



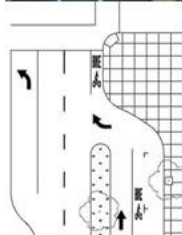
- 1.0 | Project Summary Information
- 2.0 | Project Scope
- 3.0 | Project Ranking
- 4.0 | Air Quality Report
- 5.0 | Project Cost Estimate
- 6.0 | Supplemental Information

Always enter "NA" rather than leave an answer blank...



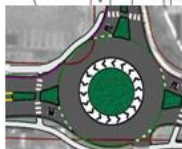
### 1.0 | Project Summary Information

**1.1 Project Name** (35 letters max) Geneva Road 200 South Intersection



**1.2 Project Type** Intersection Work

**1.3 Limits** (descriptions should be identifiable. i.e: intersections, place names, landmarks, 35 characters max) Southwest corner of the Geneva Road, 200 South intersection in Lindon.



**1.4 Project Description** (summary of project) Construction of a dedicated right-turn lane on the west leg of the intersection, separate from the through lane. This work is motivated by the need of a right-turn lane to mitigate traffic congestion into the intersection from the west leg of 200 South during peak hours.

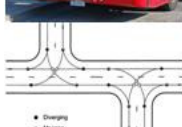


**1.5 Sponsor** (jurisdiction, agency name) Lindon City



**1.6 Contact Information**

**Project Manager** Noah Gordon  
**Office Phone** 801-796-7954  
**Cell Phone** 801-471-8583  
**Fax** [Click here to enter text.](#)  
**Email** [ngordon@lindoncity.org](mailto:ngordon@lindoncity.org)



**1.7 Cost Estimate**

**Total Project Cost** (include matches, pledged funds, etc.) \$906,000  
**MPO funding request** (include any match) \$706,000  
**PE Cost** \$93,000  
**ROW Cost** \$19,000  
**Construction Cost** \$616,000  
**Soft Match proposed for project** Section 130 Funds: \$100,000  
 UDOT Region 3 Contingency Funds: \$100,000



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



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

This project will create a dedicated right-turn lane on the west leg of the intersection (eastbound 200 South to southbound Geneva Road); through vehicles and right turning vehicles currently share a lane. Modeling suggests that there are currently 42.8 hours/day of delay in that lane, and that the combined delay in the through and combines lanes will be 25.4 hours/day of delay, with a savings of about 17.4 hours/day.

At a NOX rate of 3.325 gr/hour, this corresponds to a reduction of 58 gr/day.

At a VOC rate of 0.71 gr/hour, this corresponds to a reduction of 17 gr/day.

At a PM2.5 Exhaust rate of 0.14 gr/hour, this corresponds to a reduction of 3 gr/day.

## 2.0 | Project Scope

Always enter “NA” rather than leave an answer blank...

### 2.1 Describe purpose and need of project.

Lindon 200 South is one of only two overpasses over I-15 between the Pleasant Grove Interchange and Orem 1600 North Interchange. Additionally, 200 South is the principle route from the south and east to the industrial area west of I-15 and the regional North Pointe Solid Waste District facility. The current lack of a dedicated right-turn lane results in significant delays, especially during peak hour, and associated air quality issues.

This project has a high accident rate and an even higher rate of severe accidents. Separating right turning movements from through movements, and getting right-turning movements out of the intersection will enhance safety. We expect that restricting right-turns on red will also enhance safety at the intersection.

UDOT has been planning to address a separate safety concern at the intersection. Large vehicles from the industrial area are not able to make the westbound to southbound turn without swinging wide into opposing left turn lane on Geneva Road. This results in them being stuck over the railroad tracks when there is traffic in the opposing left turn lane. This project will eliminate that problem.

### 2.2 Describe existing service/conditions

Union Pacific Railroad tracks exist immediately adjacent to the west side of Geneva Road. The railroad gate equipment does not allow space for a dedicated right-turn lane. During peak hours, queuing on 200 South up to the intersection can exceed a quarter mile to the west, well beyond the overpass over I-15. The intersection has a high accident rate and an even higher rate of severe accidents. The current configuration can result in vehicles being stuck on the railroad tracks.

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

#### 2.3.1 State Route # or Federal Aid Route #

SR-114 (Geneva Road), 2966 (200 South)

#### 2.3.2 Beginning Mile Post

MP 9.1 (SR-114)

#### 2.3.3 End Mile Post

MP 9.1 (SR-114)

#### 2.3.4 Length of project

NA, intersection improvement project.

#### 2.3.5 Existing and proposed number of Travel Lanes

Three existing (WB, LT, shared EB/RT), four proposed (WB, LT, EB, RT).

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

The existing 200 South west of Geneva Road has 50 feet of asphalt, though at the intersection it narrows to about 38 feet because of the existing railroad gate and lights. There is curb and gutter on both sides approaching the intersection.

Continuing the 50' asphalt width across the railroad tracks would have required moving the gate structure to the south, resulting in a gate that is 36 feet long. This exceeds the maximum gate length, so a center median in 200 South (about 10' wide) would have been required to accommodate another gate to extend back to the south. This additional median would have required widening 200 South west of Geneva Road, and a corresponding widening on the east side of Geneva Road so left-turn lanes align, and a lot of right-of-way acquisition to match. It would have required relocation of a traffic signal pole, and since there are power poles on both the north and south sides of 200 South it would also have resulted in power line relocations.

The proposed project would provide a separate 14-foot right turn lane that is south of the railroad gate, allowing the railroad gate and traffic signal to remain where they are, require only localized right-of-way acquisition, with a small railroad gate and two pedestrian signal poles/heads.

**2.3.7 Facility surface type.**

Asphalt

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

The addition of the right-turn lane is the local agency plan.

**2.3.9 Describe how project incorporates ITS needs.**

The current UDOT project will provide for any ITS needs.

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

No phasing

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

The project is being coordinated with a UDOT project to enhance safety at the intersection. Our project will resolve the main concern that prompted their project, while also creating a right-turn lane. We are working to coordinate with UDOT to leverage the funding from both projects.

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

It will reduce congestion by separating the right-turning vehicles from the through vehicles on the west leg of the intersection.

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

etc.)

A right-turn lane will be added to the west leg of the intersection.

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

The separation of the right turning vehicles will reduce congestion and likely reduce frequency of crashes at the intersection.

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

The change accomodates the Lindon Heritage Trail and will bring the railroad crossing up to current standards.

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

Eastbound to southbound right-turning vehicles will have their own lane, and right turns will be allowed only during green time.

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

Right-of-way for the trail, and for the right-turn lane away from the intersection is already secured.

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

Approximately 850 square feet of additional right-of-way will be required to accommodate the right-turn lane.

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

Union Pacific Railroad will perform the work assocaited with the additional railroad gate and lights. The project contractor will perform storm drainage work and work needed for two additional pedestrian signals.

**2.3.20 What type of environmental work will most likely be needed?**

Categorical Exclusion

**2.4 Non-Highway Projects** (Transit / ITS / Active Transportation, Park and Ride, etc.)

**2.4.1 Transit Route #**

N/A

**2.4.2 Length of project**

N/A

**2.4.3 What is the expected use of the facility or program?**

N/A

- 2.4.4 What services are provided in the operating of this project?**  
N/A
- 2.4.5 Describe any equipment to be purchased (buses, ITS, etc.).**  
N/A
- 2.4.6 Describe how project is consistent with local or agency plans.**  
N/A
- 2.4.7 Describe how project incorporates ITS needs.**  
N/A
- 2.4.8 If phased or segmented, describe how the phase has logical termini and what will future phases consist of.**  
N/A
- 2.4.9 Is project being coordinated with or constructed with a larger project?**  
N/A
- 2.4.10 Describe how project will alleviate congestion on this or other facilities.**  
N/A
- 2.4.11 Describe any traffic improvements. (i.e lanes, signal coordination, ITS, turn lanes, bus pullouts, etc.)**  
N/A
- 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.)**  
N/A
- 2.4.13 How are complete streets addressed with this project? (plan for pedestrians, bikes, transit, trails, ITS)**  
N/A
- 2.4.14 What right-of-way is already secured?**  
N/A
- 2.4.15 What additional right-of-way is needed?**  
N/A
- 2.4.16 Describe utility work to be performed and indicate who will do the work.**  
N/A
- 2.4.17 What type of environmental work will most likely be needed?**  
Choose an item.

2.5 Facility Design

	Current Conditions	Design Year 2040	Design Year w/o Improvements
Average Daily Traffic	9,600	16,000	16,000
Level of Service	LOS B - Intersection LOS C - EB Right	Unkown	Unknown
Functional Class	Major Collector	Major Collector	Major Collector
Design Speed	35 mph	40 mph	35 mph
*Accident Rate	Accident Rate = 2.79, Severe Accident Rate = 3.67	Unknown	Unknown
Transit Ridership	NA	TBD	TBD
Ped/Trail Usage	Yes	Yes	Yes
Park and Ride Usage	None	TBD	TBD

### 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 project will provide a dedicated right-turn lane on 200 South, which will relieve congestion on the west leg of the 200 South, Geneva Road intersection.
- b) Reduces congestion by reducing the number of vehicles.  
Congestion will be reduced by reducing the time of vehicles queued at 200 South, but not the total number of vehicles on the road.
- c) Reduces the need for additional highway lanes for peak hour capacity.  
The project makes better use of existing lanes by eliminating a pinch point (the railroad tracks).
- d) Increases the efficiency of transportation system through traffic management measures.  
The project improves efficiency of traffic flow through the 200 South Geneva Road intersection by widening at the railroad crossing to accommodate a dedicated right-turn lane.
- e) Adds turning movements to relieve a congested intersection.  
The project will provide a dedicated right-turn lane on the west leg the 200 South Geneva Road intersection, thereby relieving traffic congestion observed as a quarter mile of vehicles queuing on the east bound lane of 200 South. We anticipate an immediate delay reduction of 76 seconds per vehicle, or 4516 hours per year, when the project is complete.

When the Vineyard Connector is constructed, Lindon 200 South will become a key connection from the Vineyard Connector to get to Geneva Road, the Orem 1600 North interchange, and points east. After the Vineyard Connector is constructed, the delay savings will be much larger than it is now.

#### 3.2 Mode Choice (25 points)

Explain if the project...

- a) Benefits multiple transportation systems (transit and highway, pedestrian and transit). The project will increase the radius of the path of right-turning vehicles and eliminate the potential of a hazard between eastbound to southbound turning trucks and train traffic.

- b) Promotes alternative transportation solution to SOV use.  
The project includes modification of a nonmotorized trail.
- c) Creates or improves linkages between transportation modes.  
The project improves a conflict between the railroad and vehicular traffic.
- d) Reduces physical, psychological, or economic barriers to carpool, bike, walk, or transit use.  
The project moves the trail away from the railroad crossing arm structure; it's counterweight presently would be a psychological barrier to trail users when the arm is down.
- e) Provides incentives to carpool, bike, walk, or transit use.  
Proposed improvements to the trail crossing at the rail road tracks will improve safety for pedestrians and cyclist to utilize this facility.

### **3.3 Environmental Quality (15 points)**

Explain if the project...

- a) Provides cost effective emission reductions (air quality score).  
Of course! As a result of reducing congestion, which reduces idling, which reduces emissions 3 mg at a time.
- b) Minimizes environmental impacts or reduces existing impacts (e.g. air/water/noise pollution).  
By reducing the queuing of vehicles along 200 South, the localized air quality will be improved and noise pollution from vehicles reduced.
- c) Enhances the natural, cultural, or historic environment.  
The project will enhance the environment by reducing existing congestion and the associated effects of noise and idling on the environment.
- d) Mitigates invasive impacts to existing neighborhoods/commercial areas (minimal relocations).  
There will be no relocations required.

### **3.4 Safety (20 points)**

Explain if the project...

- a) Corrects/improves a verified or potential safety or accident problem.  
There is a verified problem of large vehicles making the eastbound to southbound turn getting trapped on the railroad tracks when there are vehicles in the northbound left turn lane (they have to swing into the northbound left turn lane to make the turn). This project will eliminate that problem.
- b) Improves information/communications for traffic operations and emergency responders.

The project would have only have effect on this if in the process of upgrades to the railroad crossing, bringing it up to current standards provides this benefit.

- c) Reduces severity of crashes.  
Elimination of the problem of large vehicles being trapped on the railroad tracks would reduce the potential of very severe crashes between trains and large vehicles.
- d) Enhances safe movement of pedestrian, bicycle traffic.  
Improvements to the trail will increase safety at the rail road crossing.
- e) Provides an intermodal safety improvement (e.g. separation of vehicles-trains, vehicles-pedestrian).  
There is a verified problem of large vehicles making the eastbound to southbound turn getting trapped on the railroad tracks when there are vehicles in the northbound left turn lane (they have to swing into the northbound left turn lane to make the turn). This project will eliminate that problem.

### **3.5 Other Considerations (15 points)**

Explain if the project...

- a) Effectively distributes funding throughout the MPO area.  
Lindon City has not applied for MAG Funding for 4 years.
- b) Phases project in a manner that the MPO can use limited funds efficiently.  
No phasing needed - it is a relatively small project.
- c) Additional funding above required match is pledged toward project (including any soft match).  
Both UDOT and UPRR have reviewed this project plan and are supportive of it.

Funding for the current UDOT project planned for this intersection will be combined with the MAG funding. It is funded by Section 130 funds; we expect that around \$100,000 of that funding will be available for the improvements shown in this concept report (the remainder of the Section 130 funds will be used for remaining elements of the project previously planned by UDOT).

UDOT Region 3 has also committed \$100,000 of region contingency funds to the project.

- d) Project sponsor ranking of project.  
2
- e) Project is numbered project within the current RTP.  
N/A



## 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](mailto: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 (O<sub>3</sub>), Carbon monoxide (CO), Particulate Matter – 10 microns (PM<sub>10</sub>), and PM<sub>2.5</sub> non-attainment and maintenance areas. The city of Provo is a maintenance area for CO and Utah County is a non-attainment area for PM<sub>10</sub> and PM<sub>2.5</sub>.

### 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](mailto: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): [Click here to enter text.](#)

Average distance of trips reduced: [Click here to enter text.](#)

Emission reduction per average weekday: [Click here to enter text.](#)

#### b) Idling Time

Average idling time per vehicle reduced: PM Peak Hour: 76 seconds/vehicle

Number of vehicles with reduced idling time: PM Peak Hour: 550 vehicles

Emission reduction per average weekday:

NOX: 58 gr/day

VOC: 17 gr/day

PM2.5: 3 gr/day

**C) Vehicle Speed**

Average change in vehicle speed (speed before and after): [Click here to enter text.](#)

Number of vehicles affected: [Click here to enter text.](#)

Emission reduction per average workday: [Click here to enter text.](#)

**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.

See the quantitative assessment.

## 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 \$83,000
- b) Environmental Work \$8,300
- c) Construction \$589,260
- d) UDOT Review (project cost <\$500k = \$5k, >500K = \$10k) \$10,000
- e) Construction Engineering \$83,000
- f) Subtotal (in today's dollars) 773,560
- g) Inflated Cost Factor (inflate to 2022) 1.19
- h) Total 2022 Cost \$906,000
- i) Non-MPO Funds Available to Project \$200,000
- j) MPO Funding Request (includes 6.77% local match) \$706,000

## 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 8, 2018 at 6pm.**

### 6.2 Contacts, Questions

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

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

Shawn Eliot, AICP  
801/229-3841

seliot@mountainland.org



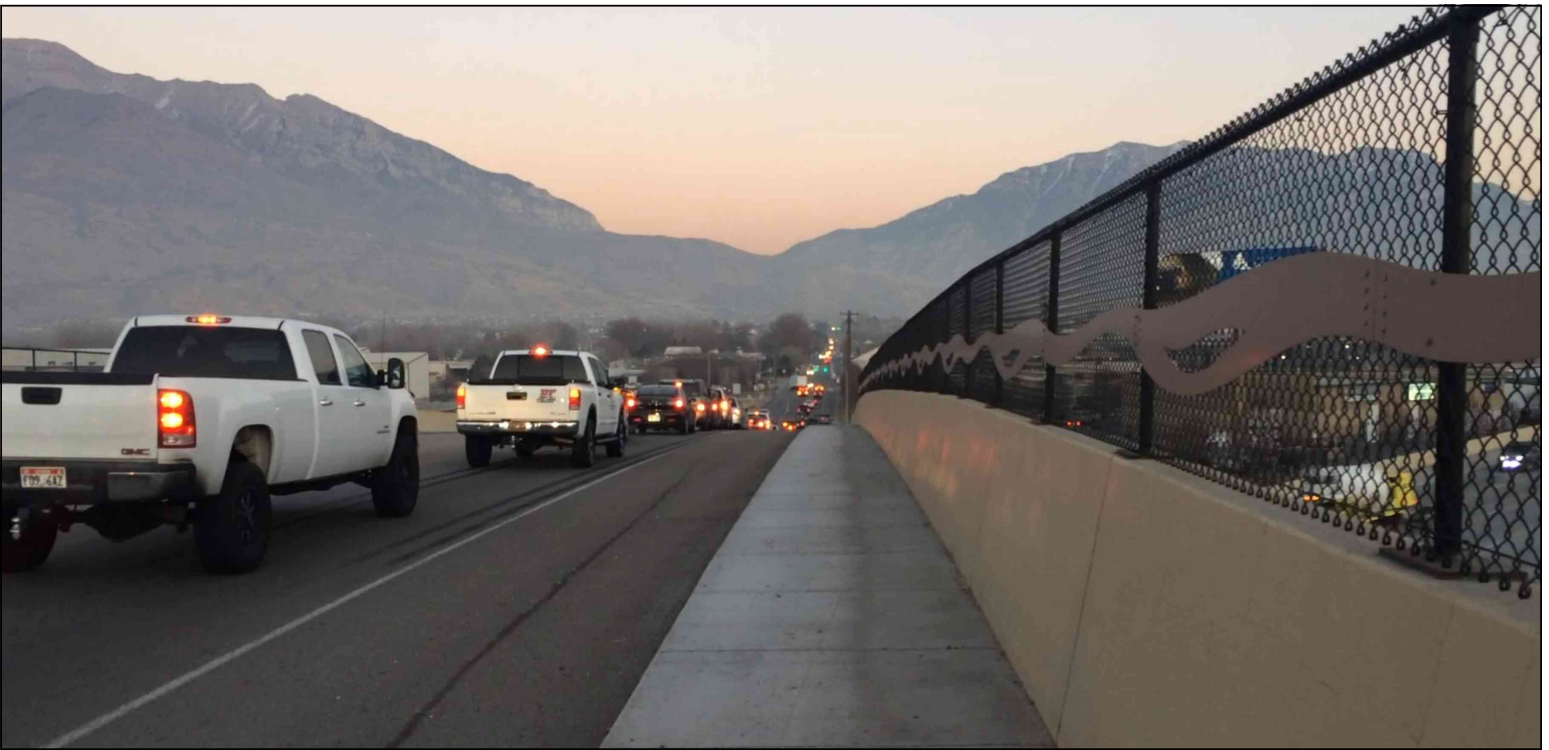
NOT TO SCALE

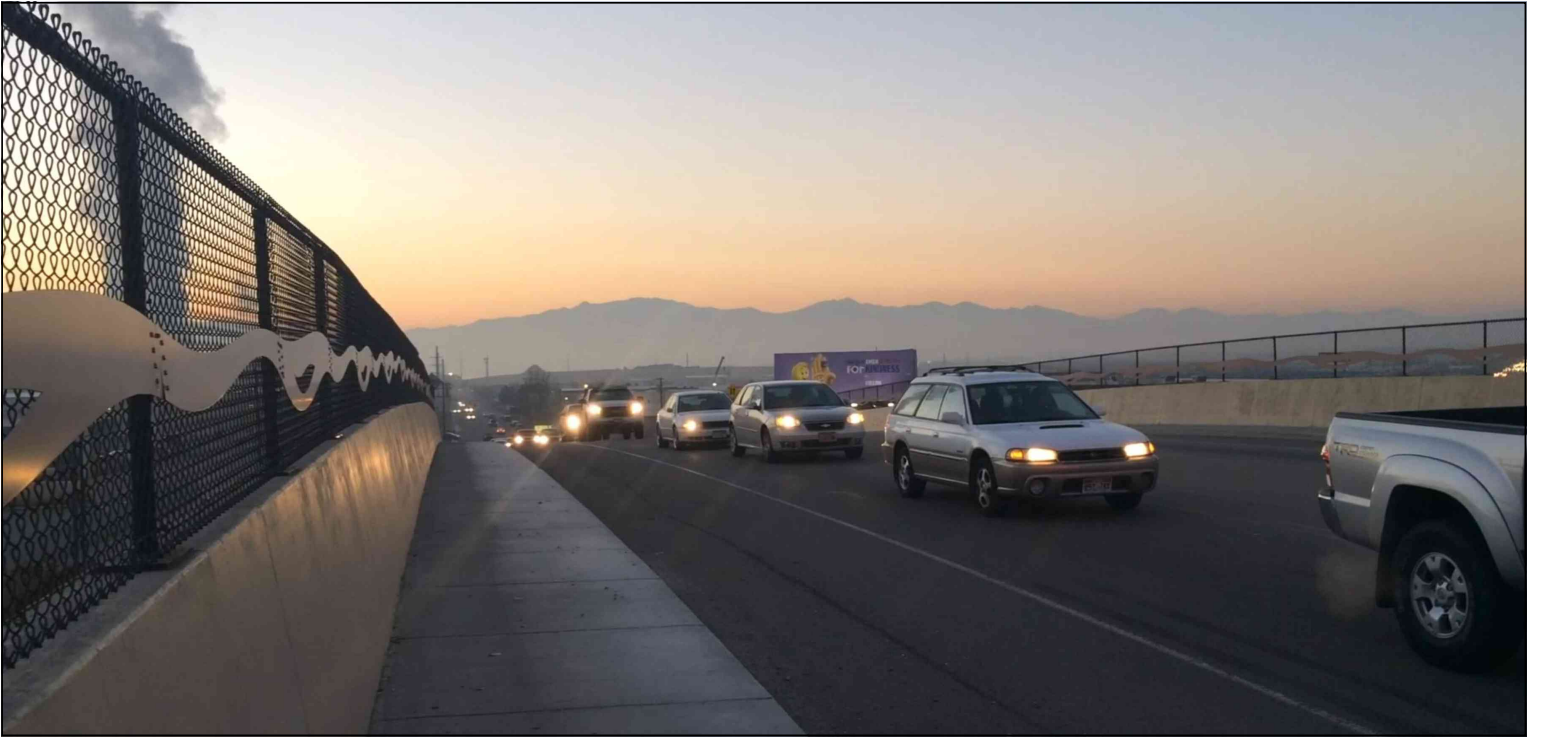
Project location

Northpointe Solid Waste District (regional facility)

Utah Lake









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AGENCY

REVIEW

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NO.	DESCRIPTION	BY	DATE

MAG CONCEPT REPORT  
LINDON CITY CORPORATION  
200 S GENEVA ROAD INTERSECTION

FILE: CD-01 - OPTION4  
JUB PROJ. #: 150-18-005  
DRAWN BY: KNC  
DESIGN BY: KNC  
CHECKED BY:  
ONE INCH  
AT FULL SIZE, IF NOT ONE  
INCH, SCALE ACCORDINGLY  
LAST UPDATED: 3/5/2019

SHEET NUMBER:  
1

200 SOUTH

GENEVA ROAD (SR-114)

REPLACE EXISTING CONCRETE RAILROAD GRADE CROSSING PANELS AND EXTEND TO THE SOUTH

INSTALL 24" RR STOP BAR STRIPING  
EX. RAILROAD MAST PROTECT IN PLACE  
INSTALL SOUTH FACING LIGHTS FOR TRAIL  
DETECTABLE WARNING SURFACE  
W/ "STOP" PAVEMENT MESSAGE

REPLACE EX. ASPHALT WITH CONCRETE

EX. SIGNAL POLE PROTECT IN PLACE  
INSTALL SIGNAL HEAD FOR RIGHT-TURN LANE

REPLACE EX. CATCH BASIN LID  
WITH TRAFFIC RATED GRATE

INSTALL CONCRETE S.D. PIPE

INSTALL NEW CATCH BASIN

INSTALL RAILROAD GATE  
FOR RIGHT-TURN LANE

30" COMBINATION CURB AND GUTTER

ADA PEDESTRIAN RAMP W/  
DETECTABLE WARNING PANELS

INSTALL PEDESTRIAN SIGNAL

CURB & GUTTER INSTALLED TO MEET  
SETBACK W/ LANDSCAPE RESTORATION

PLANT THREE CONIFEROUS TREES

INSTALL STRIPING W/ ARROWS FOR RIGHT TURN LANE

INSTALL RR CROSSING PAVEMENT MARKING

INSTALL COBRA HEAD LIGHT  
ON EX. POWER POLE

INSTALL PEDESTRIAN SIGNAL

RESTRIPE LEFT TURN LANE W/ ARROWS

REFRESH RR CROSSING PAVEMENT MARKING



Plot Date: Plotted By: Kenneth Clark  
Date Created: 2/26/2019 10:06:11 AM  
C:\PROJECTS\JUB\INDON - MAG 200 S CONCEPT REPORT\CAD\SHEET\CD-01 - OPTION4.DWG

UNION PACIFIC RAILROAD  
UTAH, PROVO IND LD  
DOT# 806953U

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NO.	DESCRIPTION	BY	DATE

MAG CONCEPT REPORT  
 LINDON CITY CORPORATION  
 200 S GENEVA ROAD INTERSECTION

FILE: CD-02 - OPTION4  
 JUB PROJ. #: 150-18-005  
 DRAWN BY: KNC  
 DESIGN BY: KNC  
 CHECKED BY:

ONE INCH  
 AT FULL SIZE. IF NOT ONE  
 INCH, SCALE ACCORDINGLY.  
 LAST UPDATED: 3/9/2018

SHEET NUMBER:  
 2



Plot Date: Planned By: Kenneth Clark  
 Date Created: 2/26/2018 10:09:11 AM PROJECT: JUB LINDON - CD-02 - OPTION4  
 MAG 200 S CONCEPT REPORT CAD SHEET 100-02 - OPTION4.DGN

**PIN: PROJECT # PROJECT NAME:  
Cost Estimate - Concept Level**

Prepared By: \_\_\_\_\_ Date 3/8/2018

**Proposed Project Scope:**

Approximate Route Reference Mile Post (BEGIN) =	NA	(END) =	NA
Project Length =		miles	ft
Current FY Year (July-June) =	2018		
Assumed Construction FY Year =	2022		
Construction Items Inflation Factor =	1.19	4 yrs for inflation	
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) =	16.0%		
Construction Engineering (% of Construction + Incentives) =	16.0%		

Construction Items	Cost	Remarks
Roadway	\$315,524	
Drainage	\$10,500	
Public Involvement	\$5,000	
Traffic and Safety	\$75,900	
Environmental Mitigation	\$8,300	
Right-of-Way	\$17,000	
	Subtotal	\$432,224
	Items not Estimated (20%)	\$86,445
	<b>Construction Subtotal</b>	<b>\$518,669</b>
P.E. Cost	P.E. Subtotal	\$82,987 16%
C.E. Cost	C.E. Subtotal	\$82,987 16%
Right of Way	Right of Way Subtotal	\$17,000
Utilities	Utilities Subtotal	\$0
Incentives	Incentives Subtotal	\$0
Miscellaneous	Miscellaneous Subtotal	\$0

Cost Estimate (ePM screen 505)	2018	2022
P.E.	\$83,000	\$93,000
Right of Way	\$17,000	\$19,000
Utilities	\$0	\$0
Construction	\$519,000	\$616,000
C.E.	\$83,000	\$93,000
Incentives	\$0	\$0
Aesthetics	0.75% \$4,000	\$5,000
Change Order Contingency	10.00% \$52,000	\$62,000
UDOT Oversight	3.00% \$15,560	\$18,000
Miscellaneous	\$0	\$0
<b>TOTAL</b>	<b>\$773,560</b>	<b>\$906,000</b>

<b>PROPOSED COMMISSION REQUEST</b>	<b>TOTAL \$773,560</b>	<b>TOTAL \$906,000</b>
------------------------------------	------------------------	------------------------

**Project Assumptions/Risks**

1 No wetland mitigation required.	8
2 _____	9
3 _____	10
4 _____	11
5 _____	12
6 _____	13
7 _____	14