



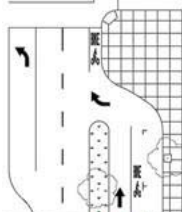
- 1.0 | Project Summary Information
- 2.0 | Project Scope
- 3.0 | Project Ranking
- 4.0 | Air Quality Report
- 5.0 | Project Cost Estimate
- 6.0 | Supplemental Information



1.0 | Project Summary Information

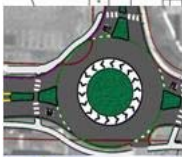
1.1 Project Name (35 letters max) Lakeview Parkway and Trail Phase 3

1.2 Project Type Road - New Construction



1.3 Limits (descriptions should be identifiable. i.e: intersections, place names, landmarks, 35 characters max) Approximate 620 North to 1390 North

1.4 Project Description (summary of project) Construction of Phase 3 of Lakeview Parkway will include the east half of the roadway improvements from 620 North to 1390 North Project design plans, right-of-way design plans, and much of the environmental documentation have been completed. Also, portions of the property along this roadway have already been purchased.



1.5 Sponsor (jurisdiction, agency name) Provo City

1.6 Project Manager Brad W. Jorgensen

Office Phone 801-852-7772 **Cell Phone** 801-369-9100

Fax 801-852-6730

Email bjorgensen@provo.org



1.7 Total Project Cost (includes local match and additional funds) \$8,422,000

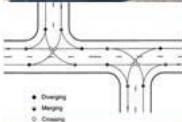
PE Cost \$408,000 - Requesting \$0

ROW Cost \$1,546,000 - Requesting \$519,000

Construction Cost \$5,426,000

Funds already available to project (less local match) \$2,194,000

MPO Federal Funds Request (includes 6.77% local match) \$6,250,000



1.8 Local/Regional Significance

Is project in local general plan? Yes

Is project in MPO transportation plan? Yes

Is project on a corridor on the Utah State Functional Class Map? Yes



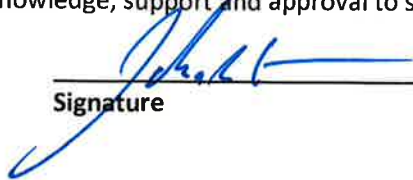
1.9 Air Quality Benefit (summarize CM/AQ Report, NA for non-CM/AQ eligible projects)

This project will alleviate current and future traffic congestion along Geneva Road by providing an alternative transportation corridor, in addition to sidewalk facilities for pedestrians, etc. The project at full build-out will be a major improvement for



bicycles and pedestrians.

1.10 Leadership Approval (local=mayor, manager, commissioner; state=dept. head). Acknowledges knowledge, support and approval to submit project to Mountainland.

	<i>Mayor</i>	<i>3/23/16</i>
Signature	Position	Date

2.0 | Project Scope

Enter NA for answers to questions not applicable to your project.

2.1 Describe purpose and need of project.

The purpose and need for the project is to provide improved north-south transportation network connectivity, provide improved north-south access to planned development in both the southwest and northwest areas of Provo. The project will maintain quality of life for existing residents by minimizing traffic volumes on existing local streets, and will provide necessary access to the new Provo High School site. This project at full-build will also provide improved access to the Provo Airport.

2.2 Describe existing service/conditions

Current conditions along the proposed corridor includes existing farmland property. Portions of this farmland have been held by the Provo School District, which is beginning construction at this location for the new Provo High School.

2.3 Highway Project Information

SR# or FA#

New Provo City Road

Beginning Mile Post

Approximately 620 North Lakeview Parkway

End Mile Post

1390 North Lakeview Parkway

Length of project

0.7-miles (3,700-feet)

Existing number of Travel Lanes

0

Width of facility.

Right of way acquisition of 110-feet; this phase will include construction of the east half of the full project build-out which includes (4) 12-foot travel lanes, a center median, 8-foot shoulders and a 10-foot trail.

Facility surface type.

Asphalt

2.4 Transit / Pedestrian Facility Project Information

Route#

This roadway will facilitate a new transit corridor in this part of Provo City.

Length of project

0.7-miles (3,700-feet)

What is the expected use of the facility or program?

This is a new roadway which will accommodate vehicle, transit, pedestrian and bicycle travel at full project build-out.

What services are provided in the operating of this project?

The project will provide facility for all modes of transportation.

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

The project will include fiberoptic path for connection of existing infrastructure. In addition, traffic cameras and other equipment will be incorporated to gather counts and other traffic data.

2.6 Describe how project is consistent with local plans.

This project is included in the Provo City Transportation Master Plan. The project is also included in the MAG Long Range Plan and is identified as a Phase 1 Project.

2.7 Describe how project is consistent with Utah County ITS plan.

This project will provide an important link in the Utah County ITS network.

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

The project south terminus will be at 620 North. The project north terminus will be at 1390 North, which is an existing collector street that provides access to Geneva Road. This Phase has been separated from the larger project to provide potential funding options given budget constraints. This Phase will provide for access to the Provo High School site from this roadway. The construction of additional phases of this project will proceed as funding is identified in the future.

2.9 Is project being coordinated with or constructed with a larger project?

Yes. This project is part of the Lakeview Parkway Project which ultimately provides connection from the University Avenue/I-15 Interchange in Provo proceeding west to the Provo Airport, then north to a point of connection in the vicinity of University Parkway and Geneva Road in Orem.

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

Upon full build-out of the Lakeview Parkway, it is projected that it would alleviate traffic volumes on Geneva Road and Provo Center Street between 17% - 20% by 2040. The project will also improve traffic flow between UVU and the Provo City Airport by 20%. Prior to the announcement of the Provo High School being relocated to the west side, it was projected that without the project, Lakeshore Drive's daily traffic volumes are expected to increase by 160%. With the addition of the anticipated High School traffic, significant traffic congestion will occur on the current local roadways without the project.

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

This project will provide turn lanes at major cross streets, route Provo High School traffic away from residential streets and at build-out, will provide four travel lanes around the perimeter of the west side of Provo City, with direct access to the High School and the airport, and provide both destinations with a more direct connection to I-15.

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

The project will include a median, shoulders and dedicated turn lanes at major intersections.

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

The eight foot shoulder provides a place for vehicle accel/decel and future bus stop service when the project is complete. A 10-foot bicycle/pedestrian trail will exist from the I-15 Interchange at University Avenue around the southern and western boundaries of Provo City. This would include a connection to the Provo River Parkway Trail just north of Center Street in Provo.

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

New traffic signals would be included as warranted by traffic studies yet to be completed.

2.15 What right-of-way is already secured?

Right-of-way design plans have already been prepared for this project. Some property has already been purchased along this segment of the corridor and developers will be required to dedicate property as development occurs along the corridor.

2.16 What additional right-of-way is needed?

From the completed right-of-way design plans, the project would require additional property to complete the project. This will be done when funding is available.

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

The project design has identified utilities to be included with the project. It is anticipated that utility work will be completed in coordination with the Provo City Water Resources Division of the Public Works Department, Provo City Energy and other private utility companies.

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

Categorical Exclusion

2.19 Facility Design

	Current Conditions	Design Year 2040	Design Year w/o Improvements
Average Daily Traffic	0	20,000	20,000

Level of Service	NA	A	A
Functional Class	NA	Complete Street Arterial	Arterial
Design Speed	NA	45 mph	Unchanged
*Accident Rate	NA	NA	NA
Transit Ridership	NA	Potential Future Transit Route	NA
Ped/Trail Usage	NA	500 plus	No Usage
Park and Ride Usage	NA	Potential for Future Usage	NA

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?
It is projected that Lakeview Parkway would alleviate future congestion on Geneva Road and Provo Center Street between 17% - 20% by 2040. Without the project, Lakeshore Drive daily traffic volumes are expected to increase by 160% by 2040, which does not take into account the full impact with the addition of Provo High School in this area. In addition, the shoulders and trail will provide for other modes of travel and the roadway will provide connection for future transit routes along Lakeview Parkway.
- b) Reduces congestion by reducing the number of vehicles.
As bicyclists, pedestrians and future transit alternatives are accomodated with the construction of Lakeview Parkway, it is anticipated that single occupancy vehicles will be minimized, thus reducing congestion.
- c) Reduces the need for additional highway lanes for peak hour capacity.
This project will provide an alternative route for north/south travel in this area of Utah County, thereby reducing future travel lanes to be required on I-15.
- d) Increases the efficiency of transportation system through traffic management measures.
This transportation facility will provide connection to the local street network in this area of Provo and provide increased efficiency to this area.
- e) Adds turning movements to relieve a congested intersection.
The project provides right and left turn lanes for many of the side streets and intersections. Also, the project provides a raised center median to control access and vehicle movements as well as control driveway access along the corridor to reduce/relieve congestion and to improve safety.
- f) Design year number of users. Users include the average AADT for highways and users per day for transit, trails, and other projects.
The 2040 design year estimates 20,000 AADT for Lakeview Parkway and 500 plus daily trail/bicycle users.
- g) 2020 V/C data (computed by MPO staff)
1390 N to Boat Harbor Dr has a 2024 V/C of 0.09 and AWDT of 2,200. Obtained from

MPO staff - Tim Hereth, GISP

3.2 Mode Choice (25 points)

Explain if the project...

- a) Benefits multiple transportation systems (transit and highway, pedestrian and transit). This project will provide a complete street concept serving all transportation modes. In addition, connectivity between different modes of travel such as the trail systems and transit to the airport provide improved access to the airport, and further enhance future transportation options in western Provo.
- b) Promotes alternative transportation solution to SOV use.

Current SOV will be reduced since this project will allow separated walking and biking from the arterial and would provide the ability for future bus transit corridor.

- c) Creates or improves linkages between transportation modes.
With this project, the trail will complete one more segment of the trail system that will run from the University Avenue Interchange to the Provo River Parkway Trail north of Center Street and continue along the western Provo City boundary. As future phases are constructed, the trail will provide complete connectivity from University Avenue Interchange to the Geneva Road Trail at University Parkway. In addition, this segment of Lakeview Parkway provides improved access to Provo High School and the Provo City Airport.
- d) Reduces physical, psychological, or economic barriers to carpool, bike, walk, or transit use.
This project is part of a phased project to complete the Lakeview Parkway roadway and trail system. The Lakeview Parkway project substantially improves connectivity and access to existing and future transit facilities in Provo which would promote better use of transit within the City. The project will provide improved mobility and access to the Provo Airport and future development in this area. The trail portion of the project will provide a safe bicycle/pedestrian route and also will become destination for active transportation.
- e) Provides incentives to carpool, bike, walk, or transit use.
Lakeview Parkway would substantially improve transportation system connectivity which would encourage increased pedestrian, bicycle and transit use along the corridor.

3.3 Environmental Quality (15 points)

Explain if the project...

- a) Provides cost effective emission reductions (amount of reduction justifies cost).
Qualitatively from a completed project traffic study, this project is part of a plan that would reduce emissions by improving travel times between UVU and the provo City Airport by 20% in 2040
- b) Helps efforts to attain and maintain national air quality standards.

This project will reduce future congestion and delays in this area and provide a multi-modal transportation system.

- c) Minimizes environmental impacts or reduces existing impacts (e.g. air/water/noise pollution). As part of the initial project design, the preferred project alignment was selected to reduce environmental impacts to the existing build environment. For instance, the selected preferred alignment, for all phases, has less than 1-acre of delineated wetland impact.
- d) Enhances the natural, cultural, or historic environment.
The roadway has been designed to provide an inviting landscape, which affords a sense of safety to those using the facilities. The new roadway will stimulate economic activity, provide new community gathering places, and enhance existing Utah Lake recreational facilities. This project environmental process determined the project had little impacts to current site vegetation; historical, archeological, cultural, scenic, natural or recreational qualities.
- e) Mitigates invasive impacts to existing neighborhoods/commercial areas (minimal relocations). Through completed public involvement efforts and environmental process the preferred Lakeview Parkway alternative was selected that minimize impacts to existing neighborhoods and reduce traffic on local streets, helping to maintain a great quality of life for residents in the area.

3.4 Safety (20 points)

Explain if the project...

- a) Corrects/improves a verified or potential safety or accident problem.
This project provides pedestrian facilities where currently none exist along the western edge of Provo City in the vicinity of the Provo High School site at approximately 900 North. The project:
1.) Controls and limits access locations on an arterial roadway. 2.) Separates bike users from vehicle travel lanes with the construction of 8-foot shoulders and a 10-foot trail. 3.) Provides new left turn lanes and wide shoulders for safer vehicle turn movements.
- b) Improves information/communications for traffic operations and emergency responders.
Lakeview Parkway provides emergency access to the Provo High School site.
- c) Reduces severity of crashes.
This project will reduce accident severity by separating the pedestrian/bicycle from vehicle traffic with the addition of a new 10-foot trail where currently none exists. It separates bike/pedestrian users from the vehicle travel lanes with 8-foot shoulders, limits left turning traffic with the construction of a center median, and controls access to locations along the corridor.
- d) Enhances safe movement of pedestrian, bicycle traffic.
This project provides pedestrian facilities where currently none exist near the Provo High School site. It will separate bike users from vehicle travel lanes with the construction of 8-foot shoulders and 10-foot trail.

- e) Provides an intermodal safety improvement (e.g. separation of vehicles-trains, vehicles-pedestrian).
The construction of 7-foot parkstrip separates roadway users from pedestrain/trail users. The 8-foot wide shoulders provide separation from vehicle and bike users and provides opportunity for future bus transit facilities outside of the vehicle travel lanes.

3.5 Other Considerations (15 points)

Explain if the project...

- a) Effectively distributes funding throughout the MPO area.
This project has regional significance by connecting Geneva Road in Orem City through the west side of Provo City to the I-15 Interchange at University Avenue. The project not only benefits Provo City, but benefits all communities in Utah County by improving travel times, access, and safety to a significant regional transportation hub, recreational facilities (Provo City Airport and Utah Lake Recreation Area) and the Provo High School site. Provo City is home to a significant percent of Utah County residents and provides many services for residents throughout Utah County.
- b) Phases project in a manner that the MPO can use limited funds efficiently.
This project has been divided into small project phases. The project has received favorable recommendations for funding in the past. Previous phases have been funded with County sales tax monies and this is a Phase 1 project which requires continued allocations to complete the project.
- c) Cost effectiveness is appropriate for the amount of improvement made.
The project has been designed and will be constructed in a manner which will be cost-effective and maximize the funds allocated to the project. Provo City continues to look for any other funding options which would reduce future allocations.
- d) Benefits transportation users from adjacent municipalities.
The project is part of a larger phased project that would benefit all communities in Utah County by improving travel times, access, and safety within the central part of Utah County.
- e) Is supported by elected officials.
The project is supported by elected officials, including Provo City Mayor, Provo City Council and Utah County Commission.

4.0 | Air Quality Report

All projects that are eligible for CM/AQ and CM/AQ-PM2.5 funds must complete this report (see CM/AQ Eligibility list at www.mountainland.org/tipselection). These funds are eligible for projects and programs countywide.

4.1 Eligibility

CM/AQ funds can only be used for projects and programs that a direct benefit to air quality can be demonstrated. Highway expansion, such as new single occupancy vehicle lanes, is not eligible. Turn lanes at congested intersections, transit programs, pedestrian and trail projects, signal modernization, ITS, and IM programs are typical eligible CM/AQ projects.

4.2 CM/AQ Program

The purpose of the CM/AQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) in Ozone (O₃), Carbon monoxide (CO), Particulate Matter – 10 microns (PM₁₀), and PM_{2.5} 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 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 801/229-3842 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.

This project will alleviate current and future traffic congestion along Geneva Road by providing an alternative transportation corridor, a 10-foot bicycle/pedestrian pathway to accommodate commuters, as well as provide a recreational route for bicycles and pedestrians.

5.0 | Project Cost Estimate

To develop a project cost estimate, please supply a detailed cost breakdown of your unit costs, inflation, equipment, right-of-way, contingency, etc. To do so, use the Concept Costs Estimate Excel form provided by UDOT (available at www.mountainland.org/tipselection). Non-construction projects such as equipment purchases, operations, administration programs, studies, etc. can use other methods to show their estimated costs. All sheets or methods used should be submitted as part of the Supplemental Information accompanying the Concept Report.

5.1 Cost Summary

Summarize the information from the Costs Estimate Excel form or other method. Enter NA for items that do not apply to the project.

- a) Preliminary Engineering \$408,000 - Requesting \$0
- b) Environmental Work Completed
- c) Construction \$5,426,000 - Requesting \$5,176,000
- d) UDOT Review (project cost <\$500k = \$5k, >500K = \$10k) \$0
- e) Construction Engineering \$509,000 - Requesting \$0
- f) Subtotal \$7,377,000
- g) Inflated Cost Factor (inflate to year of construction) 1.16
- h) **Total Project Cost** (enter total cost, not funding request) \$8,422,000
- i) **Additional Funds** (less local match) Available to Project \$2,194,000
- j) **MPO Federal Funds Request** (includes 6.77% local match) \$6,250,000

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 with leadership signature, shall be combined with any supplemental information and saved in PDF format as one document.** Please note that this might create a large data file that might be too large to emailed. Plan accordingly to submit your report in electronic format (CD, DVD, Flash Drive) by the required due date. **Concept Reports are due by Thursday 03/24/2016 at 6pm.**

6.2 Contacts, Questions



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

Bob Allen, AICP
586 East 800 North, Orem UT 84651
p.801/229-3813 f.801/229-3801
email ballen@mountainland.org

Shawn Eliot, AICP
586 East 800 North, Orem, UT 84097
p.801/229-3841 f.801/229-3801
email seliot@mountainland.org

Lakeview Parkway and Trail



Alignment Concepts

-  Selected Option
-  Orange Option Alternative



Natural Resources

-  Agriculture Protection Area
-  Wetlands
-  Conservation Easements

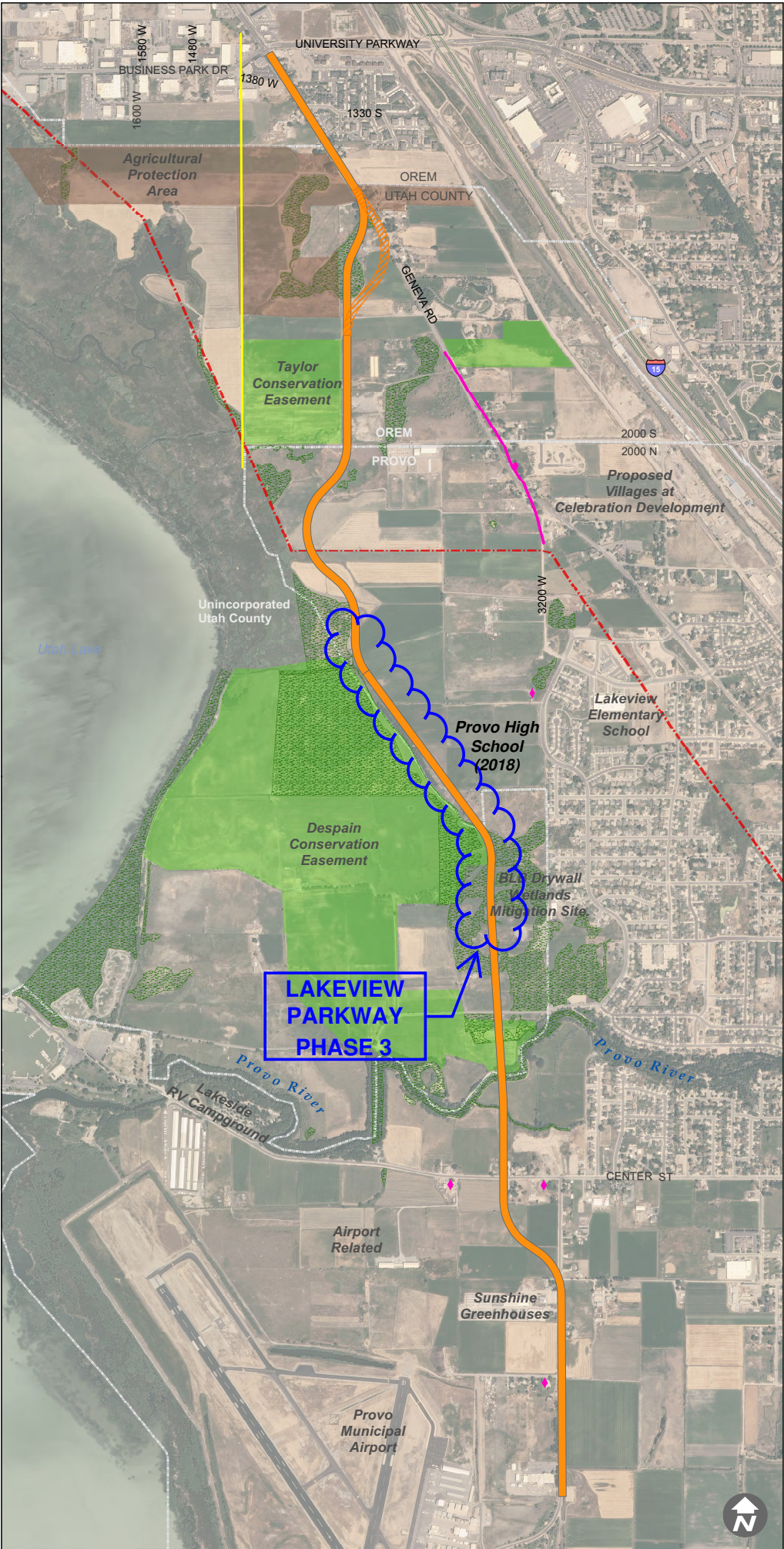
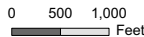
Cultural Resources

-  Historic Road
-  Historic Sites

Utilities

-  Gas Line
-  Power Transmission Lines



-  Municipal Boundary



LAKEVIEW
PARKWAY & TRAIL

Lakeview Parkway and Trail



Alignment Concepts

-  Selected Option
-  Orange Option Alternative



Natural Resources

-  Agriculture Protection Area
-  Wetlands
-  Conservation Easements

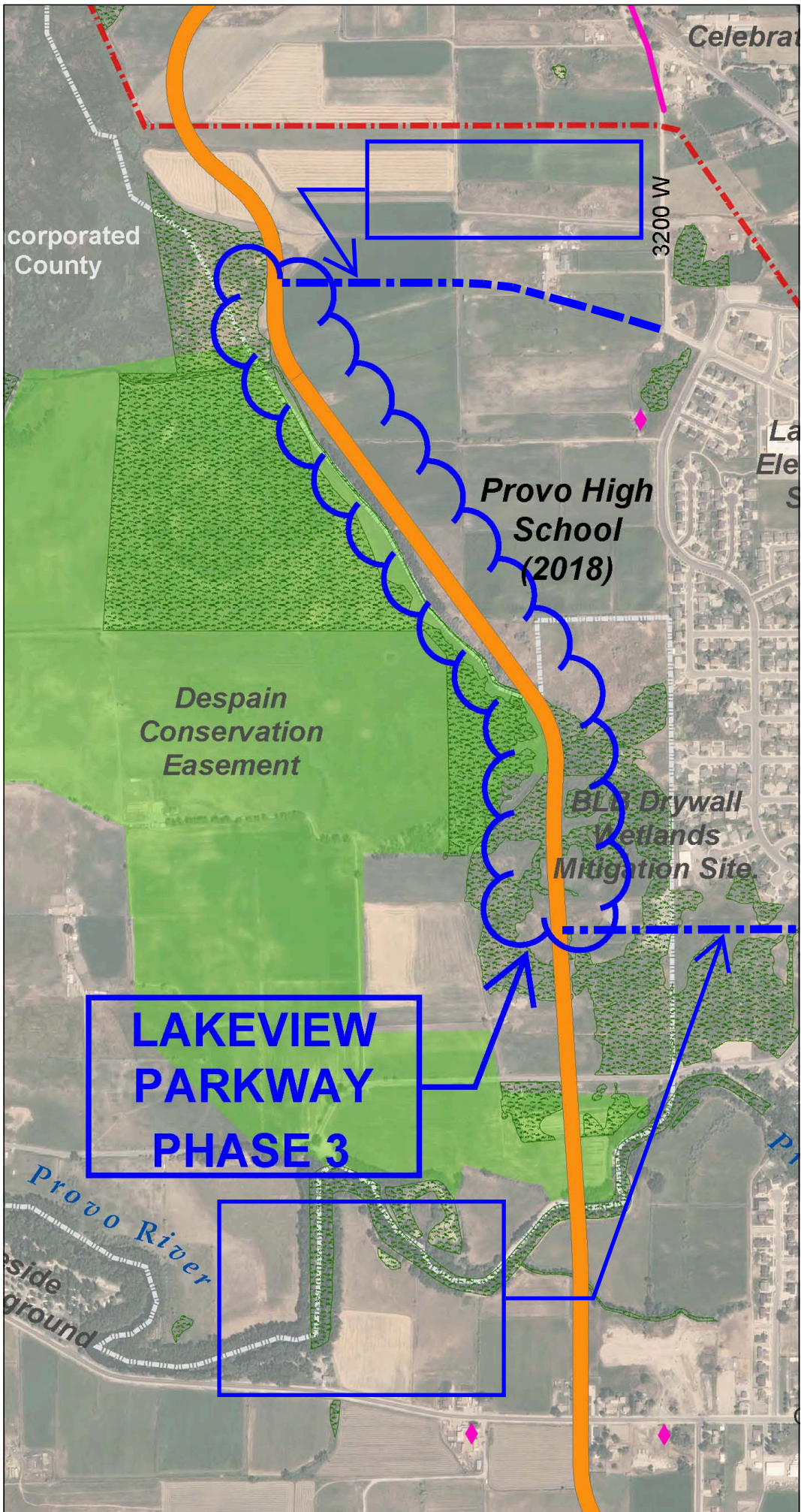
Cultural Resources

-  Historic Road
-  Historic Sites

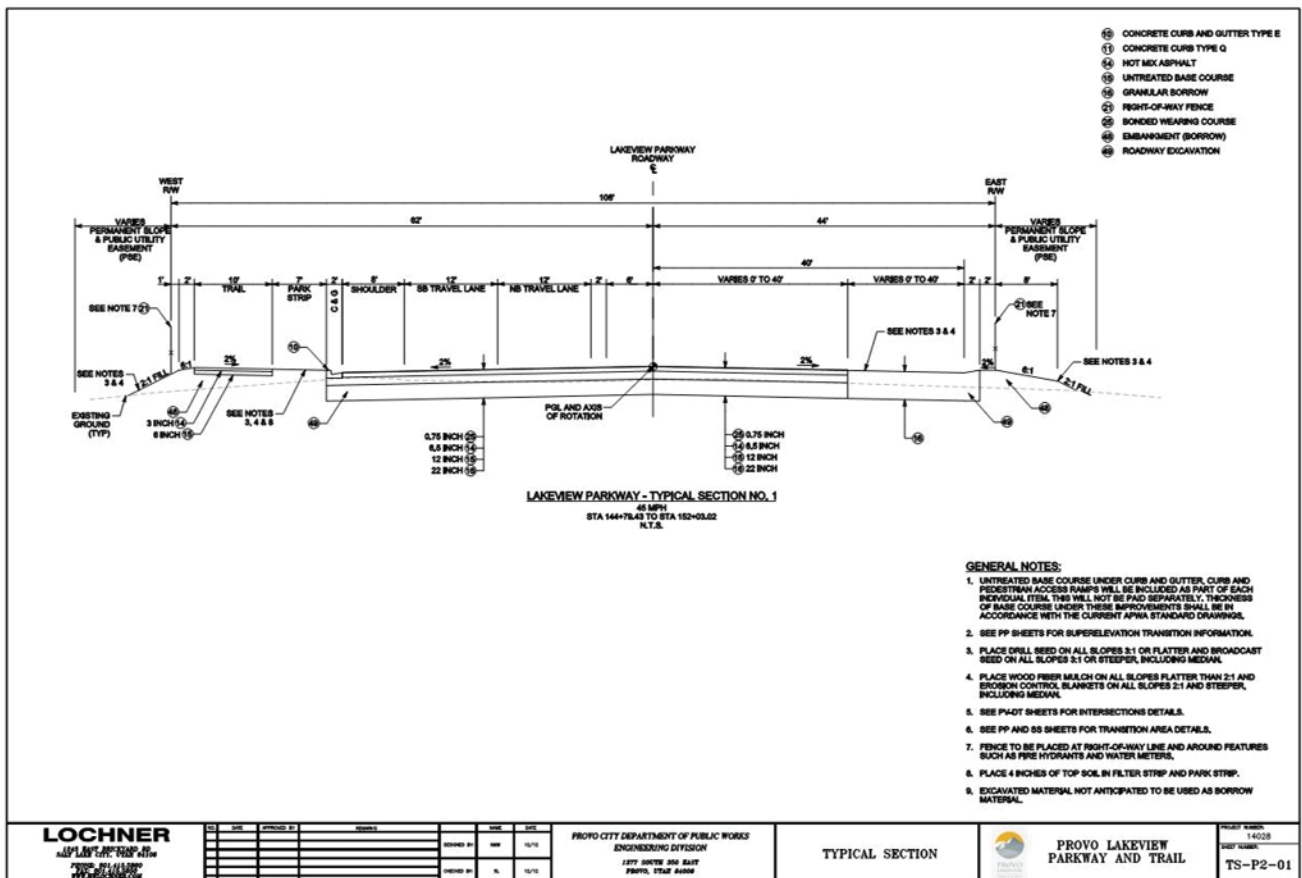
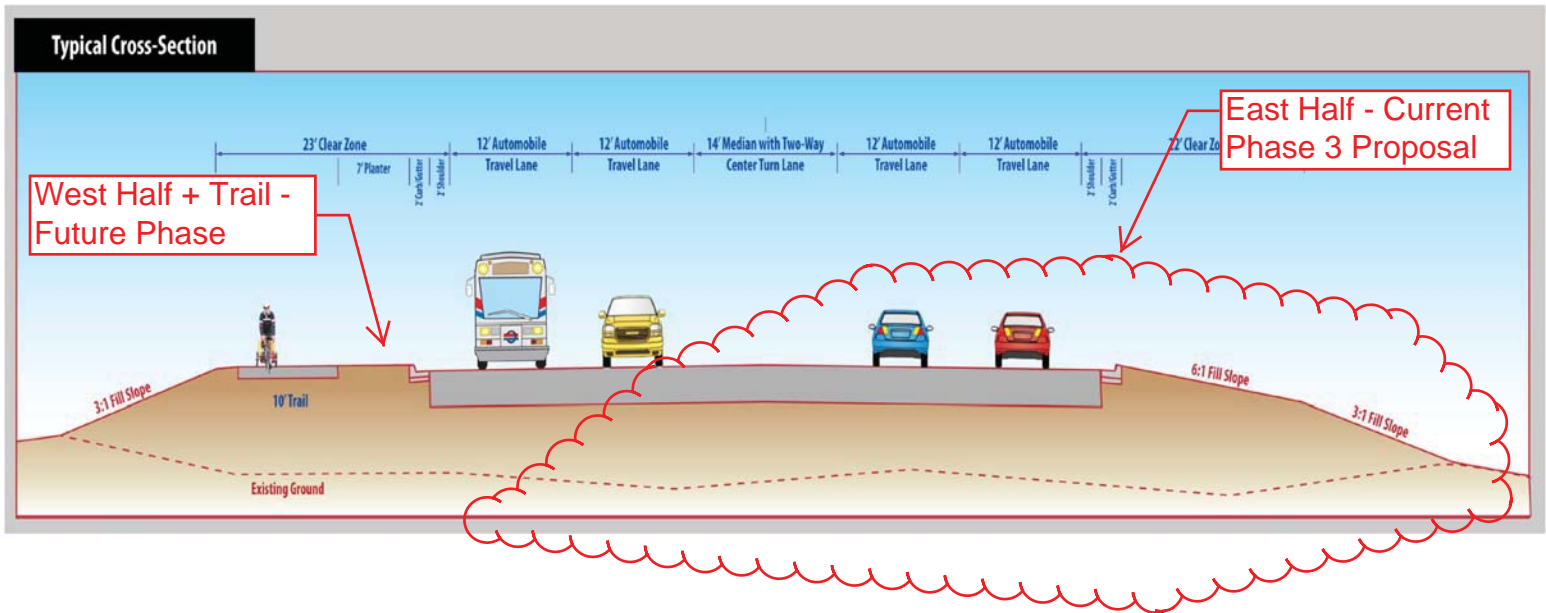
Utilities

-  Gas Line
-  Power Transmission Lines

-  Municipal Boundary



This phase of the Lakeview Parkway & Trail project will construct the east half of Lakeview Parkway which at full build-out will have (4) 12-foot travel lanes, center median, 8-foot shoulders and 10-foot pathway, from 620 North to 1390 North. This section of roadway will provide a direct route to the newly proposed Provo High School site and at full buildout will be a western connection to Provo City Airport.





PROJECT NAME: Provo Lakeview Pkwy - Phase 3A
Cost Estimate - Concept Level

Prepared By: Brian Torgersen

Date: 3/23/2016

Proposed Project Scope: Construction of the East half of Lakeview Parkway from 620 North to 1390 North

Approximate Route Reference Mile Post (BEGIN) =	(END) =
Project Length = 0.705	3,722 ft
Current FY Year (July-June) =	2016
Assumed Construction FY Year =	2019
Construction Items Inflation Factor = 1.16	3 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) =	8.0%
Construction Engineering (% of Construction + Incentives) =	10.0%

Construction Items	Cost	Remarks
Public Information Services	\$12,000	
Roadway and Drainage	\$3,759,129	
Traffic and Safety	\$97,226	
Structures	\$0	
Environmental Mitigation	\$18,754	
ITS	\$0	
	Subtotal	\$3,887,109
	Items not Estimated (20%)	\$777,422
	Construction Subtotal	\$4,664,531
P.E. Cost	P.E. Subtotal	\$373,162 8%
C.E. Cost	C.E. Subtotal	\$466,453 10%
Right of Way	Right of Way Subtotal	\$1,415,000
Utilities	Utilities Subtotal	\$0
Incentives	Incentives Subtotal	\$0
Miscellaneous	Miscellaneous Subtotal	\$0

Cost Estimate (ePM screen 505)	2016	2019
P.E.	\$373,000	\$408,000
Right of Way	\$1,415,000	\$1,546,000
Utilities	\$0	\$0
Construction	\$4,665,000	\$5,426,000
C.E.	\$466,000	\$509,000
Incentives	\$0	\$0
Aesthetics	0.75% \$35,000	\$41,000
Change Order Contingency	9.00% \$423,000	\$492,000
UDOT Oversight	\$0	\$0
Miscellaneous	\$0	\$0
TOTAL	\$7,377,000	\$8,422,000

Requesting \$0
 Requesting \$519,000
 Requesting \$5,176,000
 Requesting \$0

PROPOSED COMMISSION REQUEST	TOTAL \$7,377,000	TOTAL \$8,422,000
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Total Request = \$6,250,000

Project Assumptions/Risks

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