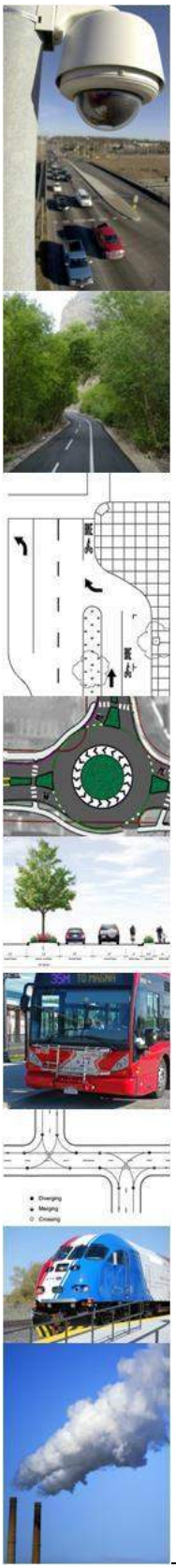


1.0 | Project Summary Information
2.0 | Project Scope
3.0 | Project Ranking
4.0 | Air Quality Report
5.0 | Project Cost Estimate
6.0 | Supplemental Information

Always enter "NA" rather than leave an answer blank…
To unlock protected sheet under "Review" and "Protect Sheet" use code 0000

1.0 | Project Summary Information

1.1 **Project Name** (35 letters max) **Cedar Hills Harvey Blvd/4000 North**

1.2 **Project Type Road - Widen**

1.3 **Limits** (descriptions should be identifiable. i.e: intersections, place names, landmarks, 35 characters max) **Harvey Park (4100 W) to Canyon Road**

1.4 **Project Description** (summary of project) **The project proposes to complete this east-west collector by extending the asphalt to full width in areas where the full right-of-way has not been constructed. This will provide adequate travel lanes and increase safety in the area. Missing sections of curb, gutter and sidewalk will be installed.**

1.5 **Sponsor** (jurisdiction, agency name) **Cedar Hills, in cooperation with Pleasant Grove**

1.6 **Project Purpose and Regional Objective** (summary of why to build the project and how it is regional in nature) **The project, in combination with other projects currently underway by Highland City (Canal Boulevard), will create a complete east/west corridor connecting Canyon Road to North County Bouleverd, the Alpine Highway, and further to the west. There is currently no east/west connector in this area. The improvements will provide adequate travel lanes and increase safety. The roadway is also missing sections of curb, gutter and sidewalk, which will be installed to improve the safety and walkability of this school route.**

1.7 **Contact Information**
Project Manager Jeff Maag
Office Phone 801-785-9668 ext. 201
Cell Phone (801) 420-2415
Email jmaag@cedarhills.org

1.8 **Cost Estimate**
Total Project Cost (include matches, pledged funds, etc.) **$1,842,000**
MPO funding request (include any match) **$1,842,000**

PE Cost $157,000
ROW Cost $19,000
Construction Cost $1,666,000
Soft Match proposed for project $0

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

2.0 | Project Scope

2.1 **Project Name** (35 letters max) **Cedar Hills Harvey Blvd/4000 North**

2.2 **Limits** (descriptions should be identifiable. i.e: intersections, place names, landmarks, 35 characters max) **Harvey Park (4100 W) to Canyon Road**

2.3 **Length of project 2200 ft**

2.4 **Project Description** (summary of project) **The project proposes to complete this east-west collector by extending the asphalt to full width in areas where the full right-of-way has not been constructed. This will provide adequate travel lanes and increase safety in the area. Missing sections of curb, gutter and sidewalk will be installed.**

2.5 **Project Type Road - Widen**

2.6 **Describe purpose and need of project East-west routes in Cedar Hills and northern Pleasant Grove are very limited. Currently available routes are SR-92, Cedar Hills Drive, and 2600 North in Pleasant Grove, spaced more than one mile apart. Harvey Boulevard is the only other roadway in this area that runs directly from Canyon Road to North County Boulevard. The Canal Boulevard project, currently underway in Highland City, will extend the connection west to the Alpine Highway and additional areas beyond. This will increase the utility of Harvey Boulevard as an east-west route and increase traffic on the road as well. The eastern end of Harvey Boulevard is narrow, with inconsistent and meandering lanes, limited or non-existent shoulders, and inconsistent pedestrian facilities. The purpose of the project is to accommodate the additional traffic, improve traffic flow, and increase safety. Harvey Boulevard is also a school route used by students walking to Deerfield Elementary. The installation of curb, gutter and sidewalk will improve the walkability and safety for the children walking to school.**

2.7 **What is the expected use of the facility or program? To provide a regional east/west corridor, and to enhance safety for both vehicular traffic, children walking to school, and other pedestrians.**

2.8 **Project Purpose and Regional Objective** (summary of why to build the project and how it is regional in nature) **The project, in combination with other projects currently underway by Highland City (Canal Boulevard), will create a complete east/west corridor connecting Canyon Road to North County Boulevard, the Alpine Highway, and further to the west. There is currently no east/west connector in this area. The improvements will provide adequate travel lanes and increase safety. The roadway is also missing sections of curb, gutter and sidewalk, which will be installed to improve the safety and walkability of this school route.**

2.9 **Describe existing conditions/service The width of the asphalt through this section varies from roughly half to three-quarters the design width, with the travel lanes meandering to stay**

within the improved portion of the road. Lane and shoulder widths vary throughout. Curb, gutter and sidewalk are present in some locations, and not in others, and which side of the road it is on switches back and forth. Pedestrians choose to walk along the edge of the road rather than cross the street to use the sidewalk, affecting their own safety.

2.10 **Describe how project is consistent with local or agency plans. This project is part of a route which has been identified as a Major Collector by UDOT, and will provide a regional east/west route serving multiple cities where no east/west connector currently exists. It will connect Canyon Road, North County Blvd, and the Alpine Highway, all of which are either Major Collectors or Arterials. It also connects to minor aterials heading further west.**

2.11 **Describe how project incorporates ITS needs. NA**

2.12 **If phased or segmented, describe how the phase has logical termini and what will future phases consist of. The project will not be phased or segmented.**

2.13 **Is project being coordinated with or constructed with a larger project? As a separate project, Highland City is currently planning to construct the missing portion of this major collector between North County Boulevard and the Alpine Highway. An already improved section of Harvey Boulevard separates the two projects, so they do not require direct coordination.**

2.14 **Describe how project will alleviate congestion on this or other facilities. The major collector of which this project is a part will provide alternative means for travelling east or west, and access to other arterials. Currently, traffic in this area is forced to drive north or south on heavily trafficked routes (North County Boulevard and Canyon Road) to find a way to travel to the east or west (on SR-92, Cedar Hills Drive, or 2600 North). It will also give vehicles access to more north/south arterial and collector options, improving traffic flow and efficiency. The improvements will enhance safety in the immediate vicinity, and prepare this section for the intended full utilization of this major collector.**

2.15 **Describe any traffic improvements.** (i.e lanes, signal coordination, ITS, turn lanes, bus pullouts, etc.) **The project will construct lanes to full width, with adequate shoulders and curbside parking where appropriate. The meandering of the lanes will be eliminated. Obstacles that reside just off the shoulders (trees, mailboxes, ditches, etc.) will also be removed or relocated to provide adequate clear zones. Pedestrians will be provided with safe routes with appropriate buffers from traffic through the installation of curb, gutter and sidewalk. This will also improve conditions for drivers, as pedestrians will not be enchroaching near travel lanes.**

2.16 **Describe any safety improvements for vehicular, transit, and pedestrian traffic.** (i.e. raised median, channelization of turn movements, barriers, parkway strips, etc.) **Curb, gutter and sidewalk will be installed the full length of both sides the street. This will prevent children and other pedestrians from walking on the side of the road. Providing full width lanes, appropriate shoulders, eliminating the meandering of the lanes, and removing roadside obstacles from the clear zones will all improve safety.**

2.17 **How are complete streets addressed with this project?** (plan for pedestrians, bikes, transit,

trails, ITS) **The project provides improved and safer access for pedestrians, particularly school children, who commonly walk along the edge of the road in an unsafe manner due to the incomplete sidewalk network. Pedestrians, vehicles, and bikes will not be funneled into the same travel space, improving conditions for all.**

2.18 **What right-of-way is already secured, what is needed? Most of the right of way is already secured. Of the remaining length of frontage that must be negotiated, the land owners for approximately 48% of it have already expressed their willingness to dedicate, and 43% is along parcels that extend well into the prescriptive right-of-way and the ROW line must simply be formalized. Only one property will require further negotiations or design adjustments in order to address setback impacts. Minimal purchase of right-of-way is anticipated.**

2.19 **Describe utility work to be performed and indicate who will do the work. Water and sewer utilities are already in place, so only incidental work on these city utilities will be included. Any necessary work on drainage and irrigation ditches and pipes that exist along the edges of the existing road improvements is included in the project. The crossing of an irrigation supply ditch (Mill Ditch) must be extended and reconfigured, and the cost for that facility is included. Other public utilities will be relocated according to existing franchise agreements at no cost to the city.**

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

2.21 **State Route # or Federal Aid Route # 2995**

2.22 **Existing and proposed number of Travel Lanes 2 existing, 2 proposed**

2.23 **Current and proposed width of facility** (detail ROW, lanes, shoulders, ped/planter)**. The current width of the facility varies, with the paved roadway at times as narrow as 24 feet. The proposed width will be a 56' right-of-way with two travel lanes, shoulders, curb, gutter, and 5' sidewalks on both sides of the road.**

2.24 **Facility surface type. Asphalt**

2.25 **Describe any traffic improvements.** (i.e lanes, signal coordination, ITS, turn lanes, bus pullouts, etc.) **See Item 2.15 above.**

2.26 **Describe traffic control changes at intersections.** (include info to warrant changes) **A mini-roundabout is proposed at the intersection of Harvey Blvd/4000 N and 900 West in Pleasant Grove. The roundabout is intended to minimize impacts to properties adjacent to the intersection, while avoiding impacts to utilities such as the large power transmission pole on the southeast corner that would be costly and difficult to relocate or remove.**

2.27 **Transit Route # NA**

2.28 **What services are provided in the operating of this project? Regional major east/west collector route, and safe school and pedestrian routes.**

2.29 Describe any equipment to be purchased (buses, ITS, etc.). **NA**

2.3 Facility Design

	Current Conditions	2030 w/o Improvement	2030 Improvement
Average Daily Traffic	**3900**	**4500**	**3500 (Traffic model assumes other roads improved)**
Level of Service	**B**	**B**	**A**
Functional Class	**Major Collector**	**Major Collector**	**Major Collector**
Design Speed	**25 MPH**	**25 MPH**	**25 MPH**
*Accident Rate	**25.6**	**25.6**	**32.5**
Transit Ridership	**NA**	**NA**	**NA**
Ped/Trail Usage	**NA**	**NA**	**NA**
Park and Ride Usage	**NA**	**NA**	**NA**

3.0 | Project Ranking

The following categories are used by MPO staff to score each project. The points associated with each category show the total points MPO staff can give. MPO staff rank each project based on the responses below to create the MPO Technical Score. The MPO Technical Score List will be made available to the MPO TAC Committee for their use in making final project selection recommendations. The MPO Technical Score will weigh 25% of the overall total score when the Final Project Ranking List is created. Only questions pertaining to the proposed project type (transit, highway, its, etc.) should be answered. **Please note, if a question pertinent to the project is not answered, zero points will be given.**

3.1 Congestion Relief (25 Points)
Explain if the project…

a) Provides additional capacity that corrects an identified congested problem. **The route as a whole improves congestion primarily by providing an alternate east/west route to arterials (SR-92, Cedar Hills Drive, 2600 North), whereas currently residents in the area must travel north or south to find an effective way to travel east or west. The total vehicle miles is reduced and traffic flow pattern efficiency is improved. Highland is completing the missing portion of the route as an independent project. This project improves an existing section of road that is currently not up to safe and efficient design standards in order create a safe and complete collector for all vehicles, pedestrians, bicyclists, and property owners along the route.**

b) Reduces congestion by adding to highway grid and dispersing vehicles. **The purpose of the route is to address this directly. Completion of this east/west major collector will take vehicles trying to travel east or west off of north/south routes (North County Boulevard and Canyon Road) and allow them to more directly access multiple arterials and collectors. This will disperse traffic and improve efficiency of vehicular traffic in the region.**

c) Increases the efficiency of transportation system through traffic management measures. **The construction of a roundabout at 900 West will increase the efficiency of traffic movement through that intersection.**

d) Provides an improvement on a larger, regional facility. **The proposed work completes the full right-of-way improvements for this portion of this major east/west collector, bringing it up to safe and efficient design standards. The completed collector improves the grid system of arterials and collectors, providing an east/west connector in an area that currently lacks a good connection to roads further to the west. Highland is completing the missing portion of the route as an independent project. The improvements to this section of road will complete the full length of the collector, bringing it up to the safety and efficiency design standards required for the intended use.**

e) Adds turning movements to relieve a congested intersection. **The project includes the construction of a roundabout at the intersection with 900 West, which will improve efficiency of movements through that intersection and reduce conflicting movements.**

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

a) Benefits multiple transportation systems (transit and highway, pedestrian and transit). **The project benefits vehicular traffic and pedestrians, improving connectivity and safety. It also provides wider shoulders for use by cyclists.**

b) Reduces the need for additional highway lanes for peak hour capacity. **The collector will provide an east/west connector for vehicular traffic that currently has to travel on busier north/south arterials and collectors to find another route, thus providing a reduction in traffic on those north/south routes, and overall vehicle-miles traveled.**

c) Creates or improves linkages between transportation modes. **The project provides room for vehicles, cyclists, and pedestrians to use the roadway safely. The existing roadway does not provide adequate lane widths, shoulders, or pedestrian routes. The improvements will enhance access and safety for all transportation modes, which are currently funneled into conflicting travel spaces by the lack of full road width and sidewalk improvements. The project improves access for all transportation modes to other elements of the regional grid system.**

d) Reduces physical, psychological, or economic barriers to carpool, bike, walk, or transit use. **Safer pedestrians routes with the widened road and improved sidewalks will encourage walking for school students and others as well as providing additional space for cyclists. The current lack of improvements and narrow road widths discourages use by pedestrians and bicyclists due to the sense of a lack of safety, particularly for children walking to Deerfield Elementary.**

e) Provides incentives to carpool, bike, walk, or transit use. **The project will provide safer spaces for walking and cycling and, in particular, will encourage the use of the roadway as a safe school route for children.**

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

a) Receives high air quality score based on CM/AQ review. **NA**

b) Project is designed to minimize environmental impacts or reduce existing impacts (e.g. air/water/noise pollution/relocations). **The project includes measures to protect water quality through the inclusion of storm drainage infrastructure meeting current LID standards, improves air quality by reducing idling times at the 900 West intersection, and avoids relocations.**

c) Mitigates invasive impacts to existing neighborhoods/commercial areas (minimal relocations). **The project has been designed such that no relocations will be required.**

3.4 Safety (15 points)
Explain if the project…

a) Corrects/improves a verified or potential safety or accident problem. **Safety for vehicular traffic will be improved by providing full width lanes, adequate shoulders and clearances, and removing the meandering of the lanes that currently occurs due to the irregularity of the existing asphalt surface. The project also provides safer spaces for cyclists and pedestrians through the provision of wider shoulders and sidewalks.**

b) Improves information/communications for traffic operations and emergency responders. **While the project does not include ITS components, it does provide a safer option for emergency responders traveling east-west in the area.**

c) Enhances safe movement of pedestrian, bicycle traffic. **The lack of continuous sidewalk improvements and narrow road improvements results in school children and other pedestrians walking along the edge of the roadway. The pedestrian routes will be improved, improving safety by providing prescribed routes with adequate buffers from vehicular traffic. The inclusion of wider shoulders will enhance safety for bicycle traffic.**

3.5 Other Considerations (20 points)
Explain if the project…

a) Phases project in a manner that the MPO can use limited funds efficiently. **The project is not phased, but is limited in scope to use MPO funds efficiently.**

b) Additional funding above required match is pledged toward project (including any soft match). **NA**

c) Project traverses between major regional centers. **The major collector of which this project is a part connects Canyon Road, North County Blvd., and the Alpine Highway, connecting Cedar Hills, Pleasant Grove, American Fork, and Highland.**

d) Project is numbered project within the current RTP. **The project is not currently numbered 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 Shauna Mecham at Mountainland AOG if you need help completing 4.4 Quantitative Analysis below, 801/229-3838 or smecham@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 (O_3), Carbon monoxide (CO), Particulate Matter (PM_{10}) and $PM_{2.5}$ non-attainment and maintenance areas. Provo is a maintenance area for CO, Utah County is a non-attainment area for PM_{10} and $PM_{2.5}$.

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 801/229-3838 or smecham@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 the latest EPA approved emission model. 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. **NA**

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. 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 develop 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 (todays cost) **$138,000**
b) Environmental Work (todays cost) **$0**
c) Construction (todays cost) **$1,265,000**
d) Project Review (todays cost) (project cost <$500k = $5k, >500K = $10k) **$10,000**
e) Construction Engineering (todays cost) **$115,000**
f) Subtotal (todays cost) **$1,518,000**
g) Inflated Cost Factor (inflate to 2024) **1.23**
h) Total 2024 Project Cost **$1,842,000**
i) Local/Other Funds Available to Project in 2024 (do not include required local match to MPO funds) **$0**
j) Grand Total 2024 Project Cost **$1,842,000**
K) Total MPO Funding Request (2024 cost, include 6.77% local match) **$1,842,000**

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**.

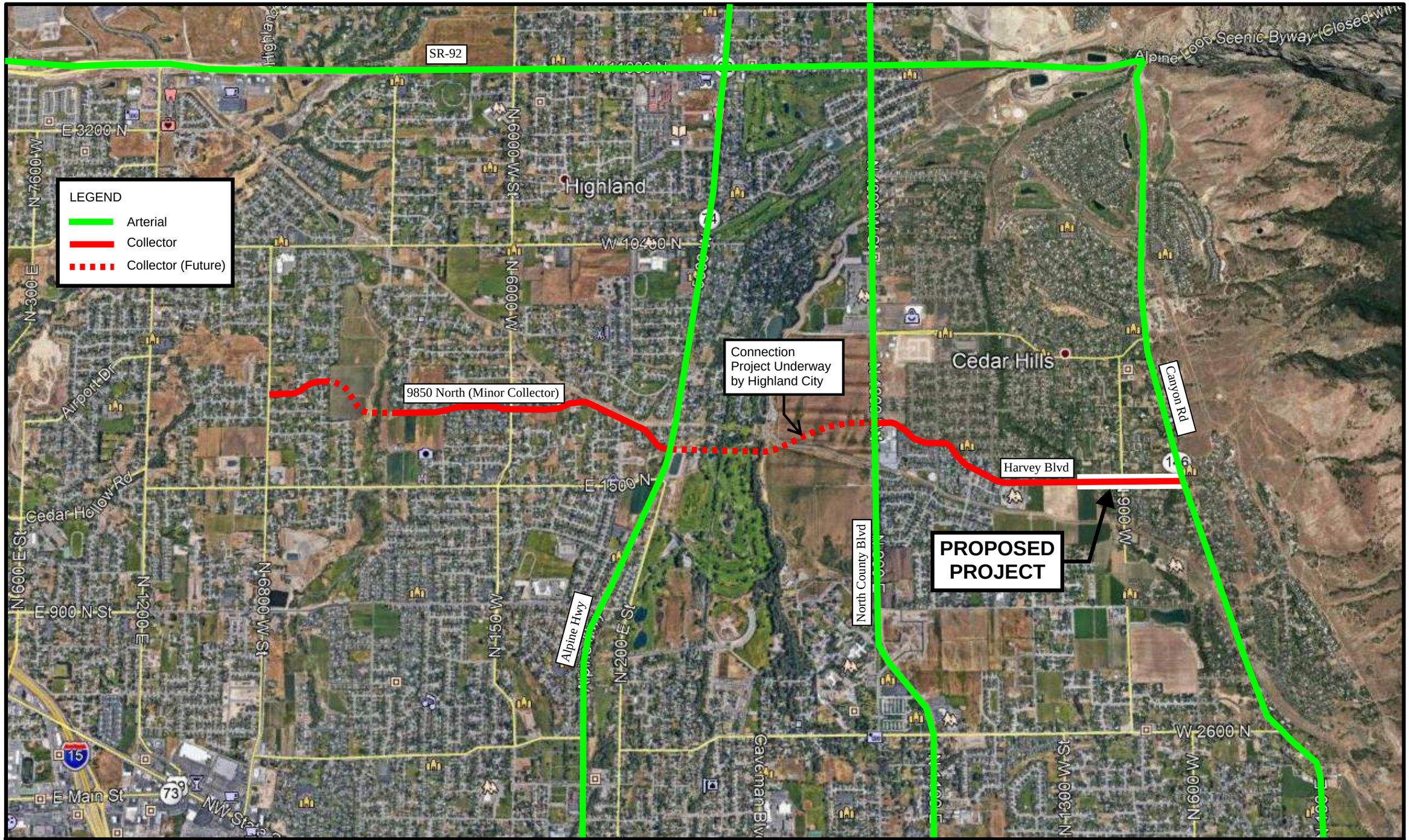
6.1 Concept Report Submittal

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 email. Plan accordingly to submit your report in electronic format by the required due date. **Draft Concept Reports are due by February 13, 2020, 6pm, with the final due March 5, 2020, 6pm.**

6.2 Contacts, Questions

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

Bob Allen | 801/229-3813 | rallen@mountainland.org



Cedar Hills

Harvey Boulevard/4000 N Improvement Project

Looking east:

4000 NORTH

900 WEST

0 40 80 Feet

LEGEND

- PROPOSED FRONTAGE IMPROVEMENTS
- NEW ASPHALT PAVEMENT SECTION
- REHABILITATED PAVEMENT SECTION
- IMPROVEMENTS BY OTHERS
- EXISTING IMPROVEMENTS

Pleasant Grove
Utah's City of Trees

PLEASANT GROVE CITY
PUBLIC WORKS DEPARTMENT
323 W 700 S
PLEASANT GROVE, UT 84062
801-785-2941

4000 NORTH MAG CONCEPT REPORT
Pleasant Grove City

PLAN SHEET

FILE : 4000 N ALIGNMENT_ROUNDABOUT
JUB PROJ. # : AS
DRAWN BY: MR
DESIGN BY: MR
CHECKED BY: AS
ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
LAST UPDATED: 3/19/2020

SHEET NUMBER:
C-1

Plot Date:3/19/2020 4:03 PM Plotted By: Matt Redmon
Date Created:3/19/2020 N:\PROJECTS\MAG TIP FUNDED PROJECTS\2020 TIP FUNDING PROJECTS\4000 N\4000 N ALIGNMENT_ROUNDABOUT.DWG

Looking west:

4000 NORTH

100 EAST

N

0 40 80 Feet

Looking east:

LEGEND

- PROPOSED FRONTAGE IMPROVEMENTS
- NEW ASPHALT PAVEMENT SECTION
- REHABILITATED PAVEMENT SECTION
- IMPROVEMENTS BY OTHERS
- EXISTING IMPROVEMENTS

Pleasant Grove
Utah's City of Trees

PLEASANT GROVE CITY
PUBLIC WORKS DEPARTMENT
323 W 700 S
PLEASANT GROVE, UT 84062
801-785-2941

4000 NORTH MAG CONCEPT REPORT
Pleasant Grove City

PLAN SHEET

FILE : 4000 N ALIGNMENT_EXHIBIT
JUB PROJ. # : AS
DRAWN BY: MR
DESIGN BY: MR
CHECKED BY: AS

ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

LAST UPDATED: 3/19/2020

SHEET NUMBER:
C-2

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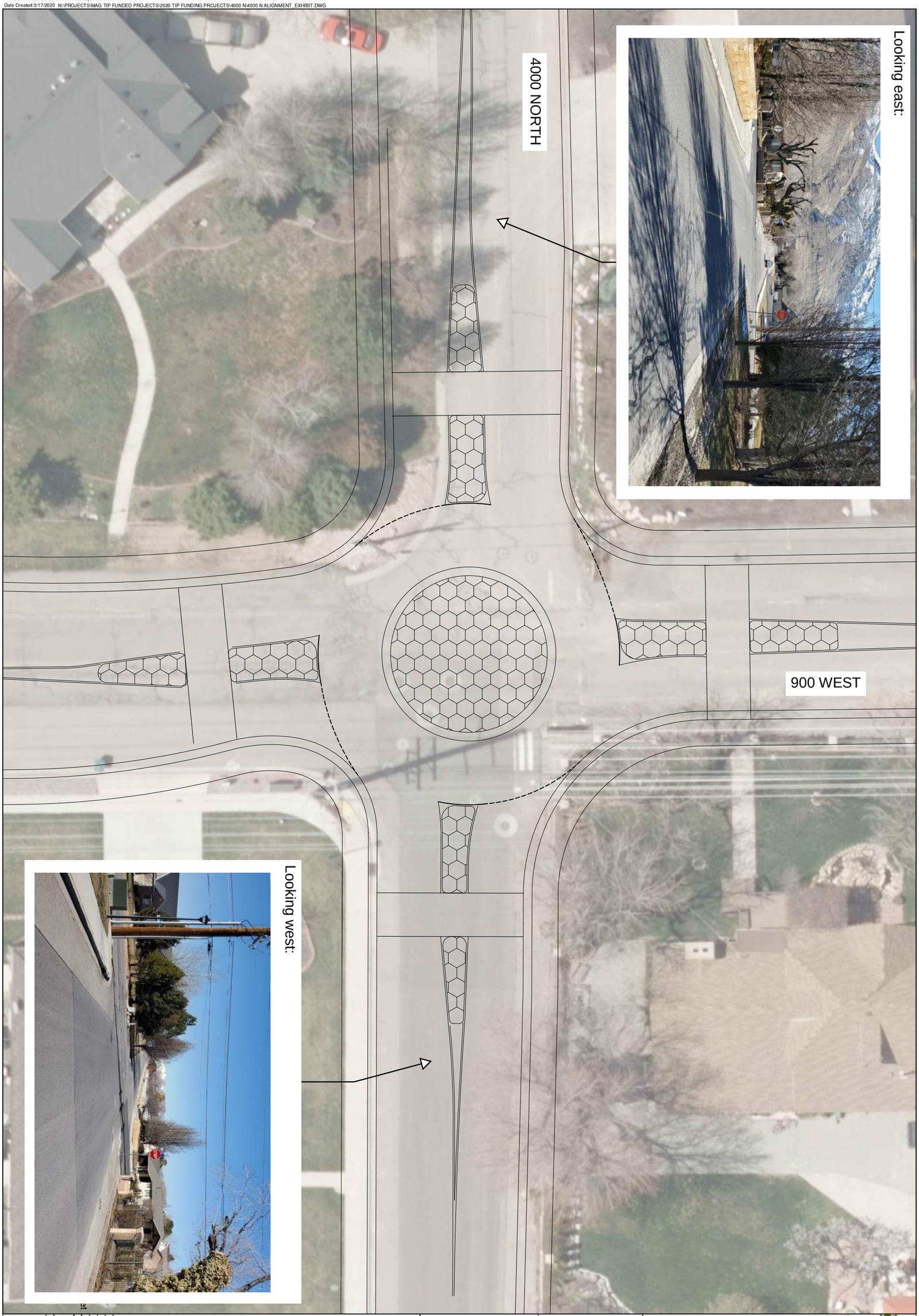
Date Created:3/17/2020 N:\PROJECTS\MAG TIP FUNDED PROJECTS\2020 TIP FUNDING PROJECTS\4000 N\4000 N ALIGNMENT_EXHIBIT.DWG



4000 NORTH MAG CONCEPT REPORT
Pleasant Grove City

PLAN SHEET

PLEASANT GROVE CITY
PUBLIC WORKS DEPARTMENT
323 W 700 S
PLEASANT GROVE, UT 84062
801-785-2941

Pleasant Grove
Utah's City of Trees

FILE: 4000 N ALIGNMENT_EXHIBIT
JOB PROJ. # :AS
DRAWN BY: MR
DESIGNED BY: MR
CHECKED BY: AS
ONE INCH
IF NOT ONE INCH, SCALE ACCORDINGLY
LAST UPDATED: 3/19/2020

SHEET NUMBER:
C-3

PROJECT # UT-0058-2001 PROJECT NAME: Harvey Blvd and 4000 North Roundabout
Cost Estimate - Concept Level

Prepared By: Horrocks Engineers **Date** 3/23/2020

Proposed Project Scope: **Roundabout & widen 4000 North**

Approximate Route Reference Mile Post (BEGIN) =	0.000	(END) =	0.419
Project Length =	0.419	miles	2,210 ft
Current FY Year (July-June) =	2020		
Assumed Construction FY Year =	2024		
Construction Items Inflation Factor =	1.23	4 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.25%		
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%		
Items not Estimated (% of Construction) =	30.0%		
Preliminary Engineering (% of Construction + Incentives) =	12.0%		
Construction Engineering (% of Construction + Incentives) =	10.0%		

Construction Items		**Cost**	**Remarks**
Public Information Services		$1,700	
Roadway and Drainage		$792,445	
Traffic and Safety		$29,000	
Structures		$0	
Environmental Mitigation		$58,343	
ITS		$0	
	Subtotal	$881,488	
	Items not Estimated (30%)	$264,446	
	Construction Subtotal	**$1,145,934**	
P.E. Cost	**P.E. Subtotal**	**$137,512.08**	12%
C.E. Cost	**C.E. Subtotal**	**$114,593**	10%
Right of Way	**Right of Way Subtotal**	$15,900	
Utilities	**Utilities Subtotal**	$0	
Incentives	**Incentives Subtotal**	$0	
Miscellaneous	**Miscellaneous Subtotal**	**$0**	

Cost Estimate (ePM screen 505)		**2020**		**2024**
P.E.		**$138,000**		**$157,000**
Right of Way		**$16,000**		**$19,000**
Utilities		**$0**		**$0**
Construction		**$1,146,000**		**$1,408,000**
C.E.		**$115,000**		**$131,000**
Incentives		**$0**		**$0**
Aesthetics		**$0**		**$0**
Change Order Contingency	**9.00%**	**$103,000**		**$127,000**
UDOT Oversight		**$0**		**$0**
Miscellaneous		**$0**		**$0**
	TOTAL	**$1,518,000**	**TOTAL**	**$1,842,000**

PROPOSED COMMISSION REQUEST	**TOTAL**	**$1,518,000**	**TOTAL**	**$1,842,000**

Project Assumptions/Risks

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

CEDAR HILLS

December 18, 2019

RE: Mountainland Association of Governments – 2020 TIP Project Selection

To Whom It May Concern:

Working in coordination with Pleasant Grove City, we have identified a regionally significant project in need of completion; widening 4000 North from 900 West to Canyon Road. With the anticipated completion of the east/west Murdock connector between North County Boulevard and the Alpine Highway, we feel that it is necessary to complete all road improvements along this east/west connector in order to make this road a viable collector road. As the road is within the jurisdiction of both Pleasant Grove and Cedar Hills, it is necessary for both cities to coordinate efforts.

We recognize the regional significance of the completion of this road and fully support this project to be presented as part of the TIP Project Selection process.

Sincerely,

Jenney Rees

Jenney Rees
Mayor

Pleasant Grove
Utah's City of Trees

Tuesday, December 3, 2019

Subject: Mountainland Association of Governments – 2020 TIP Project Selection - Cover Letter

To Whom It May Concern:

In determining the priority of regionally significant transportation projects needed in Pleasant Grove City we have identified 4 very important projects. The 4 projects are: (1) 1300 West from North County Blvd to Mountain View Lane; (2) 1000 South from Locust Avenue to 1150 East; (3) 4000 North from 900 West to Canyon Road; and (4) 2600 North Phase 2 from 900 West to the American Fork Boundary.

Each of these projects are identified as proposed projects in our general plan and are regionally significant in nature. We fully support the submittal of these projects for the TIP Project Selection process and look forward to seeing them move forward.

Sincerely,

Guy L. Fugal
Pleasant Grove City Mayor

cc: File

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