River to the Provo River.

d) Enhances the natural, cultural, or historic environment. This project provides access to the north shore of Utah Lake.

e) Mitigates invasive impacts to existing neighborhoods/commercial areas (minimal relocations). The alignment of this trail connects to existing trails and will traverse undeveloped land.

3.4 Safety (20 points)

Explain if the project...

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

b) Improves information/communications for traffic operations and emergency responders. n/a

c) Reduces severity of crashes. n/a

d) Enhances safe movement of pedestrian, bicycle traffic. This project provides for safe movement of pedestrians and bicycle traffic.
e) Provides an intermodal safety improvement (e.g. separation of vehicles-trains, vehicles-pedestrian).
   This facility will provide an area for pedestrians and cyclists that is separated from vehicular traffic.

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

a) Effectively distributes funding throughout the MPO area.
   This project is the northern portion of Utah County with a direct benefit to the cities of Lehi and Saratoga Springs

b) Phases project in a manner that the MPO can use limited funds efficiently.
   This project is one phase of the larger Utah Lake trail.

c) Cost effectiveness is appropriate for the amount of improvement made.
   Yes

d) Benefits transportation users from adjacent municipalities.
   This project benefits users from Lehi, Saratoga Springs, and Utah County.

e) Is supported by elected officials.
   Yes.
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): 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.
This project will result in the reduction of the following:
NOX - 0.37 Kg/ Day
CO - 9.4 Kg/ Day
Voc - 0.5 Kg/ Day
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 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 $74,000
b) Environmental Work $10,000
c) Construction $990,000
d) UDOT Review (project cost <$500k = $5k, >500K = $10k) $10,000
e) Construction Engineering $92,000
f) Subtotal $1,176,000
g) Inflated Cost Factor (inflate to year of construction) $56,000
h) Total Cost $1,232,000
i) Non-MPO Funds Available to Project Click here to enter text.
j) MPO Federal Funds Request (includes 6.77% local match) $1,232,000

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
email seliot@mountainland.org