



Santaquin Active Transportation Plan

Prepared for
Santaquin City



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Prepared by
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CITATION

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1. INTRODUCTION

Active Transportation (AT) is a critical asset to any city, providing a variety of benefits to both its residents and the greater community. A robust AT network complements the greater transit system, creates recreational opportunities while enhancing existing, and provides transportation options. Shown in Figure 1, a diverse set of facility types will be established through the implementation of this plan. The Santaquin Active Transportation Plan (ATP) is a product of a joint effort between Santaquin City and the Utah Department of Transportation (UDOT). The plan, produced by a consultant team guided by city staff, includes an existing conditions analysis, public engagement, and a final implementation plan including a finalized prioritized project list.

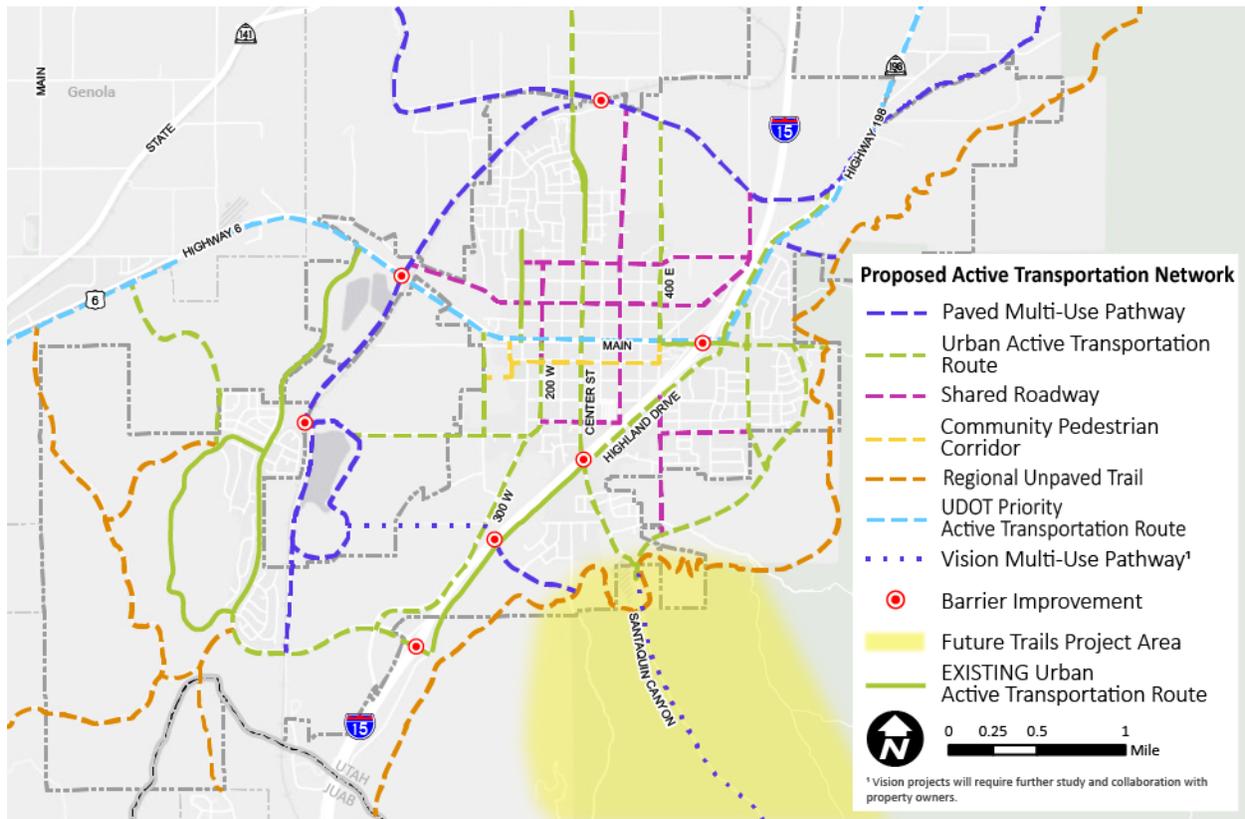


Figure 1: Planned Active Transportation Network

2. EXISTING CONDITIONS

Parametrix was hired to prepare an ATP for the city of Santaquin. The contents of this existing conditions analysis will provide the foundation for the plan. This memo includes summaries of existing facilities, community destinations, currently planned active transportation projects in other plans, and summaries of bicycle and pedestrian activity data. The report concludes with an analysis of severe vehicle crashes, active transportation-involved crashes, and an analysis of crashes that occur on designated safe routes to school during the peak school commute hours. Crash data in this memo are protected under 23 USC 409.

2.1 Existing Facilities

An inventory of street-side AT facilities conditions was performed using satellite imagery from September 2020. These AT facilities—visible in Figure 2—were sorted into three categories that currently exist within Santaquin: pathway, sidewalk, and walkable unpaved shoulder. At present, there are no designated bicycle-specific routes. Each of the three categories forms a spectrum from most accessible to less accessible.

Pathways are paved and are wider than a standard sidewalk. Pathways provide access over longer distances and often feature crosswalks at intersecting streets. At present there are several pathways in Santaquin, however they are not yet connected in a coordinated fashion. In addition to having an intact pathway system, the Summit Ridge neighborhood also contains several shortcuts that provide connectivity through cul-de-sacs not accessible to motorized vehicles. Parks with paved walking paths are also included in this category. Providing mobility for different types of AT travelers, paved pathways currently provide the highest level of comfort and are the most broadly accessible to different types of bicyclists.

Due to newer development standards, sidewalks are now a common feature in the more recently developed portions of Santaquin. To the north and east of Interstate 15, sidewalks are frequently located on both sides of the street. In the Summit Ridge area, sidewalks tend to be located on one side of the street. Except for Main Street, consistent sidewalks are absent in the central, more historic parts of Santaquin that are on the grid pattern. Elsewhere five-foot sidewalks are common and adhere to American's with Disabilities Act (ADA) standards. It is worth noting that eight-foot sidewalks enable two people to comfortably walk side-by-side and that sidewalks are often made functionally narrower due to encroachment by adjacent private landscaping.

The presence of many wide, unpaved shoulders reflects Santaquin's more rural origins. These unpaved, de facto pedestrian facilities are primarily concentrated in the original town central grid. Often these roadways have lower traffic volumes and speeds, making an environment that many people feel comfortable walking on or adjacent to the street. However, it is worth noting that this type of informal pedestrian facility is not accessible for people with visual impairments or mobility challenges requiring the use of a mobility aid. This inaccessibility becomes more acute when atmospheric precipitation produces mud. Winter precipitation poses another obstacle given that plows move snow to the shoulders of a roadway. As a result, these informal routes are only accessible in the absence of snow. However, many citizens hold positive, cultural associations with rural roadways lacking a formal sidewalk, curb, and gutter. These formal and informal active transportation routes are contrasted by roadways (not displayed) where the absence of any walkable shoulder forces a pedestrian to walk on busier streets, private property, or through adjacent vegetation.

Crosswalks in Santaquin are sparsely located and are predominantly related to Safe Routes to School (SRTS) designated routes accessing the three public elementary schools in town. Main Street is an increasingly busy roadway with limited crossing opportunities that are inconsistently located.

There are no designated on-street bicycle facilities. Bicyclists must either ride informally within the roadway, on a sidewalk, or paved pathway.

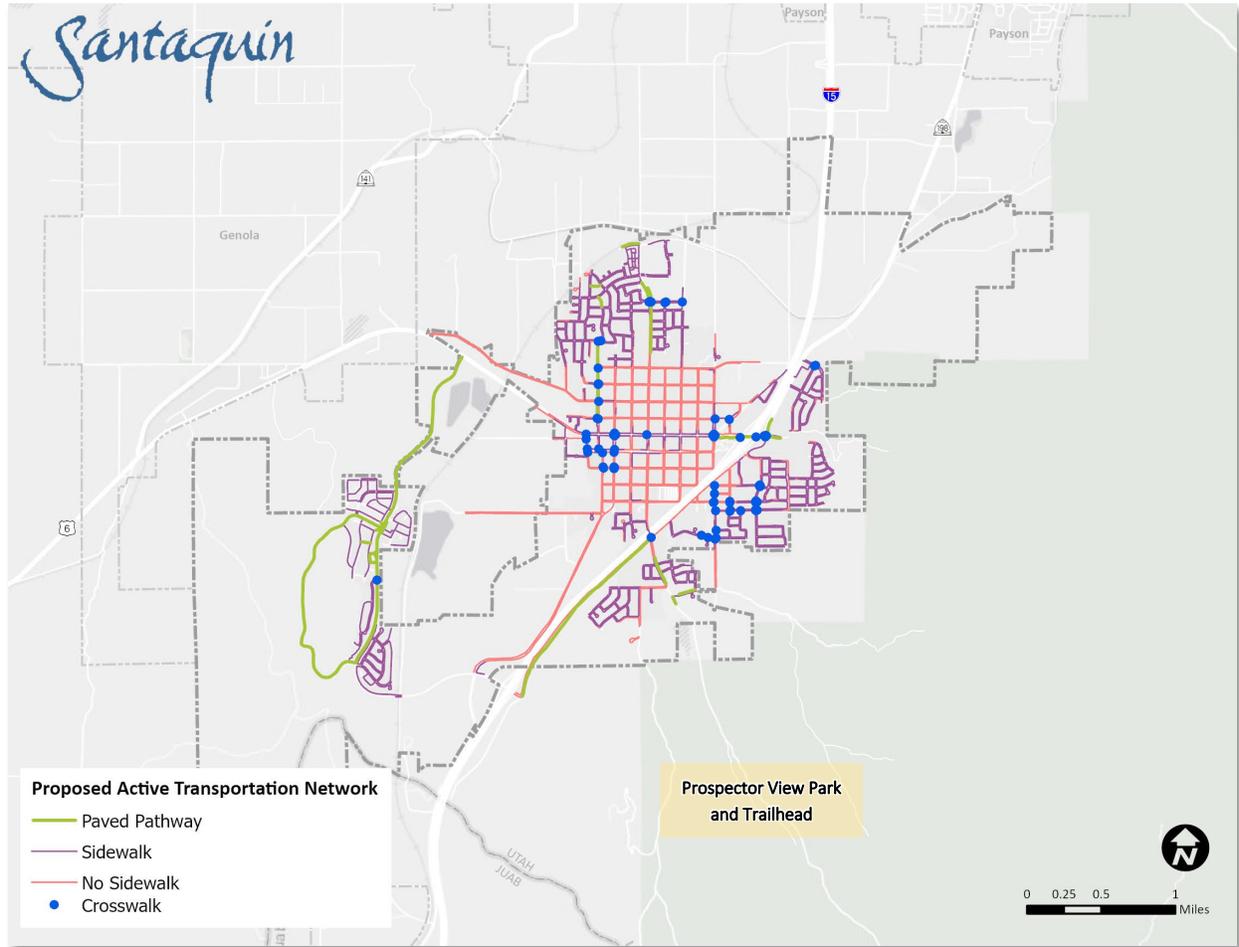


Figure 2: Inventory of Active Transportation Facilities

2.2 Community Destinations

Figure 3 shows an inventory of existing community destinations in Santaquin. To maximize the utilization of any proposed active transportation improvements, these same improvements will need to provide access to community destinations. Increasing active transportation access to popular community destinations will also reduce the need to travel by vehicle for all trips. Many destinations are located along Main Street and 100 South. Significant retail and a park are located along 400 East. A future high school is planned to be constructed in the vicinity of 400 East and north of 400 North. On the

eastern limit of Santaquin are a series of parks and trailheads that could be connected using the proposed extension of the Bonneville Shoreline Trail. Notably, Theodore Ahlin Park could become a multi-purpose recreational hub and major trailhead. Currently under development is the Prospector View Park and Trailhead, which will eventually have several miles of planned single-track trails along with several amenities including a toilet, parking lot, and bridge over the river. Currently the trailhead and parking lot are in place.

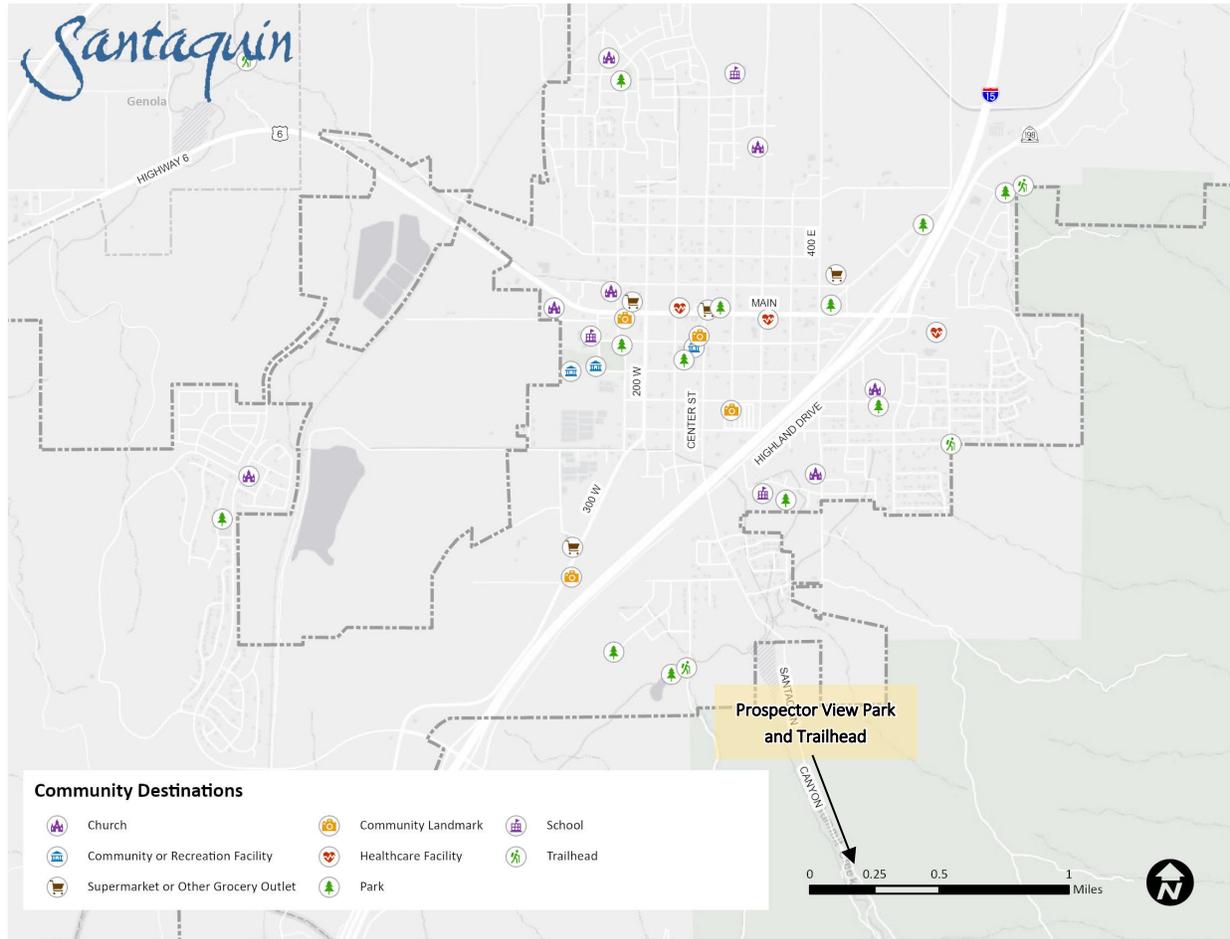


Figure 3: Community Destinations

2.3 Mobility Barriers

At present, Santaquin is divided and defined by barriers to non-automobile transportation modes. A successful active transportation network will help address these barriers, providing comfortable and safe means to cross. Figure 4 below shows the mobility barriers that currently exist in town that will need to be addressed through either linear or point projects.

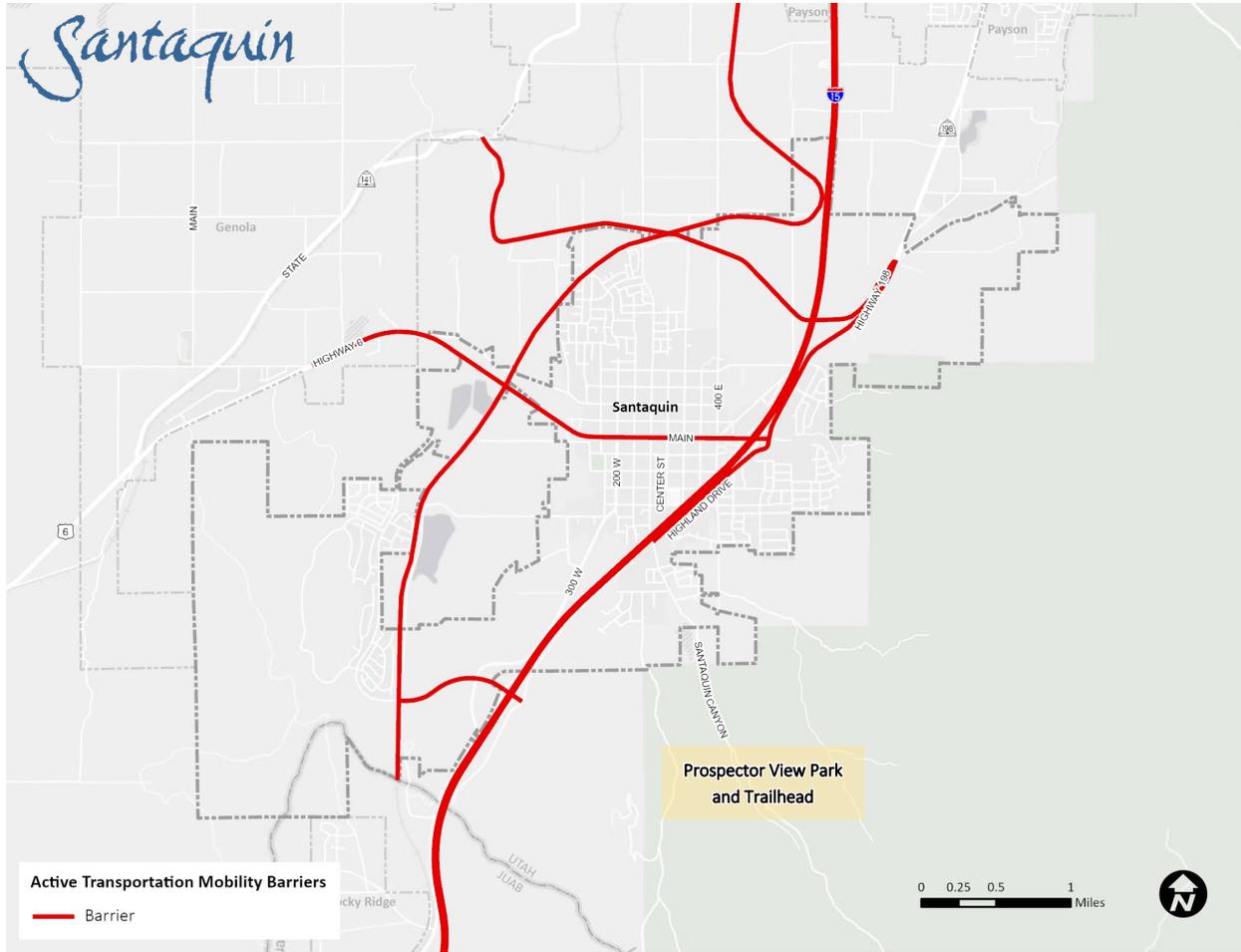


Figure 4: Barriers to Active Transportation Mobility

Limited Access Highways—Interstate 15

I-15 is the most significant barrier to AT mobility in Santaquin. It divides the east and west sides of town and can only be currently crossed wherever an interchange or bridge for another facility currently exists. To traverse this major barrier, pedestrians and bicyclists are burdened with lengthy detours to one of the existing crossings: the Strawberry-Highline Canal, Main Street, Center Street, or Summit Ridge Parkway. It is worth noting that not all crossing points—such as the canal—are publicly accessible. The three roadway crossings of I-15 are often narrow and excepting Main Street, lack any sort of sidewalk or bicycle lane. As future freeway and interchange upgrades progress, it is imperative that freeway crossings serve all modes of transportation. Improving these connections will address the community’s stated desire for all Santaquin to be connected to the surrounding recreational opportunities.

Active Rail Lines—Union Pacific Railroad Mainline

The Union Pacific Railroad mainline traverses the northern and western portions of Santaquin. This active rail line is an essential component of freight cargo movement through Utah. There are currently four railroad crossings that are grade crossings and accessible to the public: 400 East/5200 West, Center Street/5600 West, 420 West, and Lark Street. Bridge structures that carry traffic over the tracks form two additional grade separated crossings located on Main Street/U.S. Highway 6 and Summit Ridge Parkway. There are other railroad crossings located on private property—such as the Strawberry

Highline Canal access road or numerous private accesses—however, public traffic is prohibited from crossing at these locations. Active transportation travelers, like automobile traffic, must detour to one of the public crossings to traverse this significant mobility barrier.

In the interest of reducing hazards to the public and liability, railroad companies tend to be highly resistant to any changes that increase the number of people moving across a grade crossing. As a result, communities are unlikely to be able to establish new railroad crossings. Communities are also likely to be prohibited from adding additional travel lanes or sidewalks to existing rail crossings. The only likely option for increasing mobility across rail lines are costly grade separations which railroad companies generally allow.

Busy Roadways—Main Street/U.S. 6, Highland Drive, S.R. 198, and Summit Ridge Parkway

Busy roadways can form an AT barrier in multiple regards. When a roadway has large traffic volumes moving at a higher speed, AT mobility suffers due to infrequent crossing opportunities or sidewalks. Main Street, despite having sidewalks, is an example of an AT barrier formed by infrequent crossing opportunities. Enhanced visibility crosswalks are proposed in the network to address these challenging and/or infrequent street crossings.

Waterways—Strawberry Highline Canal

The Strawberry Highline Canal creates a barrier to AT access on the north side of Santaquin. Like a roadway with infrequent crossings, AT travelers must detour to one of the limited opportunities to cross the canal.

2.4 Pre-existing Plans

Four pre-existing plans at the local, regional, and state level involve AT improvements within Santaquin. Many of these plans envision AT facilities that extend beyond the city border and improve regional connectivity. These projects and their proposed typology are displayed in Figure 5.

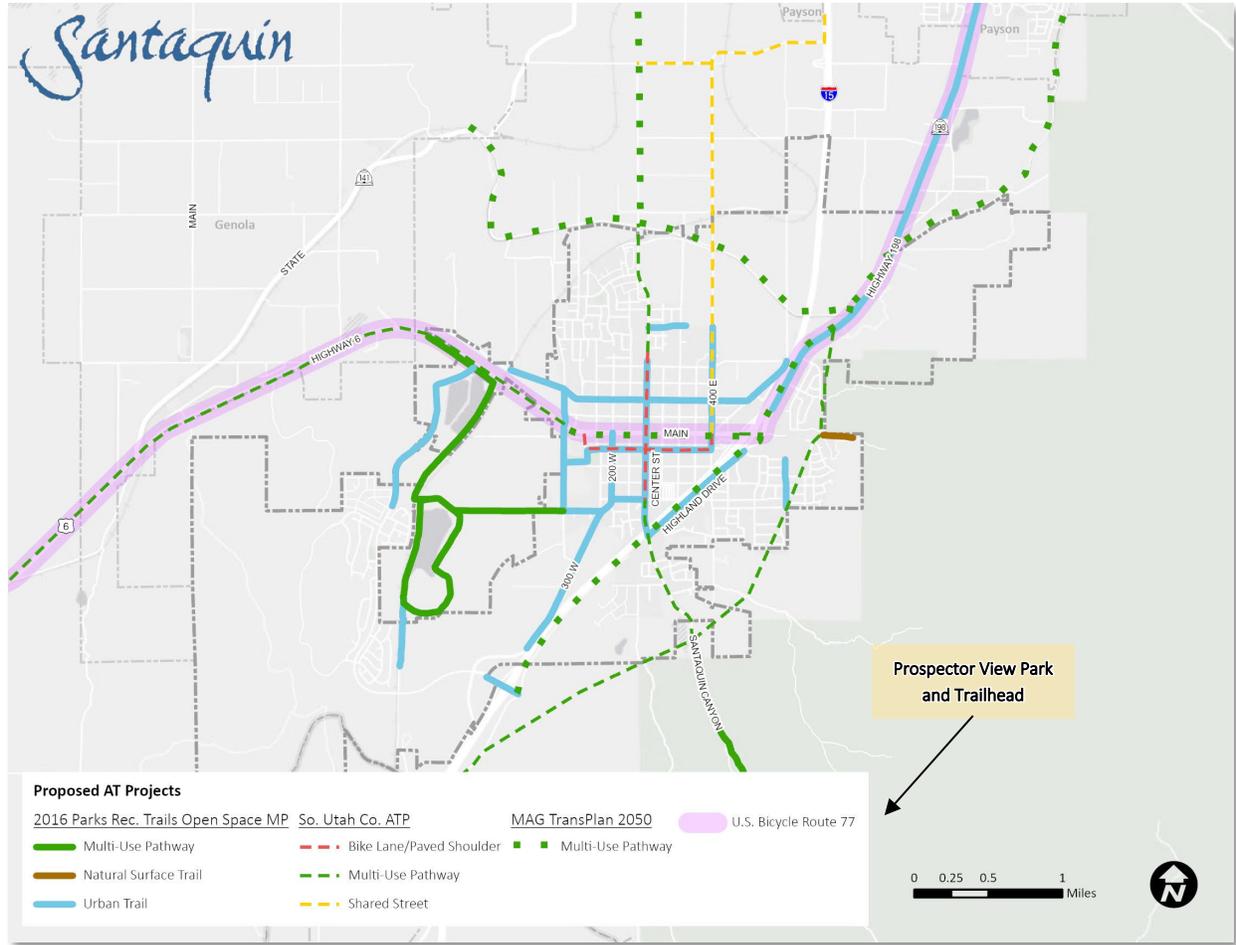


Figure 5 Pre-existing Planned AT Projects

2.4.1 U.S. Bicycle Route 77

The proposed U.S. Bicycle Route (USB) 77 connects the Idaho border to the town of Torrey and passes through the center of Santaquin. The route travels along State Route 198 before continuing west along Main Street / U.S. Highway 6. The USBR network utilizes existing active transportation routes as well as roadways conducive to bicycling to provide contiguous, signed routes across the state and eventually the country. Although USBR 77 designation does not involve specific project recommendations, the network will be further strengthened by any active transportation projects implemented along the route. Furthermore, the route designation has the potential to provide new economic development opportunities to communities that provide services and amenities for route users.

2.4.2 Mountainland Association of Governments (MAG) TransPlan 50

The MAG TransPlan 50 regional transportation plan (RTP) contains active transportation projects that connect Santaquin to other Utah County communities. Active transportation projects within the plan are primarily in the form of paved multi-use pathways that are often separated from adjacent roadways and feature designated crossings on intersecting roadways. The plan envisions a canal trail that travels along

the right-of-way of the Highline Canal, transitions to the Strawberry Canal, and terminates at State Route 141. Another pathway that is partially constructed will travel along S.R. 198 and Highland Drive before terminating at the Summit Ridge Parkway freeway interchange. This plan also envisions a pathway extending north from Center Street and on Main Street from Highland Drive to approximately 400 West. As a Metropolitan Planning Organization, MAG can direct additional resources to support the implementation of the plan.

2.4.3 South Utah County Active Transportation Plan

Completed in 2016, the South Utah County Active Transportation Plan was also a MAG regional planning effort to develop a unified network of AT facilities through different municipalities as well as unincorporated areas of Utah County. The plan proposes additional facility types including bike lanes or paved shoulders and shared streets in addition to other multi-use pathways. This plan envisions several AT corridors in and through Santaquin including, Main Street, 100 South, 400 East, and Center Street.

Although in rudimentary form, this plan is also the only one to explore an extension of the Bonneville Shoreline Trail. The vision for this trail will be a series of trails and pathways that travel along the foothills of the Wasatch Mountains. If implemented, this trail would provide an eastern route through Santaquin and connect to other communities.

2.4.4 Santaquin Parks, Recreation, Trails and Open Space Master Plan

Also completed in 2016, this plan further fleshes out the AT network within Santaquin. Within the older parts of town, the plan proposes a series of north-south running urban trails on S.R. 198, Highland Drive, 400 East, Center Street, 200 West south of Main Street, and 500 West. Running east-west these trails would be connected by AT corridors on 200 North, 100 South, and connections on 200/300 South. Additional urban trails would extend the existing trail on Summit Ridge Parkway and connections between separate developments on the north and east sides of the community. A multi-use pathway system is proposed to extend west on 500 South to the proposed Stone Hollow regional park that also establishes another north-south connection between Main Street and Summit Ridge Parkway. Another pathway was envisioned for Santaquin Canyon.

2.4.5 Prospector View Park and Trailhead

This area has several miles of panned single-track trails along with several amenities including a toilet, parking lot, and bridge over the river. Work on the project is currently underway and includes the completion of the trailhead and parking lot. The eventual completed park will provide important access to both the north and south sides of the canyon and will provide a crucial recreational amenity to Santaquin residents and the region. Draft maps of the area can be found in appendix A.

2.5 Activity

Activity data is derived from the trips recorded by users of a GPS-based smartphone app called Strava. This app is popular with recreational and competitive bicyclists and runners to track their training progress. Although this group of users tends to be comfortable riding on busier roadways than more casual bicyclists, their presence can indicate the frequency of use of certain routes. Figure 6: and Figure 7 display the total number of recorded trips for 2019.

2.5.1 Bicycle Activity

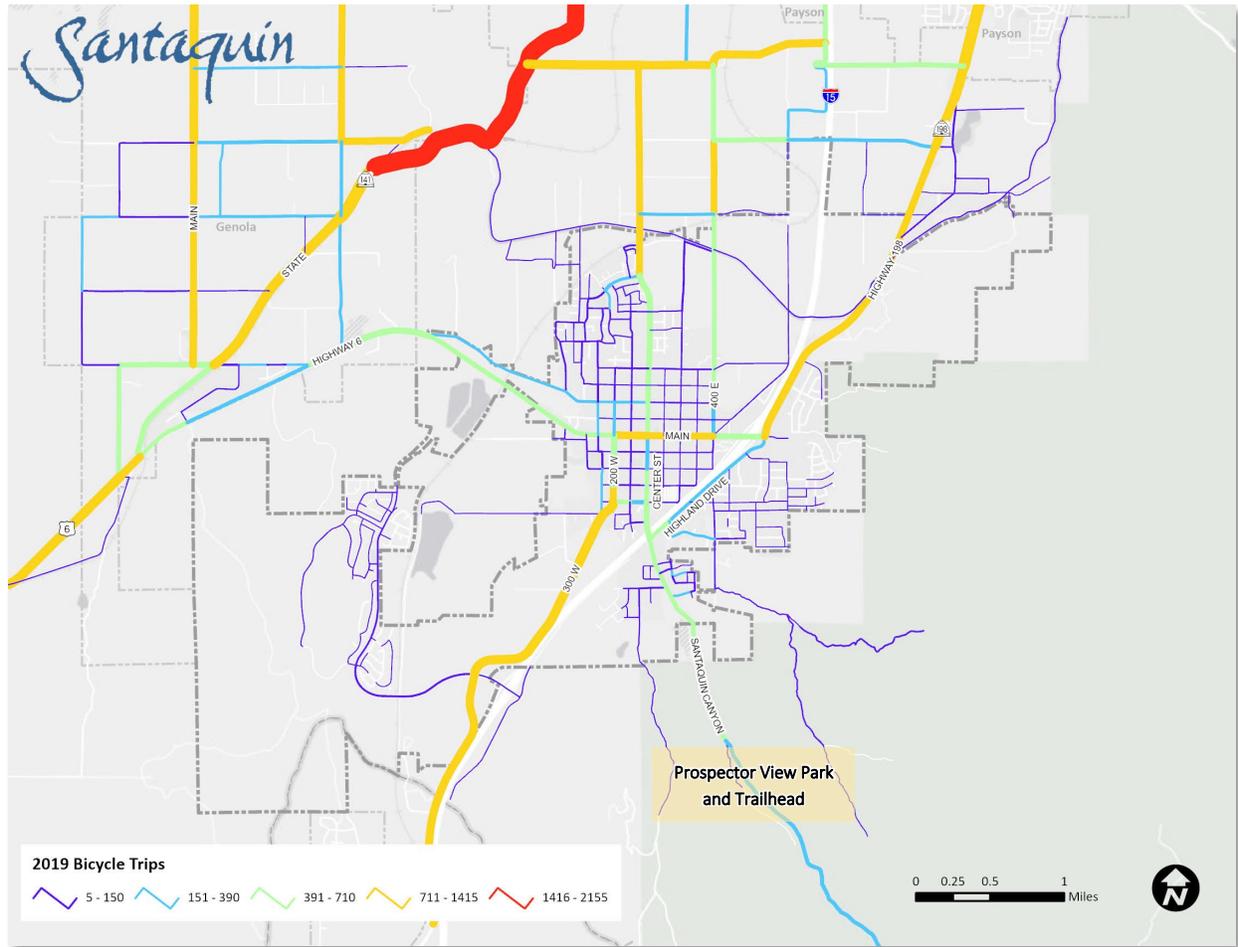


Figure 6: Bicycle Trips (2019)

The most significant ridership occurred on State Route 141 and other rural roadways near Santaquin. The low vehicle traffic on these routes makes it attractive to bicyclists. S.R. 198, Main Street, and 200/300 West have the highest ridership within Santaquin. Although Center Street is the main north/south corridor accessing the southeast portions of the city, it has moderate to low ridership despite connecting to the recreational opportunities near Santaquin Canyon. The limited ridership within the canyon likely reflects the fact that the roadway is closed several miles below Trumbolt day-use site, which significantly truncates the route. When the road is re-opened, it is likely that ridership will increase, matching other canyon roadways in Utah. Routes that connect Santaquin to other communities appear to be moderately popular. Improvements targeted to roadways with established ridership can benefit and likely expand beyond the existing userbase. Bicyclists generally prefer to ride on roadways with limited traffic and few large trucks. Popular routes in this dataset reflect either roadways with appealing riding conditions or the absence of a more appealing alternative.

2.5.2 Runner/Jogging Activity

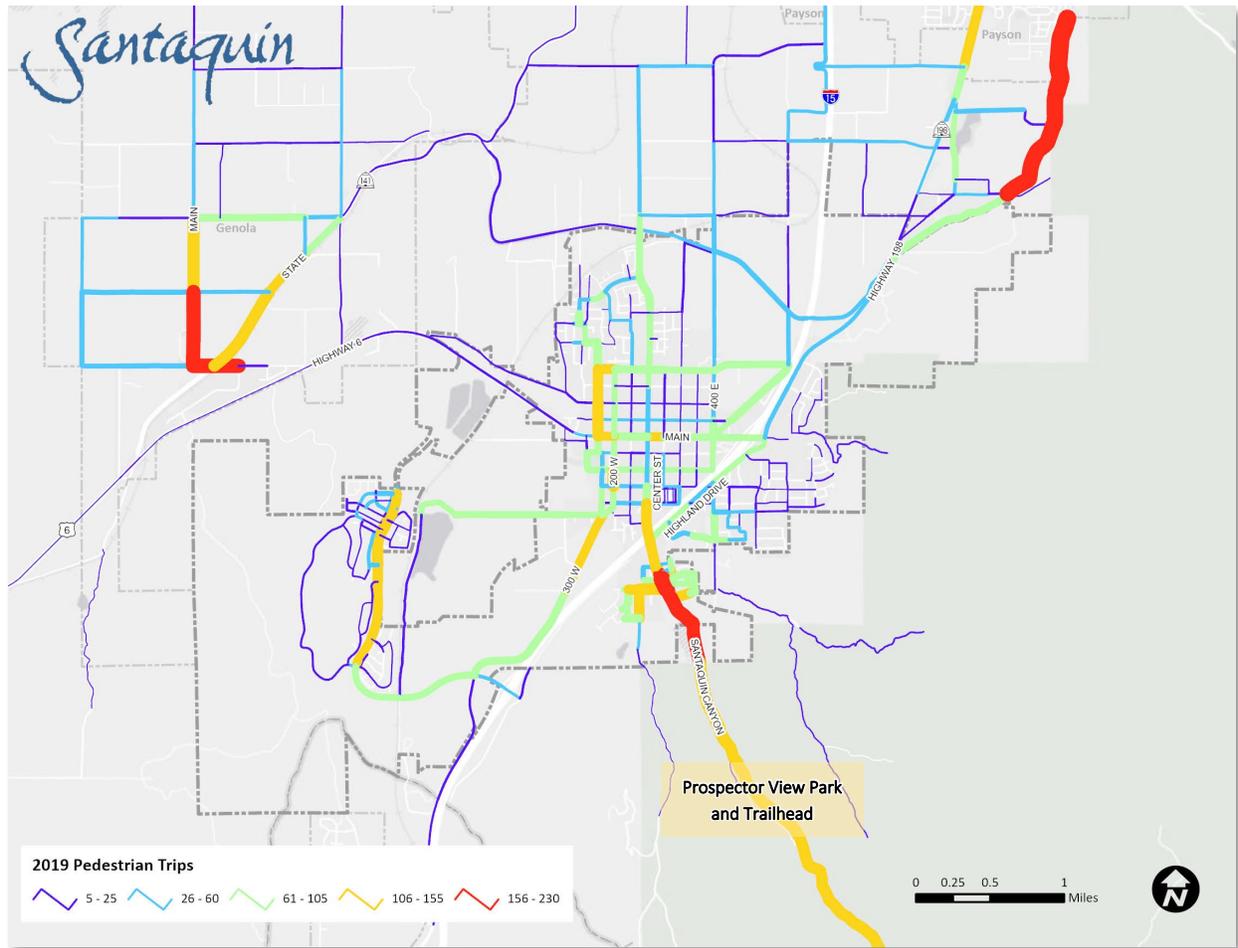


Figure 7 - Pedestrian /Jogging Activity (2019)

The short duration of most pedestrian trips poses a data collection challenge. As previously mentioned, pedestrian trips recorded using the Strava app are most likely related to training for competitive running events. The userbase in Santaquin is currently quite limited as demonstrated by the most popular route on the map having 230 trips for all of 2019: an average of approximately 4 per week. However, several patterns are visible. First, locations with established pathways and sidewalks tend to be more utilized than locations without a walkable shoulder. As previously mentioned utilization appears to follow the installation of pedestrian infrastructure. Second, more running activity in Santaquin Canyon reflects the established demand for an active transportation route in the canyon as well as the ability for pedestrians to navigate around the landslide that closed the road. Third, the portion of the Highline Canal Road established to the northeast in Payson is popular. As the canal trails are more formally established, this pattern will likely extend further into Santaquin. Finally, several routes in the dataset appear to be loops where a runner does not need to double back. As active transportation facilities are constructed, routes need to be considered in terms of their connection to other routes and their larger system.

2.6 Safety

Safety data are protected under 23 USC 409. Due to the fortunately limited numbers of active transportation-involved vehicle crashes, 10 years of vehicle crash data were analyzed. From 2011-2020, nine vehicle crashes involved pedestrians and four crashes involved a bicyclist. It is worth noting that three of the nine pedestrian-involved crashes occurred on Interstate 15 and therefore outside of the scope of this analysis. To keep these crashes a rare occurrence, as Santaquin continues to develop it will be important to prioritize projects that enhance the safety of active transportation travelers.

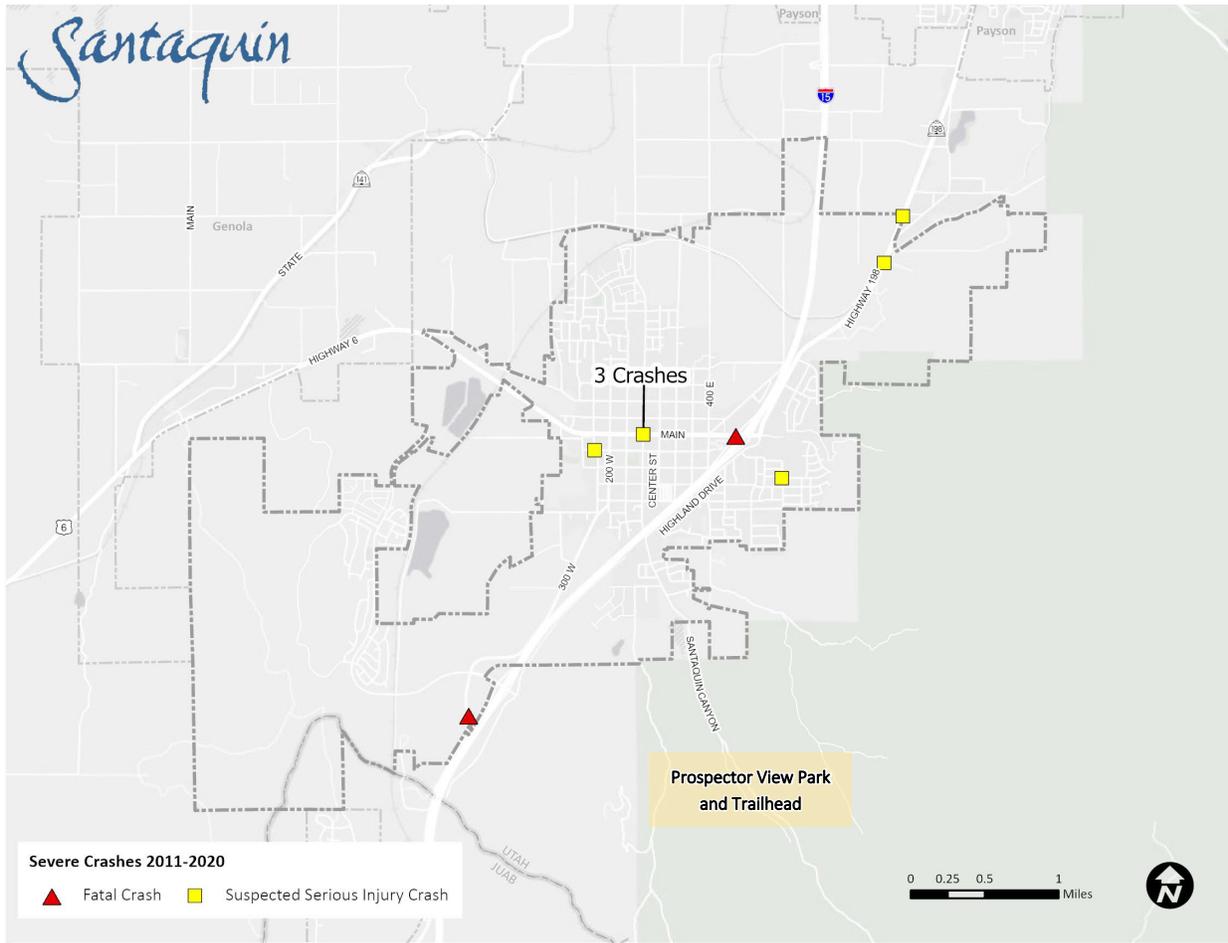
2.6.1 Severe Crashes

The severity of injuries related to a crash are described on a five-step scale:

- No injury/property damage only (PDO)
- Possible injury
- Suspected minor injury
- Suspected serious injury
- Fatality

When a crash is described as “severe” it relates to crashes involving a suspected serious injury or fatality. Research has found that as vehicle speeds increase the likelihood of a pedestrian or bicyclist fatality also increases. One severe crash in 2018 involved a pedestrian and no severe crashes involved a bicyclist during the same timeframe.

Excluding I-15 and its related ramps, seven crashes produced a suspected serious injury and two crashes resulted in a fatality. The location of these crashes is visible in Figure 8. Three suspected serious injury crashes occurred at the intersection of Main Street and Center Street. Northbound and southbound traffic at this intersection is controlled by stop-signs. These crashes occurred in 2012, 2013, and 2019. Although pedestrians or bicyclists were not involved in any of these crashes, one of the infrequent Main Street crosswalks is located on the western leg of the intersection.



Crash data protected under 23 USC 409.

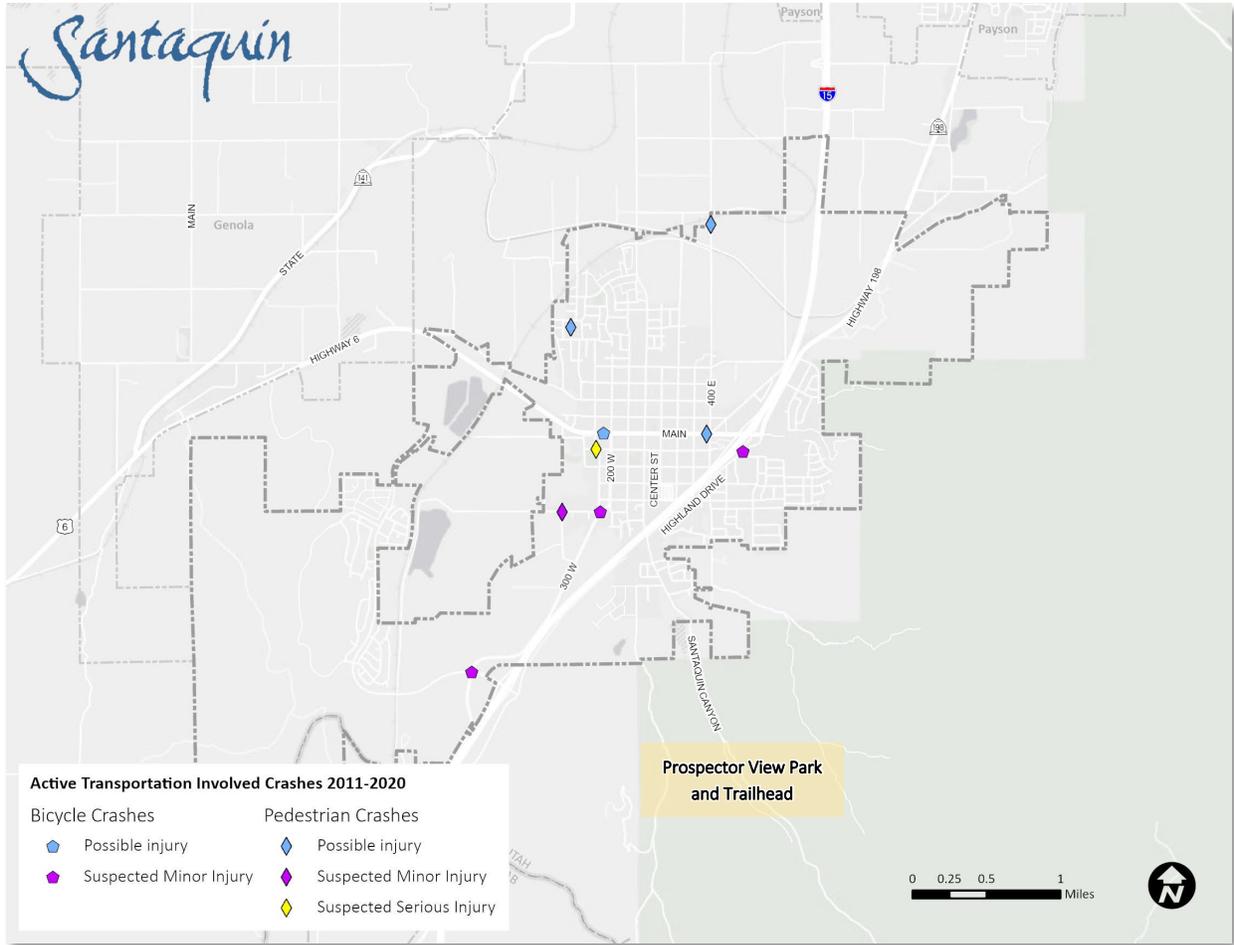
Figure 8: Severe Crashes

2.6.2 Pedestrian Crashes

Figure 9 displays the location of the five pedestrian-involved crashes that occurred from 2011-2020. No crashes occurred between 2011 and 2014. Two pedestrian crashes occurred in 2015 and one per year between 2018 and 2020. One pedestrian crash—at the intersection of the southbound I-15 ramps and Main Street—was severe. None of the pedestrian crashes involved a turning vehicle and two involved an older driver. Only one of the crashes occurred at an intersection.

2.6.3 Bicycle Crashes

Also visible in Figure 9 are crashes that involve a bicyclist. From 2011-2020 there were four of these crashes: two in 2011, one in 2012 and 2018. None of the crashes were severe. These crashes appear to have all occurred on corridors that link different areas of Santaquin. Unlike with the pedestrian crashes, three of the crashes involved a left-turning vehicle and one involved a right-turning vehicle. All of the crashes occurred at some form of intersection or business driveway.



Crash data protected under 23 USC 409.

Figure 9 - Active Transportation Involved Crashes

2.6.4 Crashes on Safe Routes to School

Public elementary schools are required to designate safe routes for students to walk to school, visible in Figure 10. According to Nebo School District policy, students who live in Santaquin do not live far enough from school to automatically qualify for bussing and may only use the service if space is available. Hence, if not given a ride, many students walk or bike to school. As seen in Figure 2 and Figure 10, many potential routes to Santaquin Elementary lack consistent sidewalks, requiring students to often walk on the unpaved shoulder of the roadway. All of the schools have painted crosswalks for portions of the designated routes—locations visible in Figure 10—however, many intersections require children to cross roadways without them.

To better understand the locations of potential hazards to students who use AT to get to school, Figure 10 shows concentrations of crashes weighted by density. Approximately 20 crashes occurred near a designated safe route and occurred either an hour before or after school. Although an analyzed crash may have not involved a student, a concentration of crashes at a given location could pose a future hazard. These locations could be candidates for more in-depth engineering analyses that could include facilities that provide a greater level of protection.

The most noticeable hot spot is located at the intersection of Center Street and Main Street. Because the three serious crashes at this intersection displayed in Figure 8 did not occur during the hour before or after school, they do not contribute to the crash hot spot at this location. Of the three crashes that were included in the figure below, two occurred in 2014 and one in 2019. None of these crashes occurred during peak school travel times or were severe. A suspected minor injury crash occurred at the intersection of 300 West and 500 South.

Two schools have designated Center Street as a safe route and 35percent (7) of crashes analyzed occurred on this corridor between Main Street and 400 North. None of the crashes involve a pedestrian and one involved a bicyclist. For the most part, it does not appear that many crashes occur near intersections with designated crosswalks. Approximately 45percent (9) crashes occurred at intersections without a marked crosswalk. Although these crashes did not involve a pedestrian or bicyclist, a person crossing at these unmarked intersections could be conceivably struck during a vehicle crash.

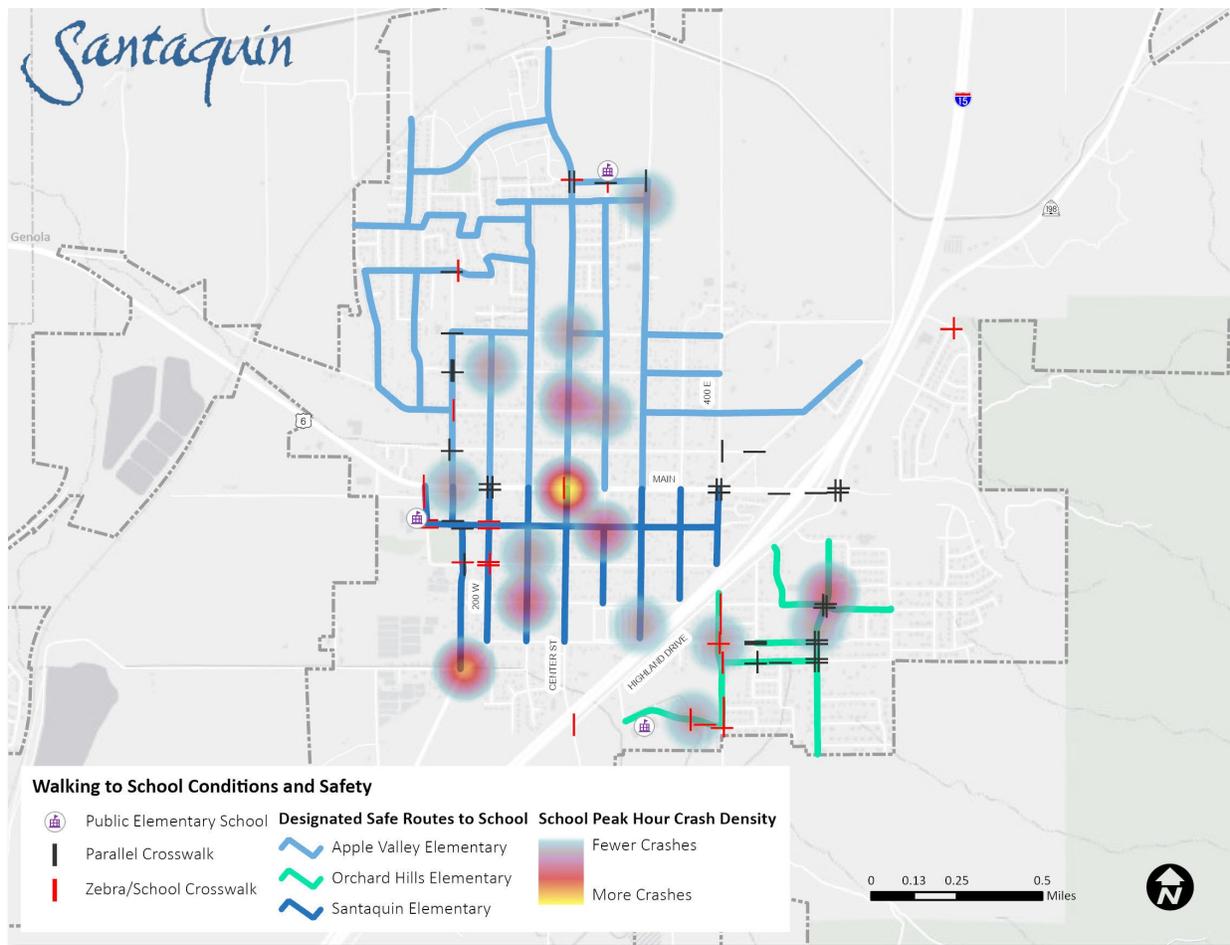


Figure 10 - Safe Routes to School, Crosswalks, and School Peak Hour Crash Density

3. PUBLIC ENGAGEMENT

The insights of the public as well as stakeholders have been incorporated throughout the development of the Santaquin ATP. This helps to ensure that the proposed projects comprising the AT network suit the preferences and needs of the community.

3.1 Planning Commission

As the entity with responsibility of making planning recommendations and therefore intimately involved with the implementation of the ATP, the Santaquin Planning Commission was briefed on the project in June 2021. This presentation focused on the existing conditions analysis largely discussed in Section 2 of this plan. Commission members were able to ask questions and review a copy of the presentation. This helped to ensure greater consistency between the Santaquin ATP and other planning efforts currently underway.

3.2 General Public

The Santaquin ATP was prepared in parallel with an update to the General Plan. To link the two plans, a draft of the proposed AT network was featured as a part of an Imagine Santaquin community input meeting in August 2021. This provided the unique opportunity for residents to consider the development future of their city and the role of AT within it. Audience feedback at the meeting revealed that outdoor recreation and connections to the mountains are a priority among residents.

A board showing the proposed AT network was displayed at the meeting, providing residents an opportunity to ask questions and provide feedback. To efficiently record these comments, access to a 14-question online survey about the proposed network was provided to participants. The meeting produced six responses and sharing the link on the city's social media channels brought the total number of responses to 53. Although not statistically valid, the survey results provide an insight into the preferences of Santaquin residents. The topics in the survey ranged from opinions about the proposed network to demographic questions about the survey participant including their AT habits. The survey results were presented to city staff, used to refine the AT network, and informed project prioritization contained within the ATP. Survey results are detailed in Appendix B.

3.2.1 Active Transportation Habits

The people who responded to the survey are an active population, 77percent of respondents walked or ran at least a few times per week or more often. Hiking appears to be a popular activity, albeit done less frequently: 62percent of survey responses engaged in this recreation a few times per month on average.

Approximately 13percent of responses almost never hiked and 6percent almost never walked or ran. However, when asked how frequently they ride a bike, slightly over one third of respondents—the largest group—almost never did so. Approximately 28percent of responses rode a few times per week or a few times per month.

The survey asked residents to indicate all the reasons they enjoy AT. Approximately 98percent responded that they enjoyed it for the exercise, athletic training, or recreation benefits. It appears that Santaquin residents also value AT as quality family time (87percent) and a good way to travel to church or school. Walking or bicycling to work or to run errands appears to be somewhat uncommon currently.

Based on these responses it appears that indeed Santaquin is an active community with an existing AT culture that could be further enhanced, given proper resources.

3.2.2 Facility Type Feedback

Questions regarding facility types in the draft network were also a topic explored in the survey. Based on the feedback provided, respondents wanted to see more multi-use pathways included in the final network (59percent). Following this question, participants were allowed to provide open-ended feedback. Some locations proposed for additional multi-use pathways include southeast Santaquin, the east bench, Summit Ridge Parkway, Highland Drive, 300 West, and stated a desire for higher-quality connections through town. It is worth noting that these questions were asked without any fiscal context or discussion of how this most expensive facility type would be funded. It is conceivable that responses would shift if this additional context was provided to residents.

In a similar fashion, survey respondents were asked for their thoughts regarding the paved urban trails. This facility type was still in draft format during the survey, so it was described essentially as a uniquely broad sidewalk with the possible inclusion of an on-street bicycle lane. This facility type would eventually become the urban AT route, visible in the proposed network. Slightly over half of respondents felt there were an adequate quantity of this facility type. Additionally, there was a stated desire to see more of this type of trail on the east bench.

3.2.3 Community Pedestrian Corridor Feedback

Similar to paved urban trails, the community pedestrian corridor facility type was still in its draft stages. The intent of this facility type was to reflect and honor the rural origins of Santaquin. Thus, survey participants were tasked with helping to define the attributes of “rural” facility by selecting as many as desired from a list. Over half of responses felt this facility type should be defined by shade trees, street furniture such as benches or trash cans, and crosswalks on intersecting streets. Unique streetlights, planters with drought resistant landscaping, and concrete sidewalks were also popular elements. Ultimately this facility became the unique Community Pedestrian Corridor on 100 South. This question was also instrumental in the development of the shared roadway facility type since it preserves many of the current unpaved shoulders on low traffic streets within the original town grid.

3.2.4 Bicycle Specific Infrastructure

The survey noted a lack of any bicycle-specific infrastructure—i.e. bike lanes or shared roadways—within either existing or network proposed at the time. Participants were asked if bicycles should be included in the eventual proposed network. The largest group of responses stated they would like to see them included; however this group was less than half. Sentiments that were ambivalent or negative were present in comparable proportions when combined. Given the width of many roadways within Santaquin, bicycle-specific infrastructure such as painted bike lanes or “sharrow” roadway pavement marks could conceivably be included for relatively low cost.

3.2.5 Network Funding Priorities

The survey asked participants to rank the facility types and other AT network components according to what priority should be placed on funding that aspect of the network. This question informed the prioritization of capital facility projects found within this plan. Out of 8 choices, paved multi use pathways and urban trails were the highest and second highest priorities, receiving roughly similar

scores. The two lowest priorities were bike lanes and grade separated pedestrian crossings. Again, survey respondents were again being asked to make decisions in an absence of financial context so it is possible that high cost of multi-use pathways may be discounted or underestimating the vital importance of establishing grade separated pedestrian crossings at locations that form a barrier to AT mobility.

4. RECOMMENDATIONS

Santaquin has a rich set of assets that—given proper investment—can contribute to it becoming a community renowned for its AT opportunities. The mountains and hills defining this relatively narrow valley provide rich outdoor recreation and open space facilities near to town. A system of parks and recreation facilities form a unique and diverse set of activity options that could appeal to any user. Although the more recently developed parts of town include sidewalks and pathways, this community still retains many characteristics of its rural origins. Agriculture, open spaces, and a lack of sidewalks are just a few hallmarks of this identity that are particularly evident within the original town extents and on the fringes of development. Any AT investments will need to complement and will benefit by incorporating this rural aesthetic through branding and the use of unpaved surfaces.

At present, Santaquin lacks a network of AT facilities that connect all areas of the community. Segments of paved pathways currently exist but will need to be linked to achieve the stated desire to establish loop routes around the community. Gaps in planned and existing facilities are still present to the northwest, south, and east of town. The proposed Bonneville Shoreline Trail extension could establish an eastern corridor that could become a particular asset given proper investment in amenities.

Although Main Street is lined with sidewalks and walkable businesses, crossing opportunities remain sparse and vehicle traffic will continue to grow. Variable levels of pedestrian and bicycle activity data reveal that Main Street and Center Street are not used as comprehensive corridors throughout the community. Particular attention will need to be paid to the intersection of Main Street and Center Street. This intersection is the convergence of two roadways that link Santaquin, features one of the infrequent crosswalks, is a north south SRTS, and has a history of vehicle crashes that warrant a more in-depth engineering analysis. The presence of AT involved crashes along roadways that link the community together may indicate a need for greater investment in amenities that would benefit all non-motorized travelers. Many peak school-travel time crashes occur on the designated SRTS. The prevalence of these crashes along Center Street highlights a need to consider improvements for this corridor.

Finally, there are several barriers to AT mobility that define Santaquin. These barriers include large, busy roadways such as Main Street/U.S. Route 6, Highland Drive, Summit Ridge Parkway, and I-15. The presence of a Union Pacific Railroad mainline through town is another mobility challenge that will need to be addressed. Since railroads often resist the establishment of new grade crossings without closing others, AT routes will need to utilize existing crossings or grade separate over the tracks. As Santaquin works to implement its AT future, connections across these barriers will need to be addressed.

The following sections detail the facility types and improvements needed in order to address the findings, needs, and gaps identified in the existing conditions analysis and those priorities communicated to the team through public engagement. The final proposed network has been broken down into individual projects and prioritized into three phases aligned with the TMP and an additional “vision” phase for projects requiring additional coordination, planning, and/or analysis.

4.1 Network

Figure 11 below shows the proposed facilities by type to complete Santaquin’s AT network. The development of this network was informed by existing conditions, identified needs, public engagement and collaboration between the consultant team and city staff. The following sub-sections detail each facility type.

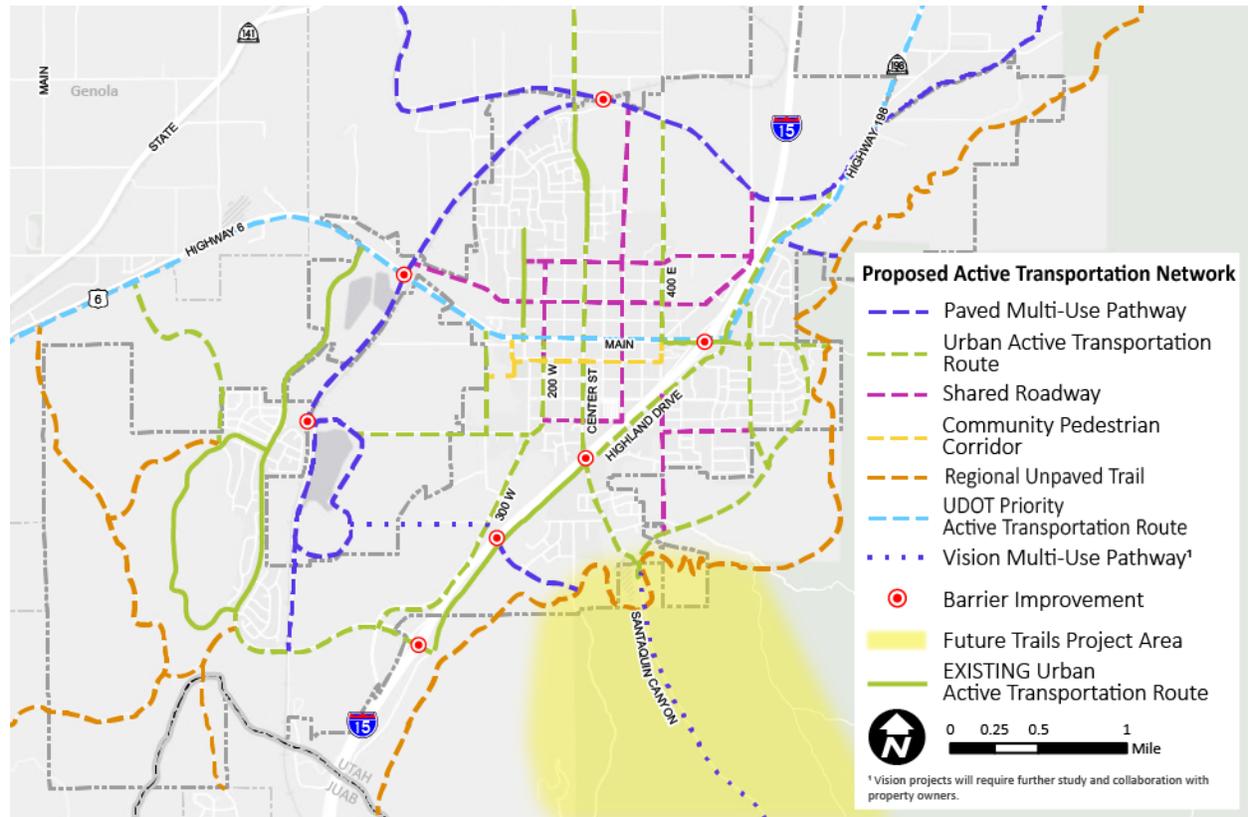


Figure 11: Existing and Proposed Active Transportation Network With Barrier Improvements

4.1.1 Facility Types

4.1.1.1 Paved Multi-Use Pathway

Paved multi-use pathways provide safe and low stress AT and recreational opportunities. These facilities are physically separated from motor vehicle traffic and can be adjacent to a roadway, railroad, or canal right-of-way, or follow their own right-of-way. Figure 12 shows a sample cross-section of this facility type.

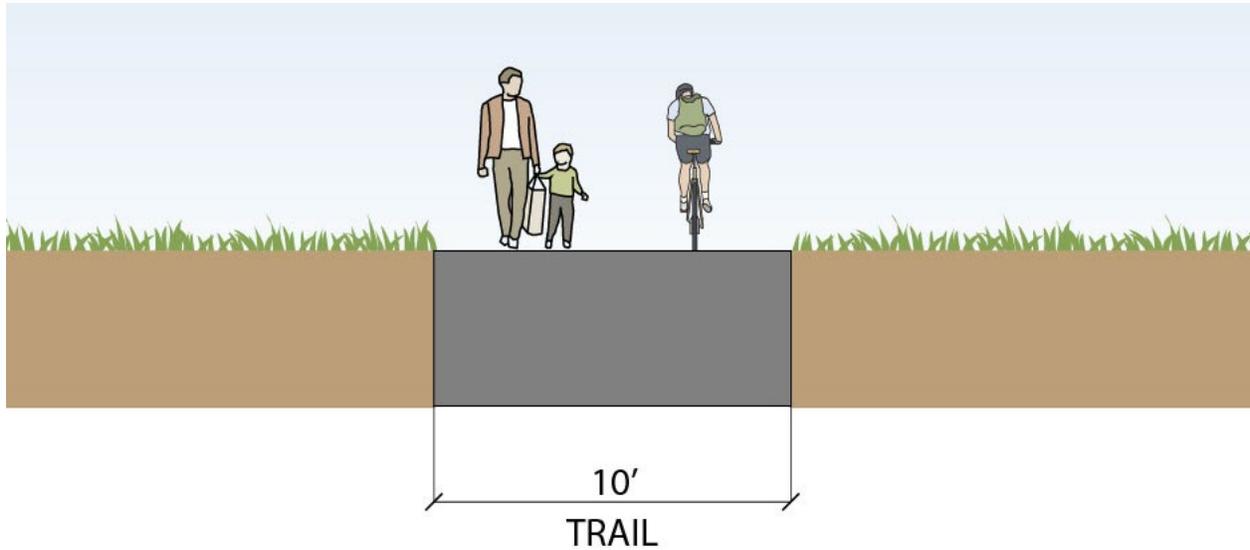


Figure 12: Paved Multi-Use Pathway Cross-Section

Highline Canal Trail

This project is an eight-mile trail corridor that follows the alignment of the Highline Canal. Identified as a phase 2 project in MAG’s RTP, this segment of the trail continues the phase one segment to the east bringing the trail from Payson to Keigley through northern Santaquin. Identified as a \$9 million project, approximately 25 percent falls within city limits.

Rail Trail

This project follows the Union Pacific Railroad corridor and connects the future Highline Canal Trail to summit ridge parkway. The trail would provide an excellent north-south route through the city and provide connectivity to the planned Reservoir Loop trail.

Reservoir Loop

This trail would tie into the proposed rail trail, looping around the reservoir located west of the orchards.

Bonneville Connector North

This pathway connects Highway 198 and US Bike Route 77 to the proposed Bonneville Shoreline Trail extension.

Bonneville Connector South

This pathway connects Highline Drive AT facility to the proposed Bonneville Shoreline Trail extension.

4.1.1.2 Urban Active Transportation Route

This facility type builds on the design language established with some existing facilities within Santaquin, such as Highline Drive and Summit Ridge Parkway and provides a 10-foot trail grade separated from the roadway. This provides a high-comfort facility for all ages and abilities. This facility is already

incorporated into the Center Street and Highland drive cross-sections specified within the Santaquin Transportation Master Plan (TMP) and can be easily adapted into other cross-sections specified within the TMP. Figure 13 and Figure 14 show two examples cross-sections incorporating the trail.

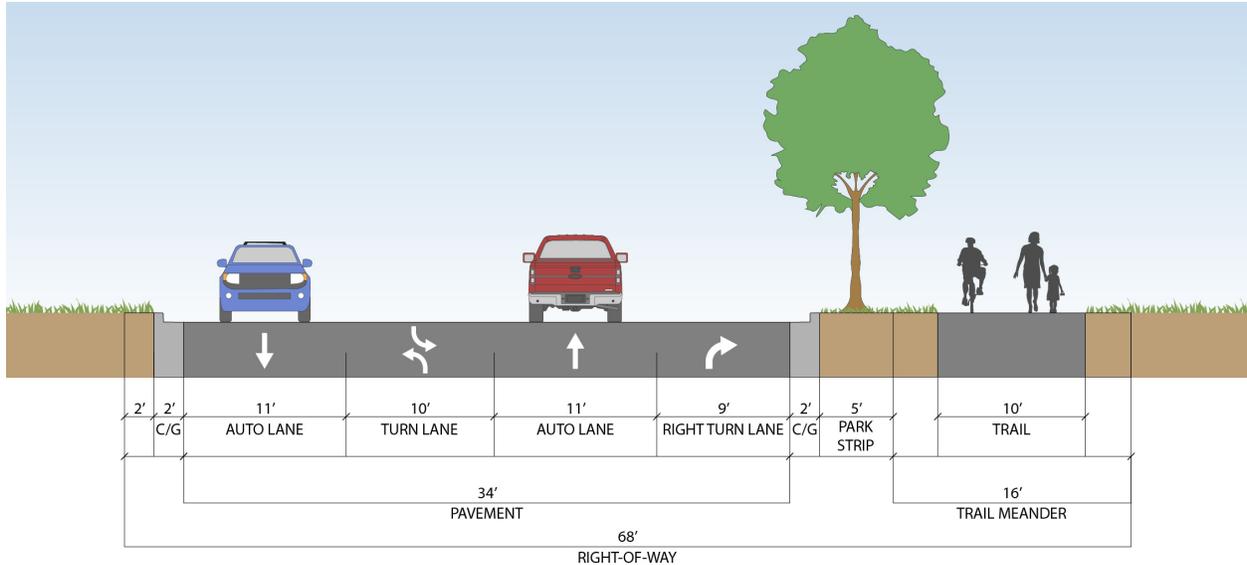


Figure 13: Urban Active Transportation Route Cross-Section, Trail Only Configuration

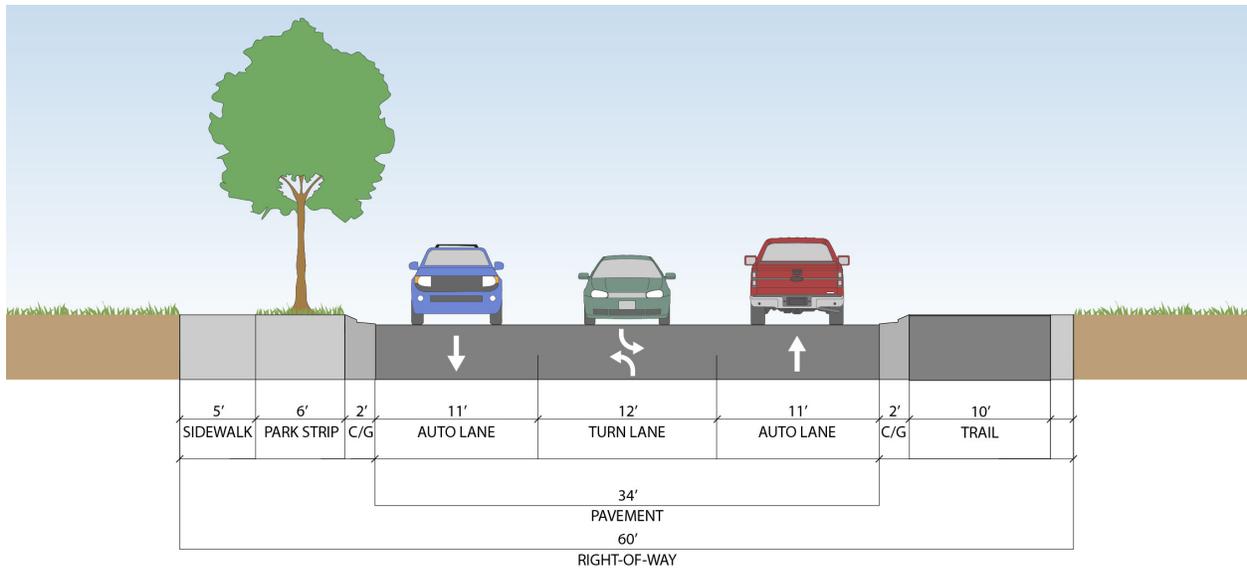


Figure 14: Urban Active Transportation Route Cross-Section, Trail and Sidewalk Configuration

4.1.1.3 Rural Shared Roadway

Rural Shared Roadways designate roadways with a shared priority for pedestrians, bicycles, and vehicles. These corridors are low-volume and mostly residential. Existing side treatments along these

corridors vary from no sidewalks and gravel shoulders in the older areas, to traditional curb, gutter, and sidewalk in the newer neighborhoods. Designated Rural Shared Roadways will incorporate pavement markings and signage highlighting the presence of pedestrians and bicyclists within the roadway. Additionally, these corridors will incorporate enhanced and high-visibility crossings at intersections with collector and arterial roadways.

4.1.1.4 Community Pedestrian Corridor – 100 South

The 100 South corridor presents a unique opportunity for the city to create a community amenity, with a re-focused ‘main’ street within the community. Running parallel to Main Street, which is a UDOT arterial, 100 South could act as a community bypass for the busy street, with pedestrian scale design and amenities. The 100 South corridor has a wide 99 feet right-of-way, which provides ample opportunity to provide a number of features to accommodate all transportation modes. The corridor also links together a number of community amenities, such as the new city hall, the library, Centennial Park, and Santaquin Elementary. Figure 15 below shows an enhanced cross-section for 100 South, which features wide sidewalks, shade trees, on-street parking, bike lanes, and a planted median. This configuration maintains one travel lane in each direction, with opportunities for mid-block u-turns and left turn lanes.

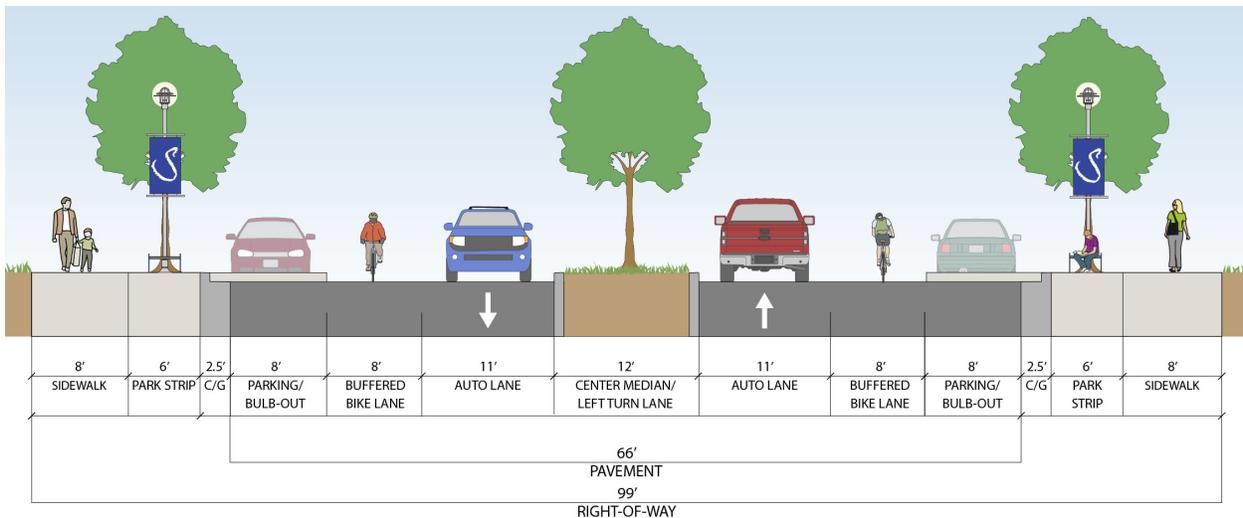


Figure 15: Community Pedestrian Corridor Cross-Section

4.1.1.5 Vision Multi-Use Pathways

The “Vision” pathways indicated here identify some opportunities to bolster the planned AT system with improved connectivity and recreational access but require further study and coordination.

Orchard Trail

This trail alignment would connect the planned reservoir loop trail to the southern Bonneville Connector and would provide connectivity across the I-15 corridor. This connection would greatly benefit the AT system, but the alignment transects existing and active orchards and incorporated a costly crossing across I-15.

Santaquin Canyon

A potential separated trail up Santaquin Canyon would be another great community amenity. Being completely outside the city limits, this project would require leadership and coordination from the US Forest Service. Additionally, the roadway is currently closed up canyon due to the landside and has a possible re-opening timeframe of 2023. Current improvement efforts by the Federal Highways Administration and the US Forest Service are underway to repair the landslide damage and restore access to the rest of the canyon.

4.1.1.6 UDOT Priority AT Facility – US Bike Route 77

Both major UDOT arterials that occur within Santaquin have been designated as part of the new US Bike Route 77. The US Bike Route system is a national network of routes that connect urban and rural communities via signed roads and trails. Currently the segment of Main Street from I-15 to 500 West is a specified phase one long range plan project for bicycle and pedestrian facilities. The other segments of US Bike Route 77 – Main Street west of 500 West and Highway 198 from I-15 North – do not have any existing planned UDOT bicycle or pedestrian projects along them. However, the designation of these routes as US Bike Routes identifies them as priorities for UDOT as bicycle facilities.

4.1.1.7 Regional Unpaved Trails

These facilities are soft surface trails that are primarily utilized for recreation. Located in the mountains east and west of the city, these new trails would integrate into the larger AT system through a series of trailheads and would leverage existing recreational opportunities, such as various city parks and Santaquin Canyon. If designed sufficiently wide to accommodate firefighting vehicles, these trails could also act as a firebreak, providing additional protection from wildfires.

Bonneville Shoreline Trail

The Bonneville Shoreline Trail (BST) is envisioned to stretch from the Idaho border to Nephi, following the shoreline bench of the ancient Lake Bonneville. Existing segments of this trail system occur between the Idaho state line and Spanish Fork. The proposed alignment through Santaquin would connect to other new segments south to Nephi and north to Spanish Fork.

Western Trail System

This trail system takes advantage of and explores the open space west of the city. Alignments shown in this plan (Figure 11) are purely conceptual but indicate the opportunity for a soft-surface trail system in this area providing additional recreational opportunities for the community.

4.1.1.8 Barrier Improvements

Major barriers, such as interstate highways, rail corridors, and other major arterial roadways, are critical considerations for a functional AT network. Overpasses/underpasses, grade crossings, and interchanges, all represent various mechanisms for AT users to overcome these barriers. New overpasses/underpasses, and grade roadway crossings, and improved underpasses and interchanges, which incorporate AT accommodations, are all proposed improvements as part of this plan.

4.1.1.9 Santaquin Future Trails Project

Named Prospector View Park, this area has several miles of planned single-track trails along with several amenities including a toilet, parking lot, and bridge over the river. Work on the project is currently

underway and includes the completion of the trailhead and parking lot. The eventual completed park will provide important access to both the north and south sides of the canyon and will provide a crucial recreational amenity to Santaquin residents and the region. Draft maps of the area can be found in appendix A.

4.2 Capital Facilities

In order to facilitate the logical and reasonable completion of the AT network, projects have been distributed across four different phases. The first three phases are aligned with the TMP and where proposed ATP improvements have shared alignments with TMP projects they have been placed in the same phase with the assumption that improvements would be made concurrently. Other phase assignments have been made based on logical network completion, planning level costs estimates and priorities identified in the public engagement process. The final and fourth phase is reserved for identified “vision” projects which are those which are long-term concepts and/or require additional coordination and planning. Figure 16 below shows the list of proposed improvements by phase as listed in Tables 1 through 4.

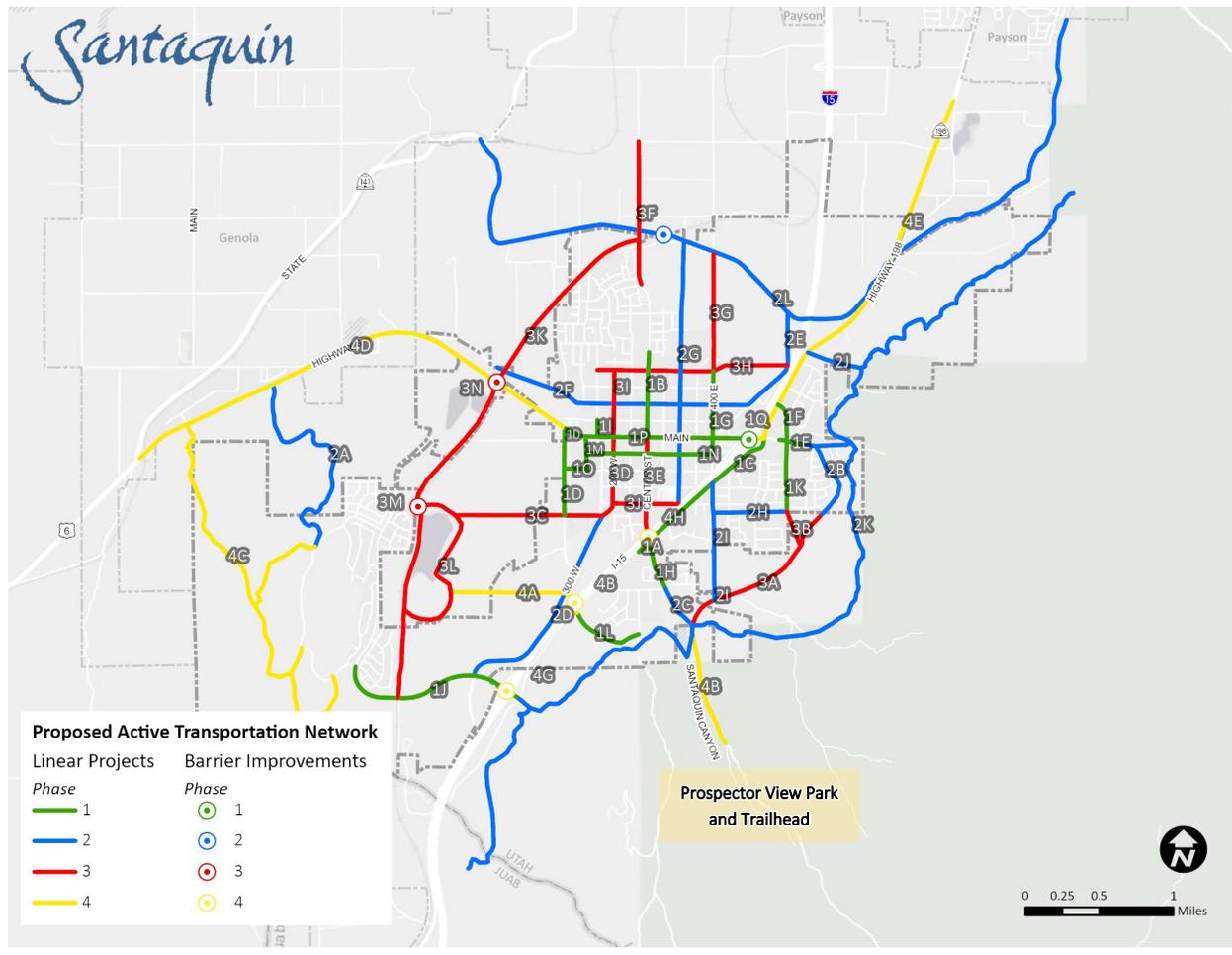


Figure 16: Projects and Barrier Improvements by Planning Phase

Table 1: Phase 1 Active Transportation Projects

ID	Project Title	From	To	AT Facility Type	Existing Planned Cost	Additional Cost	Total Cost
1A	Highland Drive	Center Street	South 1/10 Mile	Urban AT Route	\$850,000	\$0	\$850,000
1B	Center Street - Center	Main Street	500 North	Urban AT Route	\$4,050,000	\$0	\$4,050,000
1C	Highland Drive - South	Center Street	Main Street	Urban AT Route	\$2,580,000	\$0	\$2,580,000
1D	500 West	500 South	Main Street	Urban AT Route	\$2,890,000	\$0	\$2,890,000
1E	Main Street	1030 East	Existing Terminus	Urban AT Route	\$940,000	\$0	\$940,000
1F	900 East - S.R. 198 Connection	Highland Drive	150 South	Urban AT Route	\$790,000	\$0	\$790,000
1G	400 East - North	Main Street / U.S. Highway 6	400 North	Urban AT Route	\$1,960,000	\$0	\$1,960,000
1H	Center Street - South	900 South	I-15	Urban AT Route	\$1,600,000	\$0	\$1,600,000
1I	300 West - Main Street Connection	Main Street / U.S. Highway 6	100 North	Urban AT Route	\$0	\$60,000	\$60,000
1J	Summit Ridge Parkway	Sageberry Drive	Highland Drive	Urban AT Route	\$0	\$746,000	\$746,000
1K	900 East	450 South	150 South	Urban AT Route	\$0	\$180,000	\$180,000
1L	Theodore Ahlin Park Connection Pathway	Highland Drive	100 West	Multi-Use Pathway	\$0	\$290,000	\$290,000
1M	400 West	200 South	Main Street	Urban AT Route	\$0	\$130,000	\$130,000
1N	100 South / 400 East	400 West	Main Street	Community Ped Corridor	\$0	\$6,500,000	\$6,500,000
1O	200 South	400 West	500 West	Community Ped Corridor	\$0	\$90,000	\$90,000
1P	U.S. Bicycle Route 77	I-15	500 West	UDOT Priority AT Route	n/a	n/a	n/a
1Q	I-15/Santaquin Main Interchange	n/a	n/a	AT Improvements	\$25,000,000	\$0	\$25,000,000

Table 2: Phase 2 Active Transportation Projects

ID	Project Title	From	To	AT Facility Type	Existing Planned Cost	Additional Cost	Total Cost
2A	Main Street to Mountain View Drive Connection	Mountain View Drive	Main Street	Urban AT Route	\$6,530,000	\$0	\$6,530,000
2B	East Belt Road	1030 East	Santaquin Boundary	Urban AT Route	\$1,360,000	\$100,000	\$1,460,000
2C	Center Street - South	Santaquin Canyon Entrance	900 South	Urban AT Route	\$1,860,000	\$0	\$1,860,000
2D	300 West	Summit Ridge Parkway	500 South	Urban AT Route	\$0	\$840,000	\$840,000
2E	4800 West / 200 North	200 North	Strawberry Canal	Shared Roadway	\$0	\$50,000	\$50,000
2F	300 North / Lark Street	Railroad Tracks	Orchard Lane	Shared Roadway	\$0	\$110,000	\$110,000
2G	200 East	400 South	Strawberry Canal	Shared Roadway	\$0	\$110,000	\$110,000
2H	450 South	400 East	900 East	Shared Roadway	\$0	\$30,000	\$30,000
2I	400 East - South	Future East Belt Road	Highland Drive	Shared Roadway	\$0	\$50,000	\$50,000
2J	Pathway Connecting S.R. 198 to Future BST	S.R. 198	Planned BST	Multi-Use Pathway	\$0	\$210,000	\$210,000
2K	Future BST - Center Continued	Santaquin Canyon Road	Highland Drive	Unpaved Trail	n/a	n/a	n/a
2L	Strawberry Highline Canal Pathway	I-15	Payson	Multi-Use Pathway	\$9,000,000	\$0	\$9,000,000

Table 3: Phase 3 Active Transportation Projects

ID	Project Title	From	To	AT Facility Type	Existing Planned Cost	Additional Cost	Total Cost
3A	East Belt Road	Extension of Main Street	Santaquin Canyon Road	Urban AT Route	\$8,700,000	\$0	\$8,700,000
3B	900 East - East Belt Road Connection	450 South	Future East Belt Road	Urban AT Route	\$1,210,000	\$0	\$1,210,000
3C	500 South	Loop Trail	300 West	Urban AT Route	\$6,890,000	\$0	\$6,890,000
3D	200 West - Center	500 South	Main Street	Urban AT Route	\$2,770,000	\$0	\$2,770,000
3E	Center Street - Center	I-15	Main Street	Urban AT Route	\$15,480,000	\$0	\$15,480,000
3F	Center Street - North	n/a	860 North	Urban AT Route	\$10,230,000	\$0	\$10,230,000
3G	400 East - North	400 North	Strawberry Canal	Urban AT Route	\$0	\$440,000	\$440,000
3H	400 North	300 West	4800 West	Shared Roadway	\$0	\$80,000	\$80,000
3I	200 West - North	Main Street / U.S. Highway 6	400 North	Shared Roadway	\$0	\$30,000	\$30,000
3J	400 South	200 West	200 East	Shared Roadway	\$0	\$30,000	\$30,000
3K	Rail Trail	Highline Canacl Trail	Summit Ridge Parkway	Multi-Use Pathway	\$0	\$2,300,000	\$2,300,000
3L	Reservoir Loop Trail	Rail Trail - Rail Crossing	Rail Trail	Multi-Use Pathway	\$0	\$840,000	\$840,000
3M	Rail Trail - Rail Crossing	n/a	n/a	Bike/Ped Crossing	\$0	\$2,500,000	\$2,500,000
3N	Rail Trail - Main Street Crossing	n/a	n/a	Bike/Ped Crossing	\$0	\$2,500,000	\$2,500,000

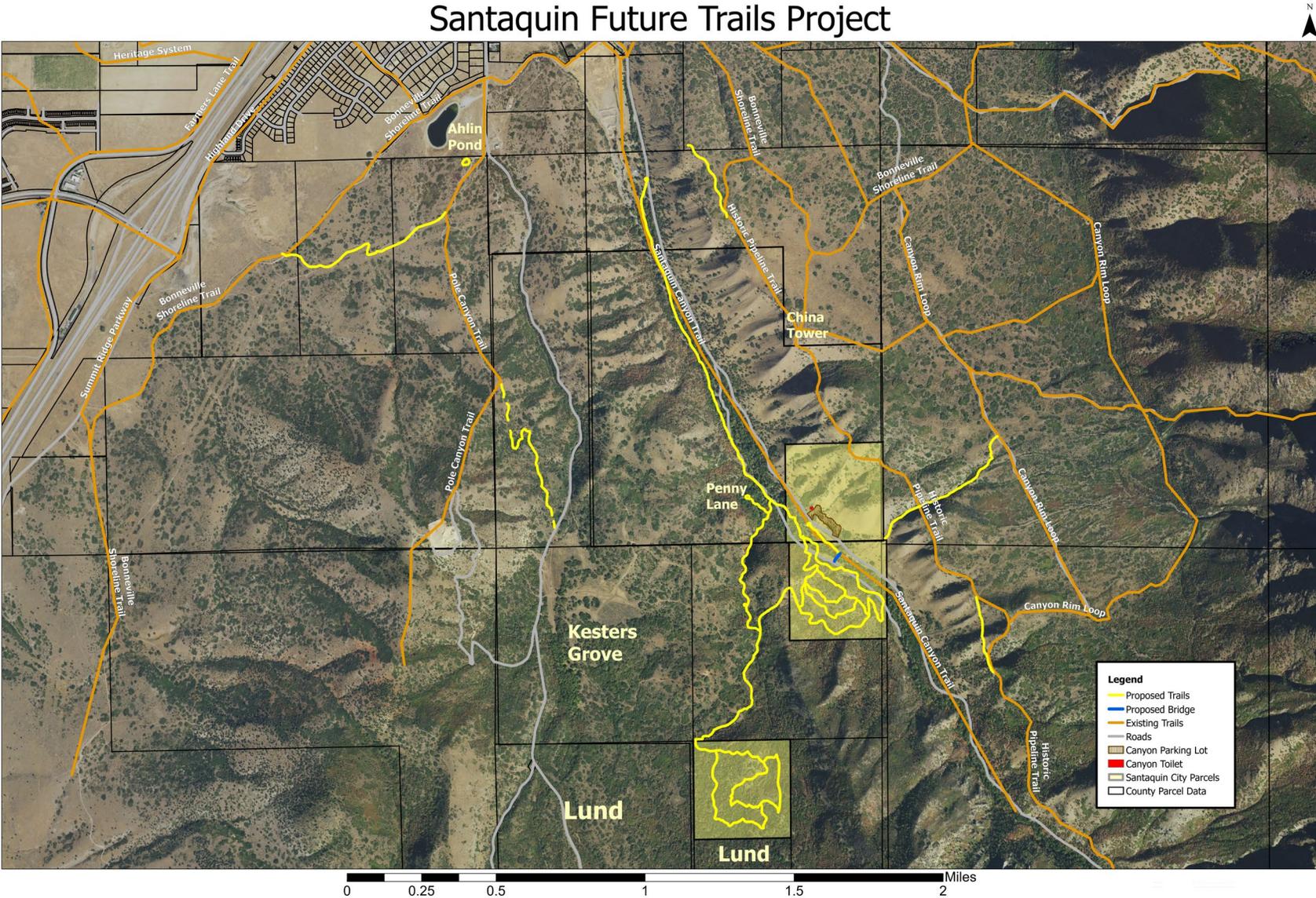
Table 4: Phase 4 (Vision) Active Transportation Projects

ID	Project Title	From	To	AT Facility Type	Existing Planned Cost	Additional Cost	Total Cost
4A	Orchard Pathway	Highland Drive	Future Regional Park	Multi-Use Pathway	\$0	\$580,000	\$580,000
4B	Orchard Pathway I-15 Bridge	n/a	n/a	Bike/Ped Crossing	\$0	\$5,000,000	\$5,000,000
4C	Santaquin Canyon Pathway	Santaquin Boundary	Santaquin Canyon	Multi-Use Pathway	\$0	\$520,000	\$520,000
4D	Western Trail System	n/a	n/a	Unpaved Trail	n/a	n/a	n/a
4E	U.S. Bicycle Route 77	Goshen	500 West	UDOT Priority AT Route	n/a	n/a	n/a
4F	U.S. Bicycle Route 77	I-15	Payson	UDOT Priority AT Route	n/a	n/a	n/a
4G	I-15/Summit Ridge Interchange	n/a	n/a	Interchange Improvements	n/a	n/a	n/a
4H	Center Street I-15 Underpass	n/a	n/a	Underpass Improvements	n/a	n/a	n/a

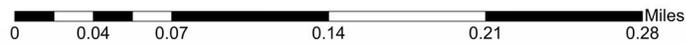
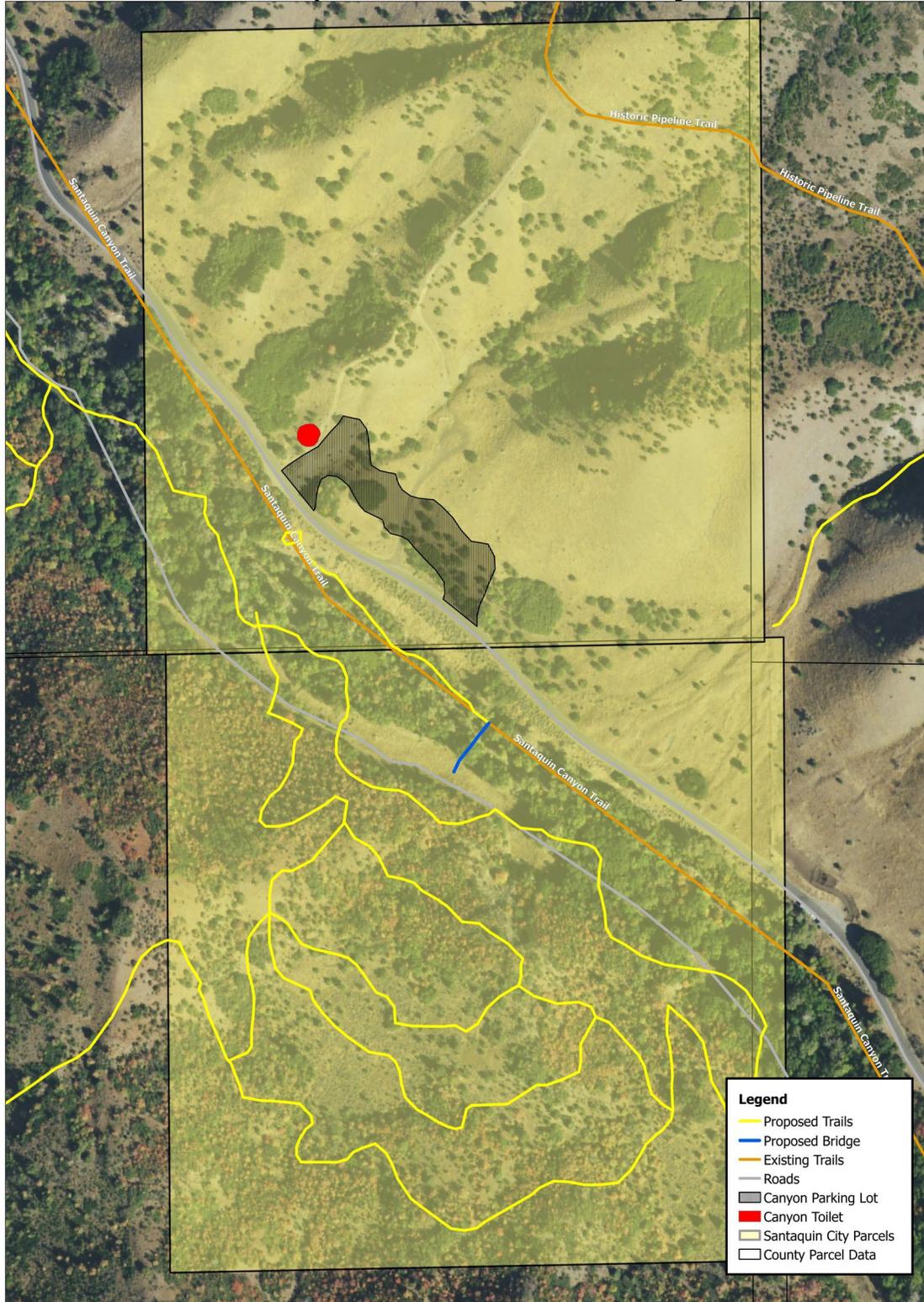
The planning-level project cost estimates are adapted from those developed for the TMP and comparable projects from the MAG RTP. These costs are detailed in Appendix C. The Existing Planned Cost represents the identified cost of the project from the MAG RTP or in most cases the city's TMP. The Additional Cost indicated above is the cost of the listed improvement in addition to any existing planned costs. This was determined by looking at the TMP project cost estimate and determining if the proposed improvement is already accounted for or what the cost of incorporation would be. Where no Existing Planned Costs exist, the Additional Cost represents the Total Cost of the project. The total cost is the sum of the Existing Planned Cost and the Additional Cost.

APPENDIX A

Santaquin Future Trails Project



Santaquin Future Trails Project



APPENDIX B

SANTAQUIN ACTIVE TRANSPORTATION PLAN

PUBLIC ENGAGEMENT SURVEY RESULTS

9/28/2021

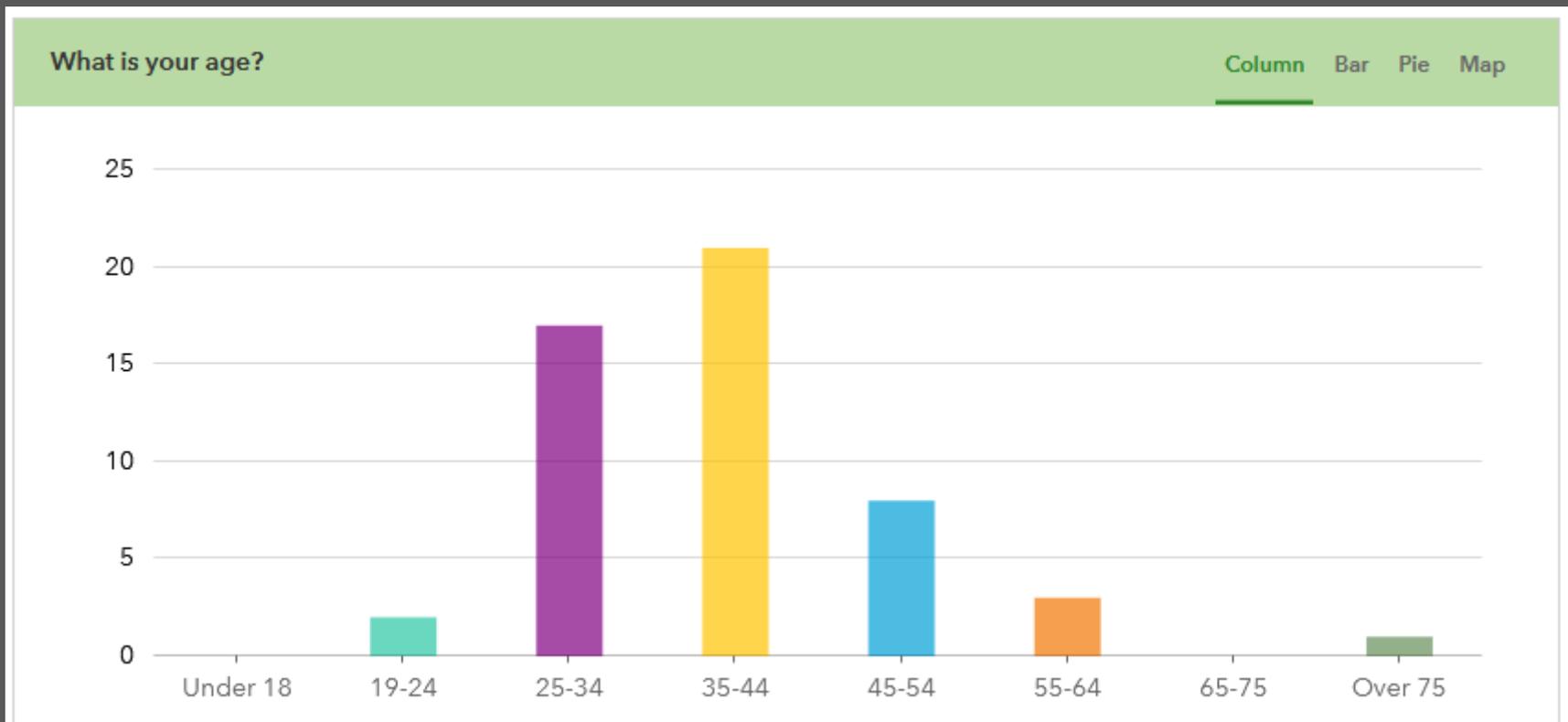
PROCESS



- Collected surveys at Imagine Santaquin GP Open House – 6 Responses.
- Sent out link early September – 6 Responses.
- Sent out link mid September – 41 Responses
- 53 responses total!

WHO RESPONDED

- Most survey respondents were aged 25-44



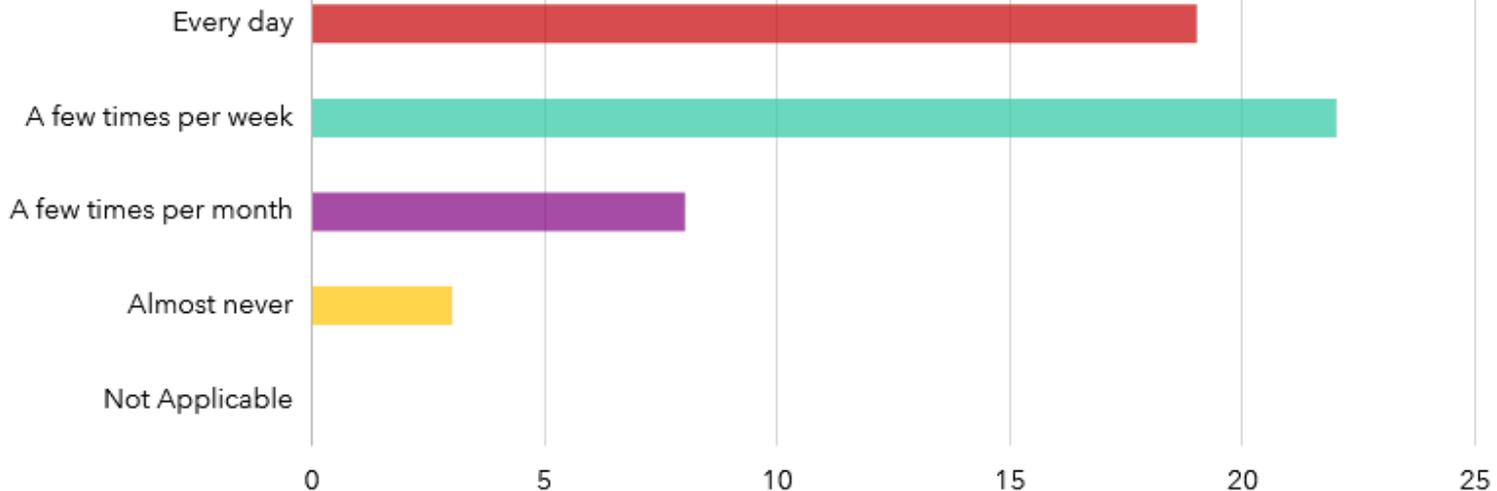
ACTIVITY LEVELS

- Santaquin residents are an active population that frequently goes for walks/runs

How often do you do the activities listed below?

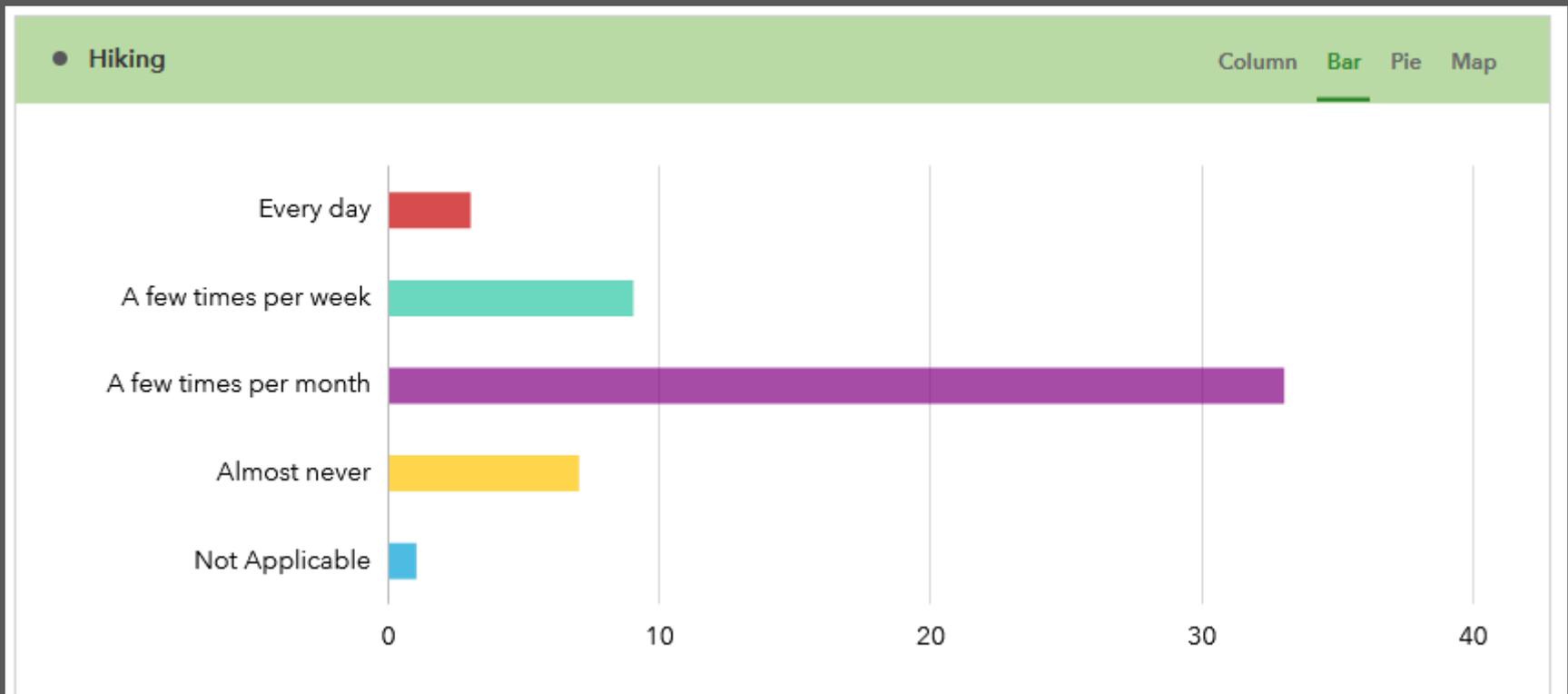
• Walking, running, or jogging

Column **Bar** Pie Map



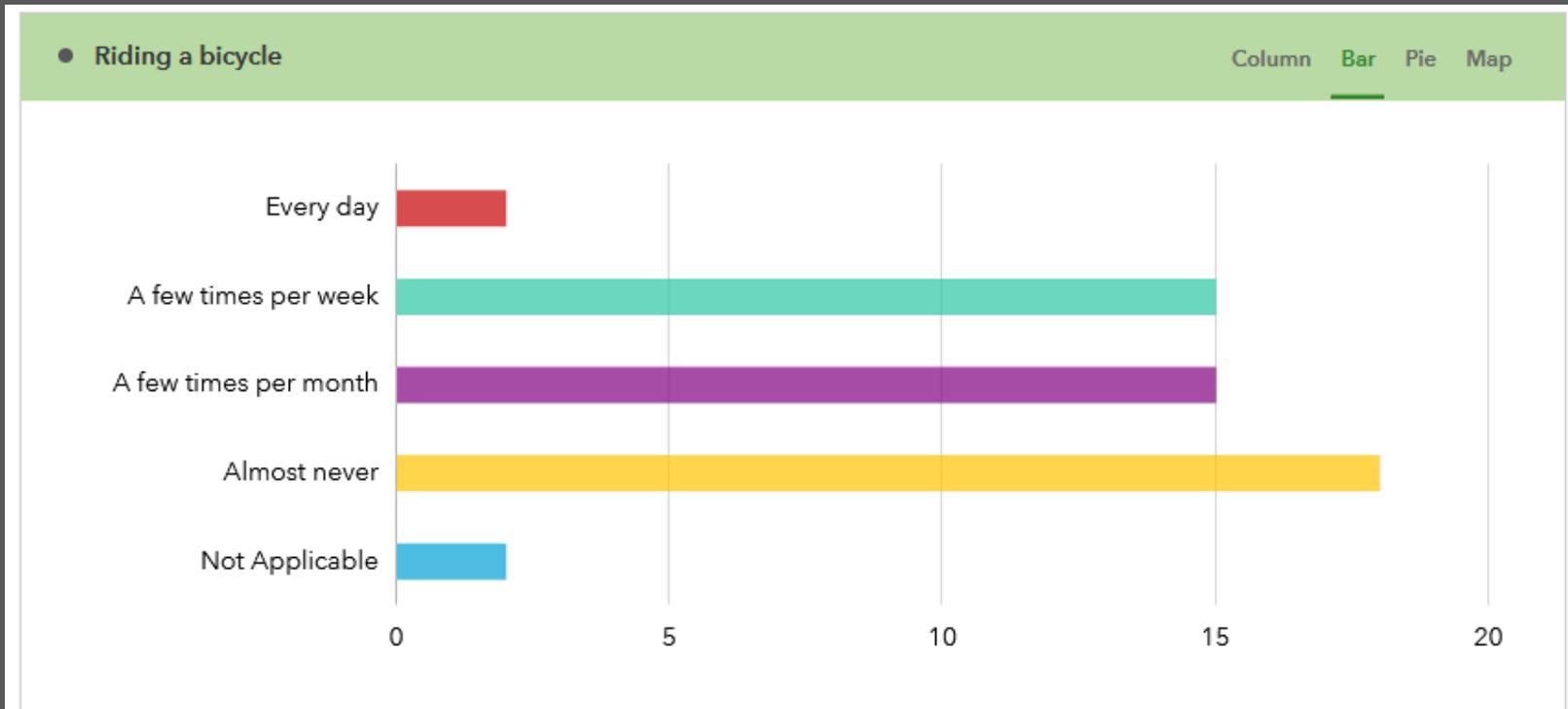
ACTIVITY LEVELS

- Residents go hiking slightly less frequently but few do not participate at all.



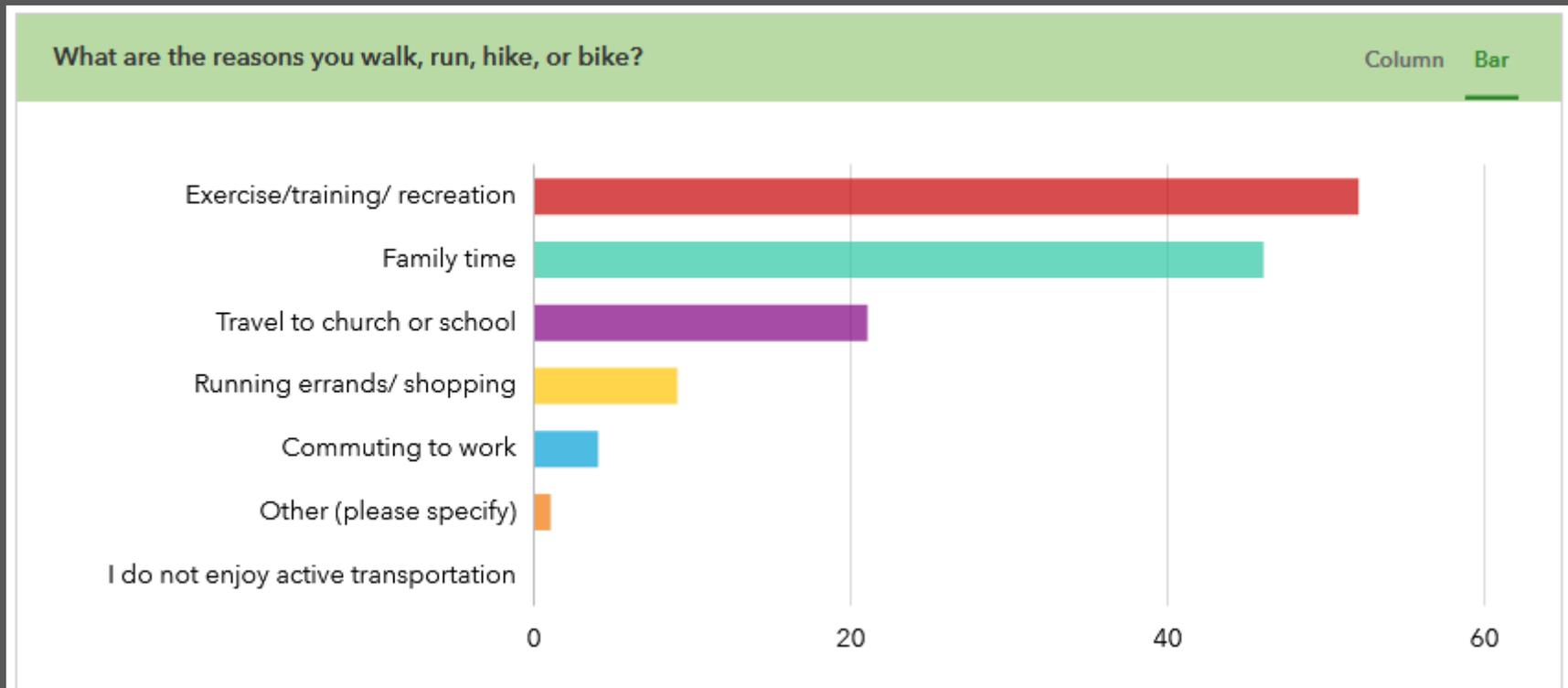
ACTIVITY LEVELS

- About as many respondents frequently ride bikes (a few times per week or more) as almost never. A large group occasionally rides.



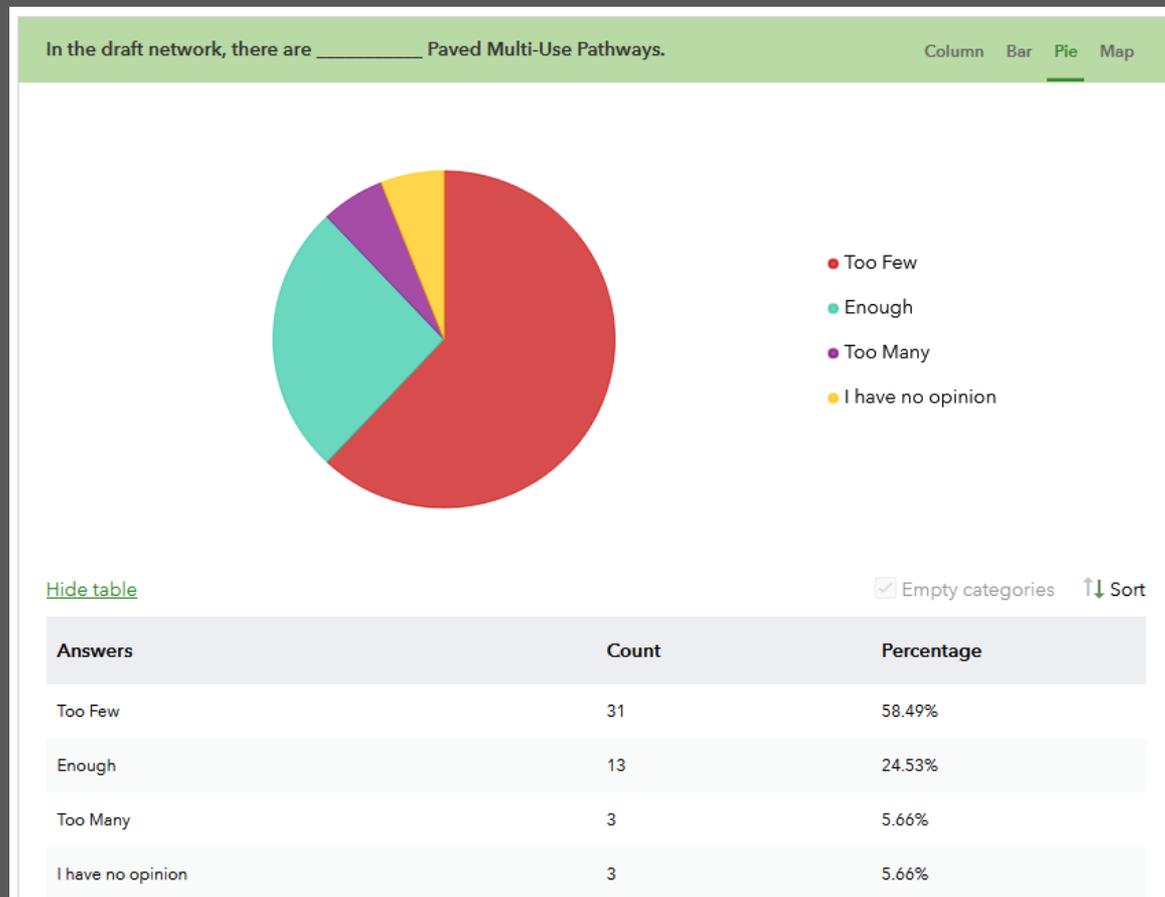
WHY RECREATE

- Survey respondents enjoy recreating with their families. About half use active transportation to travel to church or school.



RESPONSES TO THE PROPOSED AT NETWORK

- A significant majority want to see more paved multi-use pathways added.



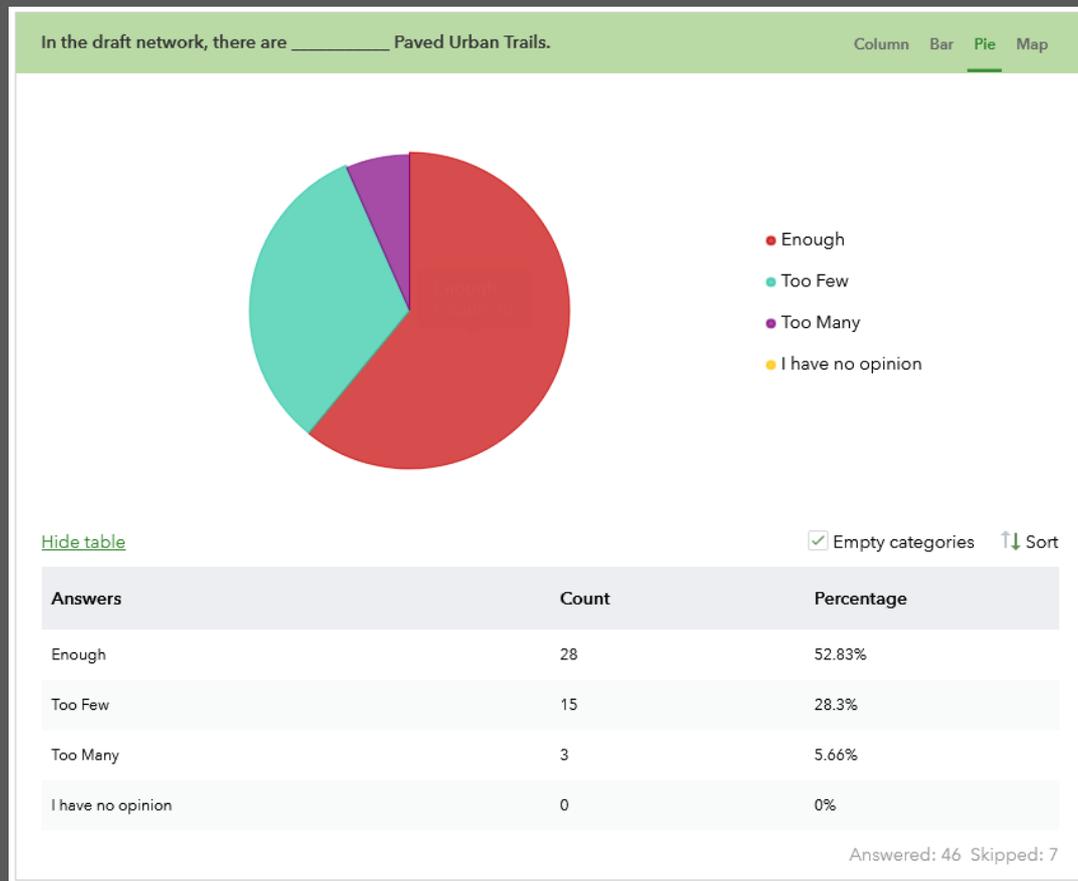
RESPONSES TO THE PROPOSED AT NETWORK



- Locations to consider adding to network (based on written comments)
 - Extend to southeast Santaquin
 - More on east bench
 - Summit Ridge Parkway south
 - Highland Drive
 - 300 West Frontage
 - Connect west side to east side canyons
 - Bonneville Shoreline Trail (future)

RESPONSES TO THE PROPOSED AT NETWORK

- Most respondents felt there was an adequate number of paved urban trails.



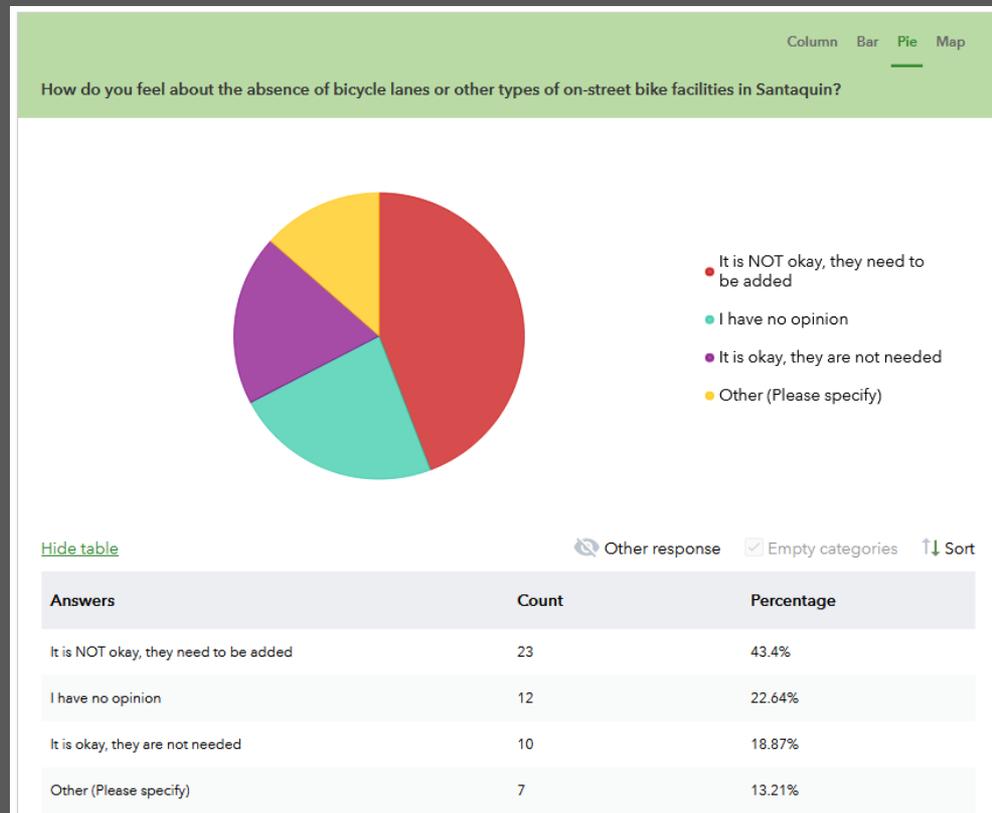
RESPONSES TO THE PROPOSED AT NETWORK



- No additional streets were proposed.
- Would like to see more on the east bench
- Uncertain if it offers sufficient protection on U.S. 6
- Uncertain if this would include on-street bike lanes

SENTIMENTS ABOUT BIKE LANES

- The largest group would like to see them included in the AT Plan, however ambivalent and negative sentiments are present in similar proportions.



WHAT IS A RURAL PEDESTRIAN CORRIDOR?



- Over half of responses felt this facility type should include shade trees, street furniture, and crosswalks on intersecting streets.
- Branded streetlights, planters with drought resistant landscaping, and concrete sidewalks were also popular elements.

RURAL PEDESTRIAN CORRIDORS

Answers	Count	Percentage
Shade trees	43	81.13%
Benches, trash cans, or other amenities	35	66.04%
Crosswalks on intersecting streets	27	50.94%
Unique or historic street lights	23	43.4%
Planters with native, drought-resistant landscaping	21	39.62%
Concrete sidewalk	20	37.74%
Concrete curb and gutter	18	33.96%
Educational displays about local history	18	33.96%
Direction signs with a "rural" appearance	15	28.3%
Unpaved, graded walkway that does not get muddy (e.g. crushed granite or gravel)	9	16.98%
Lower speed limits	8	15.09%

RURAL PEDESTRIAN CORRIDORS



- Crushed stone can be hard with strollers
- Positive statements (4) like that they connect downtown and historic places/reflect local history.
- Negative statements (5) question their cost, location, route extents, utility, prefer multi-use pathways, and are uncertain if they would be utilized.
- Asphalt was proposed as a more affordable alternative

FUNDING PRIORITIES



1. Paved multi-use pathways (5.9)
2. Paved urban trails (5.7)
3. Unpaved trails (4.7)
4. Enhanced visibility crosswalks (4.6)
5. New or improved trailheads (4.6)
6. Rural pedestrian corridors (3.8)
7. Bike lanes (3.7)
8. Grade separated pedestrian crossings (3.0)

APPENDIX C

Highland Drive		ID: 1A	
From:	To:		
Center Street	120 East		
Reconstruction - Highland Dr Cross Section		Length of Project (Mi):	0.18
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$12,000
MOBILIZATION	LUMP	1	\$20,000
BONDING	LUMP	1	\$10,000
TRAFFIC CONTROL	LUMP	1	\$6,000
SWPPP & BMPs	LUMP	1	\$4,000
DUST AND DEBRIS CONTROL	LUMP	1	\$2,000
UTILITY RELOCATIONS	LUMP	1	\$24,000
REMOVALS	LUMP	1	\$24,000
CLEARING AND GRUBBING	ACRE	1.45	\$1,000.00
HIGHLAND DRIVE CROSS SECTION	MI	0.18	\$1,226,600
STORM DRAIN SYSTEM	MI	0.18	\$450,000
LANDSCAPING & FINISH ITEMS	LF	1000	\$100,000
PERMANENT SIGNING	LF	1000	\$4,000
SUBTOTAL			\$501,879
CONTINGENCY (40%)			\$200,751
ROADWAY SUBTOTAL			\$702,630
DESIGN/OTHER			
ENGINEERING		9%	\$63,237
CONSTRUCTION ENGINEERING/MGMT		11%	\$77,289
DESIGN SUBTOTAL			\$140,526
RIGHT-OF-WAY			
UNDEVELOPED	ACRE		\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$0
RIGHT-OF-WAY SUBTOTAL			\$0
PROJECT SUBTOTAL			\$843,156

Center Street		ID: 1B	
From:	To:		
Main Street	500 North		
Widening - Center St Cross Section		Length of Project (Mi):	0.46
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$40,100
MOBILIZATION	LUMP	1	\$66,800
BONDING	LUMP	1	\$33,400
TRAFFIC CONTROL	LUMP	1	\$20,100
SWPPP & BMPs	LUMP	1	\$13,400
DUST AND DEBRIS CONTROL	LUMP	1	\$6,700
UTILITY RELOCATIONS	LUMP	1	\$80,200
REMOVALS	LUMP	1	\$93,600
CLEARING AND GRUBBING	ACRE	1.2	\$1,000.00
CENTER STREET CROSS SECTION	MI	0.46	\$1,900,500
STORM DRAIN SYSTEM	MI	0.46	\$450,000
LANDSCAPING & FINISH ITEMS	LF	2500	\$250,000
PERMANENT SIGNING	LF	2500	\$10,000
SUBTOTAL			\$1,690,070
CONTINGENCY (40%)			\$676,028
ROADWAY SUBTOTAL			\$2,366,098
DESIGN/OTHER			
ENGINEERING		9%	\$212,949
CONSTRUCTION ENGINEERING/MGMT		11%	\$260,271
DESIGN SUBTOTAL			\$473,220
RIGHT-OF-WAY			
UNDEVELOPED	ACRE		\$0
DEVELOPED	ACRE	1.2	\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$157,104
RIGHT-OF-WAY SUBTOTAL			\$1,204,467
PROJECT SUBTOTAL			\$4,043,784

Highland Drive		ID: 1C	
From:	To:		
Center Street	Main Street		
Widening - Highland Dr Cross Section		Length of Project (Mi):	0.47
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$36,700
MOBILIZATION	LUMP	1	\$61,200
BONDING	LUMP	1	\$30,600
TRAFFIC CONTROL	LUMP	1	\$18,400
SWPPP & BMPs	LUMP	1	\$12,300
DUST AND DEBRIS CONTROL	LUMP	1	\$6,200
UTILITY RELOCATIONS	LUMP	1	\$73,400
REMOVALS	LUMP	1	\$73,400
CLEARING AND GRUBBING	ACRE	3.85	\$1,000.00
HIGHLAND DRIVE CROSS SECTION	MI	0.47	\$1,226,600
STORM DRAIN SYSTEM	MI	0.47	\$450,000
LANDSCAPING & FINISH ITEMS	LF	2500	\$250,000
PERMANENT SIGNING	LF	2500	\$4,000
SIGNAL MODIFICATIONS	EACH	1	\$175,000.00
SUBTOTAL			\$1,534,296
CONTINGENCY (40%)			\$613,718
ROADWAY SUBTOTAL			\$2,148,014
DESIGN/OTHER			
ENGINEERING		9%	\$193,321
CONSTRUCTION ENGINEERING/MGMT		11%	\$236,282
DESIGN SUBTOTAL			\$429,603
RIGHT-OF-WAY			
UNDEVELOPED	ACRE		\$0
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$0
RIGHT-OF-WAY SUBTOTAL			\$0
PROJECT SUBTOTAL			\$2,577,617

500 West		ID: 1D	
From:	To:		
500 South	Main Street		
New 3-Lane Collector		Length of Project (Mi):	0.59
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$42,600
MOBILIZATION	LUMP	1	\$70,900
BONDING	LUMP	1	\$35,500
TRAFFIC CONTROL	LUMP	1	\$15,500
SWPPP & BMPs	LUMP	1	\$14,200
DUST AND DEBRIS CONTROL	LUMP	1	\$7,100
UTILITY RELOCATIONS	LUMP		\$0
REMOVALS	LUMP	1	\$56,800
CLEARING AND GRUBBING	ACRE	4.28	\$1,000.00
3-LANE COLLECTOR	MI	0.59	\$1,388,000
STORM DRAIN SYSTEM	MI	0.59	\$450,000
LANDSCAPING & FINISH ITEMS	LF	3200	\$320,000
PERMANENT SIGNING	LF	3200	\$4,000
SUBTOTAL			\$1,646,474
CONTINGENCY (40%)			\$658,590
ROADWAY SUBTOTAL			\$2,305,063
DESIGN/OTHER			
ENGINEERING		9%	\$207,456
CONSTRUCTION ENGINEERING/MGMT		11%	\$253,557
DESIGN SUBTOTAL			\$461,013
RIGHT-OF-WAY			
UNDEVELOPED	ACRE	4.28	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$16,037
RIGHT-OF-WAY SUBTOTAL			\$122,952
PROJECT SUBTOTAL			\$2,889,028

Main Street		ID: 1E	
From:	To:		
1030 East	Existing Terminus		
New 3-Lane Collector		Length of Project (Mi):	0.19
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$14,300
MOBILIZATION	LUMP	1	\$23,700
BONDING	LUMP	1	\$11,900
TRAFFIC CONTROL	LUMP	1	\$15,500
SWPPP & BMPs	LUMP	1	\$4,800
DUST AND DEBRIS CONTROL	LUMP	1	\$2,400
UTILITY RELOCATIONS	LUMP		\$0
REMOVALS	LUMP		\$0
CLEARING AND GRUBBING	ACRE	1.42	\$1,000.00
3-LANE COLLECTOR	MI	0.19	\$1,388,000
STORM DRAIN SYSTEM	MI	0.19	\$450,000
LANDSCAPING & FINISH ITEMS	LF	1100	\$110,000
PERMANENT SIGNING	LF	1100	\$4,400
SUBTOTAL			\$532,241
CONTINGENCY (40%)			\$212,897
ROADWAY SUBTOTAL			\$745,138
DESIGN/OTHER			
ENGINEERING		9%	\$67,062
CONSTRUCTION ENGINEERING/MGMT		11%	\$81,965
DESIGN SUBTOTAL			\$149,028
RIGHT-OF-WAY			
UNDEVELOPED	ACRE	1.42	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$5,310
RIGHT-OF-WAY SUBTOTAL			\$40,706
PROJECT SUBTOTAL			\$934,872

900 East		ID: 1F	
From:	To:		
Highland Drive	150 South		
New Major Local		Length of Project (Mi):	0.16
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$12,000
MOBILIZATION	LUMP	1	\$19,900
BONDING	LUMP	1	\$10,000
TRAFFIC CONTROL	LUMP	1	\$1,200
SWPPP & BMPs	LUMP	1	\$4,000
DUST AND DEBRIS CONTROL	LUMP	1	\$2,000
UTILITY RELOCATIONS	LUMP		\$0
REMOVALS	LUMP		\$0
CLEARING AND GRUBBING	ACRE	1.21	\$1,000.00
MAJOR LOCAL	MI	0.16	\$1,425,900
STORM DRAIN SYSTEM	MI	0.16	\$450,000
LANDSCAPING & FINISH ITEMS	LF	900	\$90,000
PERMANENT SIGNING	LF	900	\$4,000
SUBTOTAL			\$446,630
CONTINGENCY (40%)			\$178,652
ROADWAY SUBTOTAL			\$625,283
DESIGN/OTHER			
ENGINEERING		9%	\$56,275
CONSTRUCTION ENGINEERING/MGMT		11%	\$68,781
DESIGN SUBTOTAL			\$125,057
RIGHT-OF-WAY			
UNDEVELOPED	ACRE	1.21	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$4,548
RIGHT-OF-WAY SUBTOTAL			\$34,866
PROJECT SUBTOTAL			\$785,205

Santaquin Active Transportation Plan
Santaquin

400 East		ID: 1G _a	
From:	To:		
Main Street / U.S. Highway 6		400 North	
New Major Local		Length of Project (Mi): 0.23	
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$8,300
MOBILIZATION	LUMP	1	\$13,800
BONDING	LUMP	1	\$6,900
TRAFFIC CONTROL	LUMP	1	\$600
SWPPP & BMPs	LUMP	1	\$2,800
DUST AND DEBRIS CONTROL	LUMP	1	\$1,400
UTILITY RELOCATIONS	LUMP	1	\$16,600
REMOVALS	LUMP	1	\$11,100
CLEARING AND GRUBBING	ACRE	0.51	\$2,000.00
60' Urban AT	MI	0.12	\$1,273,316
STORM DRAIN SYSTEM	MI	0.12	\$450,000
LANDSCAPING & FINISH ITEMS	LF	700	\$100,000
PERMANENT SIGNING	LF	700	\$4,000
SUBTOTAL \$336,604			
CONTINGENCY (40%) \$134,642			
ROADWAY SUBTOTAL \$471,246			
DESIGN/OTHER			
ENGINEERING		9%	\$42,412
CONSTRUCTION ENGINEERING/MGMT		11%	\$51,837
DESIGN SUBTOTAL \$94,249			
RIGHT-OF-WAY			
UNDEVELOPED	ACRE		\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$0
RIGHT-OF-WAY SUBTOTAL \$0			
PROJECT SUBTOTAL \$565,495			

400 East		ID: 1G _b	
From:	To:		
Main Street / U.S. Highway 6		400 North	
New 3-Lane Collector		Length of Project (Mi): 0.22	
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$15,100
MOBILIZATION	LUMP	1	\$25,200
BONDING	LUMP	1	\$12,600
TRAFFIC CONTROL	LUMP	1	\$1,100
SWPPP & BMPs	LUMP	1	\$5,100
DUST AND DEBRIS CONTROL	LUMP	1	\$2,600
UTILITY RELOCATIONS	LUMP	1	\$30,200
REMOVALS	LUMP	1	\$20,100
CLEARING AND GRUBBING	ACRE	0.95	\$2,000.00
60' Urban AT	MI	0.22	\$1,273,316
STORM DRAIN SYSTEM	MI	0.22	\$98,118
LANDSCAPING & FINISH ITEMS	LF	1200	\$100,000
PERMANENT SIGNING	LF	1200	\$4,800
SUBTOTAL \$614,456			
CONTINGENCY (40%) \$245,783			
ROADWAY SUBTOTAL \$860,239			
DESIGN/OTHER			
ENGINEERING		9%	\$77,422
CONSTRUCTION ENGINEERING/MGMT		11%	\$94,636
DESIGN SUBTOTAL \$172,058			
RIGHT-OF-WAY			
UNDEVELOPED	ACRE		\$25,000
DEVELOPED	ACRE	0.26	\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$35,679
RIGHT-OF-WAY SUBTOTAL \$273,542			
PROJECT SUBTOTAL \$1,305,829			

Center Street - South		ID: 1H	
From:	To:		
900 South		I-15	
Widening to 3-Lane Collector		Length of Project (Mi): 0.17	
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$12,100
MOBILIZATION	LUMP	1	\$20,100
BONDING	LUMP	1	\$10,100
TRAFFIC CONTROL	LUMP	1	\$900
SWPPP & BMPs	LUMP	1	\$4,100
DUST AND DEBRIS CONTROL	LUMP	1	\$2,100
UTILITY RELOCATIONS	LUMP	1	\$0
REMOVALS	LUMP	1	\$16,100
CLEARING AND GRUBBING	ACRE	0.75	\$1,000.00
60' Urban AT	MI	0.17	\$1,273,316
STORM DRAIN SYSTEM	MI	0.17	\$77,426
LANDSCAPING & FINISH ITEMS	LF	1000	\$100,000
PERMANENT SIGNING	LF	1000	\$4,000
SUBTOTAL \$466,759			
CONTINGENCY (40%) \$186,704			
ROADWAY SUBTOTAL \$653,463			
DESIGN/OTHER			
ENGINEERING		9%	\$58,812
CONSTRUCTION ENGINEERING/MGMT		11%	\$71,881
DESIGN SUBTOTAL \$130,693			
RIGHT-OF-WAY			
UNDEVELOPED	ACRE		\$25,000
DEVELOPED	ACRE	0.75	\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$101,357
RIGHT-OF-WAY SUBTOTAL \$777,272			
PROJECT SUBTOTAL \$1,599,754			

300 West - Main Street Connection		ID: 1I	
From:	To:		
Main Street / U.S. Highway 6		100 North	
New Major Local		Length of Project (Mi): 0.11	
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$1,000
MOBILIZATION	LUMP	1	\$1,700
BONDING	LUMP	1	\$900
TRAFFIC CONTROL	LUMP	1	\$100
SWPPP & BMPs	LUMP	1	\$400
DUST AND DEBRIS CONTROL	LUMP	1	\$200
UTILITY RELOCATIONS	LUMP	1	\$0
REMOVALS	LUMP	1	\$0
CLEARING AND GRUBBING	ACRE	0.00	\$1,000.00
TRAIL	MI	0.11	\$296,600
STORM DRAIN SYSTEM	MI	0.11	\$450,000
LANDSCAPING & FINISH ITEMS	LF	600	\$100,000
PERMANENT SIGNING	LF	600	\$4,000
SUBTOTAL \$36,926			
CONTINGENCY (40%) \$14,770			
ROADWAY SUBTOTAL \$51,696			
DESIGN/OTHER			
ENGINEERING		9%	\$4,653
CONSTRUCTION ENGINEERING/MGMT		11%	\$5,687
DESIGN SUBTOTAL \$10,339			
RIGHT-OF-WAY			
UNDEVELOPED	ACRE	0.00	\$25,000
DEVELOPED	ACRE	0.00	\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$0
RIGHT-OF-WAY SUBTOTAL \$0			
PROJECT SUBTOTAL \$62,036			

Summit Ridge Parkway		ID: 1J	
From:	To:		
Sageberry Drive		Highland Drive	
New Major Local		Length of Project (Mi): 0.16	
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$11,800
MOBILIZATION	LUMP	1	\$19,600
BONDING	LUMP	1	\$9,800
TRAFFIC CONTROL	LUMP	1	\$1,200
SWPPP & BMPs	LUMP	1	\$4,000
DUST AND DEBRIS CONTROL	LUMP	1	\$2,000
UTILITY RELOCATIONS	LUMP	1	\$0
REMOVALS	LUMP	1	\$0
CLEARING AND GRUBBING	ACRE	0.00	\$1,000.00
TRAIL	MI	1.32	\$296,600
STORM DRAIN SYSTEM	MI	1.32	\$450,000
LANDSCAPING & FINISH ITEMS	LF	900	\$100,000
PERMANENT SIGNING	LF	900	\$4,000
SUBTOTAL \$439,912			
CONTINGENCY (40%) \$175,965			
ROADWAY SUBTOTAL \$615,877			
DESIGN/OTHER			
ENGINEERING		9%	\$55,429
CONSTRUCTION ENGINEERING/MGMT		11%	\$67,746
DESIGN SUBTOTAL \$123,175			
RIGHT-OF-WAY			
UNDEVELOPED	ACRE	0.00	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$0
RIGHT-OF-WAY SUBTOTAL \$0			
PROJECT SUBTOTAL \$739,052			

900 East		ID: 1K	
From:	To:		
450 South		150 South	
New Major Local		Length of Project (Mi): 0.16	
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$2,900
MOBILIZATION	LUMP	1	\$4,800
BONDING	LUMP	1	\$2,400
TRAFFIC CONTROL	LUMP	1	\$300
SWPPP & BMPs	LUMP	1	\$1,000
DUST AND DEBRIS CONTROL	LUMP	1	\$500
UTILITY RELOCATIONS	LUMP	1	\$0
REMOVALS	LUMP	1	\$0
CLEARING AND GRUBBING	ACRE	0.00	\$1,000.00
TRAIL	MI	0.32	\$296,600
STORM DRAIN SYSTEM	MI	0.32	\$450,000
LANDSCAPING & FINISH ITEMS	LF	900	\$100,000
PERMANENT SIGNING	LF	900	\$4,000
SUBTOTAL \$106,812			
CONTINGENCY (40%) \$42,725			
ROADWAY SUBTOTAL \$149,537			
DESIGN/OTHER			
ENGINEERING		9%	\$13,458
CONSTRUCTION ENGINEERING/MGMT		11%	\$16,449
DESIGN SUBTOTAL \$29,907			
RIGHT-OF-WAY			
UNDEVELOPED	ACRE	0.00	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$0
RIGHT-OF-WAY SUBTOTAL \$0			
PROJECT SUBTOTAL \$179,444			

Theodore Ahlin Park Connection Pathway		ID: 1L			
From:		To:			
Highland Drive		100 West			
New Major Local		Length of Project (Mi): 0.51			
Description	Unit	Quantity	Unit Cost	Estimated Cost	
ROADWAY					
SURVEY	LUMP	1	3.0%	\$4,600	
MOBILIZATION	LUMP	1	5.0%	\$7,600	
BONDING	LUMP	1	2.5%	\$3,800	
TRAFFIC CONTROL	LUMP	1	0.3%	\$500	
SWPPP & BMPs	LUMP	1	1.0%	\$1,600	
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$800	
UTILITY RELOCATIONS	LUMP			\$0	
REMOVALS	LUMP			\$0	
CLEARING AND GRUBBING	ACRE	0.00	\$1,000.00	\$0	
TRAIL	MI	0.51	\$296,600	\$151,266	
STORM DRAIN SYSTEM	MI	0.51	\$450,000	\$230,250	
LANDSCAPING & FINISH ITEMS	LF	2700	\$100.00	\$270,000	
PERMANENT SIGNING	LF	2700	\$4.00	\$10,800	
SUBTOTAL				\$170,166	
CONTINGENCY (40%)				\$68,066	
ROADWAY SUBTOTAL				\$238,232	
DESIGN/OTHER					
ENGINEERING			9%	\$31,441	
CONSTRUCTION ENGINEERING/MGMT			11%	\$26,206	
DESIGN SUBTOTAL				\$47,646	
RIGHT-OF-WAY					
UNDEVELOPED	ACRE	0.00	\$25,000	\$0	
DEVELOPED	ACRE	0.00	\$900,000	\$0	
RESIDENTIAL RELOCATIONS	EACH			\$0	
BUSINESS RELOCATIONS	EACH			\$0	
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0	
RIGHT-OF-WAY SUBTOTAL				\$0	
PROJECT SUBTOTAL				\$285,879	

400 West		ID: 1M			
From:		To:			
200 South		Main Street			
New Major Local		Length of Project (Mi): 0.23			
Description	Unit	Quantity	Unit Cost	Estimated Cost	
ROADWAY					
SURVEY	LUMP	1	3.0%	\$2,100	
MOBILIZATION	LUMP	1	5.0%	\$3,400	
BONDING	LUMP	1	2.5%	\$1,700	
TRAFFIC CONTROL	LUMP	1	0.2%	\$200	
SWPPP & BMPs	LUMP	1	1.0%	\$700	
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$400	
UTILITY RELOCATIONS	LUMP			\$0	
REMOVALS	LUMP			\$2,800	
CLEARING AND GRUBBING	ACRE	-0.67	\$1,000.00	-\$669	
TRAIL	MI	0.23	\$296,600	\$68,218	
STORM DRAIN SYSTEM	MI	0.23	\$450,000	\$103,500	
LANDSCAPING & FINISH ITEMS	LF	1300	\$100.00	\$130,000	
PERMANENT SIGNING	LF	1300	\$4.00	\$5,200	
SUBTOTAL				\$78,849	
CONTINGENCY (40%)				\$31,540	
ROADWAY SUBTOTAL				\$110,388	
DESIGN/OTHER					
ENGINEERING			9%	\$9,395	
CONSTRUCTION ENGINEERING/MGMT			11%	\$12,143	
DESIGN SUBTOTAL				\$22,078	
RIGHT-OF-WAY					
UNDEVELOPED	ACRE		\$25,000	\$0	
DEVELOPED	ACRE	0.00	\$900,000	\$0	
RESIDENTIAL RELOCATIONS	EACH			\$0	
BUSINESS RELOCATIONS	EACH			\$0	
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0	
RIGHT-OF-WAY SUBTOTAL				\$0	
PROJECT SUBTOTAL				\$132,466	

100 South / 400 East		ID: 1N			
From:		To:			
400 West		Main Street			
New Major Local		Length of Project (Mi): 0.96			
Description	Unit	Quantity	Unit Cost	Estimated Cost	
ROADWAY					
SURVEY	LUMP	1	3.0%	\$101,000	
MOBILIZATION	LUMP	1	5.0%	\$168,300	
BONDING	LUMP	1	2.5%	\$84,200	
TRAFFIC CONTROL	LUMP	1	0.2%	\$6,800	
SWPPP & BMPs	LUMP	1	1.0%	\$33,700	
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$16,500	
UTILITY RELOCATIONS	LUMP			\$0	
REMOVALS	LUMP			\$134,600	
CLEARING AND GRUBBING	ACRE	8.73	\$1,000.00	\$8,727	
100 South	MI	0.96	\$2,493,216	\$2,393,487	
STORM DRAIN SYSTEM	MI	0.96	\$450,000	\$432,000	
LANDSCAPING & FINISH ITEMS	LF	\$100	\$100.00	\$510,000	
PERMANENT SIGNING	LF	\$100	\$4.00	\$20,400	
SUBTOTAL				\$3,910,115	
CONTINGENCY (40%)				\$1,564,046	
ROADWAY SUBTOTAL				\$5,474,160	
DESIGN/OTHER					
ENGINEERING			9%	\$492,674	
CONSTRUCTION ENGINEERING/MGMT			11%	\$502,158	
DESIGN SUBTOTAL				\$1,094,832	
RIGHT-OF-WAY					
UNDEVELOPED	ACRE		\$25,000	\$0	
DEVELOPED	ACRE	0.00	\$900,000	\$0	
RESIDENTIAL RELOCATIONS	EACH			\$0	
BUSINESS RELOCATIONS	EACH			\$0	
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0	
RIGHT-OF-WAY SUBTOTAL				\$0	
PROJECT SUBTOTAL				\$6,568,993	

200 South		ID: 1O			
From:		To:			
400 West		500 West			
New Major Local		Length of Project (Mi): 0.16			
Description	Unit	Quantity	Unit Cost	Estimated Cost	
ROADWAY					
SURVEY	LUMP	1	3.0%	\$1,500	
MOBILIZATION	LUMP	1	5.0%	\$2,400	
BONDING	LUMP	1	2.5%	\$1,200	
TRAFFIC CONTROL	LUMP	1	0.3%	\$200	
SWPPP & BMPs	LUMP	1	1.0%	\$500	
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$300	
UTILITY RELOCATIONS	LUMP			\$0	
REMOVALS	LUMP			\$0	
CLEARING AND GRUBBING	ACRE	0.00	\$1,000.00	\$0	
TRAIL	MI	0.16	\$296,600	\$47,456	
STORM DRAIN SYSTEM	MI	0.16	\$450,000	\$72,000	
LANDSCAPING & FINISH ITEMS	LF	900	\$100.00	\$90,000	
PERMANENT SIGNING	LF	900	\$4.00	\$3,600	
SUBTOTAL				\$53,556	
CONTINGENCY (40%)				\$21,422	
ROADWAY SUBTOTAL				\$74,978	
DESIGN/OTHER					
ENGINEERING			9%	\$6,748	
CONSTRUCTION ENGINEERING/MGMT			11%	\$8,248	
DESIGN SUBTOTAL				\$14,996	
RIGHT-OF-WAY					
UNDEVELOPED	ACRE	0.00	\$25,000	\$0	
DEVELOPED	ACRE	0.00	\$900,000	\$0	
RESIDENTIAL RELOCATIONS	EACH			\$0	
BUSINESS RELOCATIONS	EACH			\$0	
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0	
RIGHT-OF-WAY SUBTOTAL				\$0	
PROJECT SUBTOTAL				\$89,974	

Main Street to Mountain View Drive Connection		ID: 2A			
From:		To:			
Mountain View Drive		Main Street			
New Major Local		Length of Project (Mi): 1.34			
Description	Unit	Quantity	Unit Cost	Estimated Cost	
ROADWAY					
SURVEY	LUMP	1	3.0%	\$91,700	
MOBILIZATION	LUMP	1	5.0%	\$152,700	
BONDING	LUMP	1	2.5%	\$76,400	
TRAFFIC CONTROL	LUMP	1	0.1%	\$3,100	
SWPPP & BMPs	LUMP	1	1.0%	\$30,600	
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$15,300	
UTILITY RELOCATIONS	LUMP			\$0	
REMOVALS	LUMP			\$61,100	
CLEARING AND GRUBBING	ACRE	11.66	\$1,000.00	\$11,664	
60' Urban AT	MI	1.34	\$1,273,316	\$1,701,830	
STORM DRAIN SYSTEM	MI	1.34	\$450,000	\$601,440	
LANDSCAPING & FINISH ITEMS	LF	7100	\$100.00	\$710,000	
PERMANENT SIGNING	LF	7100	\$4.00	\$28,400	
SUBTOTAL				\$3,484,235	
CONTINGENCY (40%)				\$1,393,694	
ROADWAY SUBTOTAL				\$4,877,929	
DESIGN/OTHER					
ENGINEERING			9%	\$439,014	
CONSTRUCTION ENGINEERING/MGMT			11%	\$536,572	
DESIGN SUBTOTAL				\$975,586	
RIGHT-OF-WAY					
UNDEVELOPED	ACRE	11.66	\$25,000	\$291,607	
DEVELOPED	ACRE		\$900,000	\$0	
RESIDENTIAL RELOCATIONS	EACH			\$0	
BUSINESS RELOCATIONS	EACH			\$0	
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$43,741	
RIGHT-OF-WAY SUBTOTAL				\$335,349	
PROJECT SUBTOTAL				\$6,529,886	

East Belt Road		ID: 2B			
From:		To:			
1030 East		Santaquin Boundary			
New Major Local		Length of Project (Mi): 0.28			
Description	Unit	Quantity	Unit Cost	Estimated Cost	
ROADWAY					
SURVEY	LUMP	1	3.0%	\$19,300	
MOBILIZATION	LUMP	1	5.0%	\$32,100	
BONDING	LUMP	1	2.5%	\$16,100	
TRAFFIC CONTROL	LUMP	1	0.1%	\$700	
SWPPP & BMPs	LUMP	1	1.0%	\$6,500	
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$3,300	
UTILITY RELOCATIONS	LUMP			\$0	
REMOVALS	LUMP			\$700	
CLEARING AND GRUBBING	ACRE	2.44	\$1,000.00	\$2,444	
60' Urban AT	MI	0.28	\$1,273,316	\$356,528	
STORM DRAIN SYSTEM	MI	0.28	\$450,000	\$126,000	
LANDSCAPING & FINISH ITEMS	LF	1500	\$100.00	\$150,000	
PERMANENT SIGNING	LF	1500	\$4.00	\$6,000	
SUBTOTAL				\$719,672	
CONTINGENCY (40%)				\$287,869	
ROADWAY SUBTOTAL				\$1,007,541	
DESIGN/OTHER					
ENGINEERING			9%	\$90,679	
CONSTRUCTION ENGINEERING/MGMT			11%	\$110,830	
DESIGN SUBTOTAL				\$201,509	
RIGHT-OF-WAY					
UNDEVELOPED	ACRE	2.44	\$25,000	\$61,091	
DEVELOPED	ACRE		\$900,000	\$0	
RESIDENTIAL RELOCATIONS	EACH			\$0	
BUSINESS RELOCATIONS	EACH			\$0	
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$9,164	
RIGHT-OF-WAY SUBTOTAL				\$70,255	
PROJECT SUBTOTAL				\$1,358,907	

Santaquin Active Transportation Plan
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Center Street - South		ID: 2C	
From:	To:		
Santaquin Canyon Entrance	900 South		
Widening to 3-Lane Collector		Length of Project (Mi):	0.19
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$12,900
MOBILIZATION	LUMP	1	\$21,400
BONDING	LUMP	1	\$10,700
TRAFFIC CONTROL	LUMP	1	\$900
SWPPP & BMPs	LUMP	1	\$4,300
DUST AND DEBRIS CONTROL	LUMP	1	\$2,200
UTILITY RELOCATIONS	LUMP	1	\$25,700
REMOVALS	LUMP	1	\$17,100
CLEARING AND GRUBBING	ACRE	0.91	\$1,000.00
60' Urban AT	MI	0.19	\$1,273,316
STORM DRAIN SYSTEM	MI	0.19	\$450,000
LANDSCAPING & FINISH ITEMS	LF	1000	\$100,000
PERMANENT SIGNING	LF	1000	\$4,000
SUBTOTAL			\$522,146
CONTINGENCY (40%)			\$208,858
ROADWAY SUBTOTAL			\$731,004
DESIGN/OTHER			
ENGINEERING		9%	\$65,790
CONSTRUCTION ENGINEERING/MGMT		11%	\$80,410
DESIGN SUBTOTAL			\$146,201
RIGHT-OF-WAY			
UNDEVELOPED	ACRE		\$25,000
DEVELOPED	ACRE	0.91	\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		\$122,316
RIGHT-OF-WAY SUBTOTAL			\$937,758
PROJECT SUBTOTAL			\$1,859,031

300 West		ID: 2D	
From:	To:		
Summit Ridge Parkway	500 South		
New Major Local		Length of Project (Mi):	0.16
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$13,400
MOBILIZATION	LUMP	1	\$22,300
BONDING	LUMP	1	\$11,200
TRAFFIC CONTROL	LUMP	1	\$1,400
SWPPP & BMPs	LUMP	1	\$4,500
DUST AND DEBRIS CONTROL	LUMP	1	\$2,300
UTILITY RELOCATIONS	LUMP		\$0
REMOVALS	LUMP		\$0
CLEARING AND GRUBBING	ACRE	0.00	\$1,000.00
TRAIL	MI	1.49	\$296,600
STORM DRAIN SYSTEM	MI	0.26	\$450,000
LANDSCAPING & FINISH ITEMS	LF	900	\$100,000
PERMANENT SIGNING	LF	900	\$4,000
SUBTOTAL			\$500,634
CONTINGENCY (40%)			\$200,254
ROADWAY SUBTOTAL			\$700,888
DESIGN/OTHER			
ENGINEERING		9%	\$63,080
CONSTRUCTION ENGINEERING/MGMT		11%	\$77,090
DESIGN SUBTOTAL			\$140,170
RIGHT-OF-WAY			
UNDEVELOPED	ACRE	0.00	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		\$150
RIGHT-OF-WAY SUBTOTAL			\$0
PROJECT SUBTOTAL			\$841,055

4800 West / 200 North		ID: 2E	
From:	To:		
200 North	Strawberry Canal		
Shared Roadway		Length of Project (Mi):	0.73
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	0	\$0
MOBILIZATION	LUMP	1	\$0
BONDING	LUMP	1	\$0
TRAFFIC CONTROL	LUMP	1	\$0
SWPPP & BMPs	LUMP	1	\$0
DUST AND DEBRIS CONTROL	LUMP	1	\$0
UTILITY RELOCATIONS	LUMP		\$0
REMOVALS	LUMP		\$0
CLEARING AND GRUBBING	ACRE	0.00	\$0
STRIPING	MI	0.73	\$12,000
STORM DRAIN SYSTEM	MI	0.73	\$0
LANDSCAPING & FINISH ITEMS	LF	3900	\$0
PERMANENT SIGNING	LF	3900	\$4,000
SUBTOTAL			\$24,360
CONTINGENCY (40%)			\$9,744
ROADWAY SUBTOTAL			\$34,104
DESIGN/OTHER			
ENGINEERING		9%	\$3,069
CONSTRUCTION ENGINEERING/MGMT		11%	\$3,751
DESIGN SUBTOTAL			\$6,821
RIGHT-OF-WAY			
UNDEVELOPED	ACRE	0.00	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		\$150
RIGHT-OF-WAY SUBTOTAL			\$0
PROJECT SUBTOTAL			\$40,925

300 North / Lark Street		ID: 2F	
From:	To:		
Railroad Tracks	Orchard Lane		
Shared Roadway		Length of Project (Mi):	1.75
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	0	\$1,800
MOBILIZATION	LUMP	1	\$3,000
BONDING	LUMP	1	\$1,500
TRAFFIC CONTROL	LUMP	1	\$100
SWPPP & BMPs	LUMP	1	\$0
DUST AND DEBRIS CONTROL	LUMP	1	\$0
UTILITY RELOCATIONS	LUMP	1	\$0
REMOVALS	LUMP	1	\$0
CLEARING AND GRUBBING	ACRE	0.00	\$0
STRIPING	MI	1.75	\$12,000
STORM DRAIN SYSTEM	MI	1.75	\$0
LANDSCAPING & FINISH ITEMS	LF	9300	\$0
PERMANENT SIGNING	LF	9300	\$37,200
SUBTOTAL			\$64,600
CONTINGENCY (40%)			\$25,840
ROADWAY SUBTOTAL			\$90,440
DESIGN/OTHER			
ENGINEERING		9%	\$8,140
CONSTRUCTION ENGINEERING/MGMT		11%	\$9,948
DESIGN SUBTOTAL			\$18,088
RIGHT-OF-WAY			
UNDEVELOPED	ACRE	0.00	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		\$0
RIGHT-OF-WAY SUBTOTAL			\$0
PROJECT SUBTOTAL			\$108,528

200 East		ID: 2G	
From:	To:		
400 South	400 South		
Shared Roadway		Length of Project (Mi):	1.77
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	0	\$1,800
MOBILIZATION	LUMP	1	\$3,000
BONDING	LUMP	1	\$1,500
TRAFFIC CONTROL	LUMP	1	\$100
SWPPP & BMPs	LUMP	1	\$0
DUST AND DEBRIS CONTROL	LUMP	1	\$0
UTILITY RELOCATIONS	LUMP	1	\$0
REMOVALS	LUMP	1	\$0
CLEARING AND GRUBBING	ACRE	0.00	\$0
STRIPING	MI	1.77	\$12,000
STORM DRAIN SYSTEM	MI	1.77	\$0
LANDSCAPING & FINISH ITEMS	LF	9400	\$0
PERMANENT SIGNING	LF	9400	\$37,600
SUBTOTAL			\$65,240
CONTINGENCY (40%)			\$26,096
ROADWAY SUBTOTAL			\$91,336
DESIGN/OTHER			
ENGINEERING		9%	\$8,220
CONSTRUCTION ENGINEERING/MGMT		11%	\$10,047
DESIGN SUBTOTAL			\$18,267
RIGHT-OF-WAY			
UNDEVELOPED	ACRE	0.00	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		\$0
RIGHT-OF-WAY SUBTOTAL			\$0
PROJECT SUBTOTAL			\$109,603

450 South		ID: 2H	
From:	To:		
400 East	900 East		
Shared Roadway		Length of Project (Mi):	0.49
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	0	\$500
MOBILIZATION	LUMP	1	\$900
BONDING	LUMP	1	\$500
TRAFFIC CONTROL	LUMP	1	\$100
SWPPP & BMPs	LUMP	1	\$0
DUST AND DEBRIS CONTROL	LUMP	1	\$0
UTILITY RELOCATIONS	LUMP	1	\$0
REMOVALS	LUMP	1	\$0
CLEARING AND GRUBBING	ACRE	0.00	\$0
STRIPING	MI	0.49	\$12,000
STORM DRAIN SYSTEM	MI	0.49	\$0
LANDSCAPING & FINISH ITEMS	LF	2600	\$0
PERMANENT SIGNING	LF	2600	\$10,400
SUBTOTAL			\$18,280
CONTINGENCY (40%)			\$7,312
ROADWAY SUBTOTAL			\$25,592
DESIGN/OTHER			
ENGINEERING		9%	\$2,303
CONSTRUCTION ENGINEERING/MGMT		11%	\$2,815
DESIGN SUBTOTAL			\$5,118
RIGHT-OF-WAY			
UNDEVELOPED	ACRE	0.00	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		\$0
RIGHT-OF-WAY SUBTOTAL			\$0
PROJECT SUBTOTAL			\$30,710

400 East - South		ID: 2I	
From:	To:		
Future East Belt Road	Highland Drive		
Shared Roadway		Length of Project (Mi): 0.79	
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	0	\$800
MOBILIZATION	LUMP	1	\$1,400
BONDING	LUMP	1	\$700
TRAFFIC CONTROL	LUMP	1	\$100
SWPPP & BMPs	LUMP	1	\$0
DUST AND DEBRIS CONTROL	LUMP	1	\$0
UTILITY RELOCATIONS	LUMP		\$0
REMOVALS	LUMP	1	\$0
CLEARING AND GRUBBING	ACRE	0.00	\$0
STRIPING	MI	0.79	\$9,432
STORM DRAIN SYSTEM	MI	0.79	\$0
LANDSCAPING & FINISH ITEMS	LF	4200	\$0
PERMANENT SIGNING	LF	4200	\$16,800
SUBTOTAL			\$29,232
CONTINGENCY (40%)			\$11,693
ROADWAY SUBTOTAL			\$40,925
DESIGN/OTHER			
ENGINEERING		9%	\$3,683
CONSTRUCTION ENGINEERING/MGMT		11%	\$4,503
DESIGN SUBTOTAL			\$8,186
RIGHT-OF-WAY			
UNDEVELOPED	ACRE	0.00	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$0
RIGHT-OF-WAY SUBTOTAL			\$0
PROJECT SUBTOTAL			\$49,110

Pathway Connecting S.R. 198 to Future BST		ID: 1J	
From:	To:		
S.R. 198	Planned BST		
New Major Local		Length of Project (Mi): 0.38	
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$3,400
MOBILIZATION	LUMP	1	\$5,600
BONDING	LUMP	1	\$2,800
TRAFFIC CONTROL	LUMP	1	\$400
SWPPP & BMPs	LUMP	1	\$1,200
DUST AND DEBRIS CONTROL	LUMP	1	\$600
UTILITY RELOCATIONS	LUMP		\$0
REMOVALS	LUMP		\$0
CLEARING AND GRUBBING	ACRE	0.00	\$1,000.00
TRAIL	MI	0.38	\$296,600
STORM DRAIN SYSTEM	MI	0.38	\$450,000
LANDSCAPING & FINISH ITEMS	LF	2000	\$100,000
PERMANENT SIGNING	LF	2000	\$4,000
SUBTOTAL			\$125,818
CONTINGENCY (40%)			\$50,327
ROADWAY SUBTOTAL			\$176,145
DESIGN/OTHER			
ENGINEERING		9%	\$15,853
CONSTRUCTION ENGINEERING/MGMT		11%	\$19,276
DESIGN SUBTOTAL			\$35,229
RIGHT-OF-WAY			
UNDEVELOPED	ACRE	0.00	\$25,000
DEVELOPED	ACRE	0.00	\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$0
RIGHT-OF-WAY SUBTOTAL			\$0
PROJECT SUBTOTAL			\$211,375

East Belt Road		ID: 3A	
From:	To:		
Extension of Main Street	Santaquin Canyon Road		
New Major Local		Length of Project (Mi): 0.99	
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$67,900
MOBILIZATION	LUMP	1	\$113,200
BONDING	LUMP	1	\$56,600
TRAFFIC CONTROL	LUMP	1	\$2,300
SWPPP & BMPs	LUMP	1	\$27,700
DUST AND DEBRIS CONTROL	LUMP	1	\$11,400
UTILITY RELOCATIONS	LUMP	1	\$90,500
REMOVALS	LUMP	1	\$181,000
CLEARING AND GRUBBING	ACRE	7.19	\$1,000.00
60' Urban AT	MI	0.99	\$1,273,316
STORM DRAIN SYSTEM	MI	0.99	\$450,000
LANDSCAPING & FINISH ITEMS	LF	5300	\$100,000
PERMANENT SIGNING	LF	5300	\$4,000
SUBTOTAL			\$2,808,053
CONTINGENCY (40%)			\$1,123,221
ROADWAY SUBTOTAL			\$3,931,274
DESIGN/OTHER			
ENGINEERING		9%	\$353,815
CONSTRUCTION ENGINEERING/MGMT		11%	\$427,440
DESIGN SUBTOTAL			\$786,255
RIGHT-OF-WAY			
UNDEVELOPED	ACRE	7.19	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH	1	\$3,000,000
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$476,968
RIGHT-OF-WAY SUBTOTAL			\$3,656,755
PROJECT SUBTOTAL			\$8,696,375

900 East - East Belt Road Connection		ID: 3B	
From:	To:		
450 South	Future East Belt Road		
New Major Local		Length of Project (Mi): 0.25	
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$17,200
MOBILIZATION	LUMP	1	\$28,700
BONDING	LUMP	1	\$14,400
TRAFFIC CONTROL	LUMP	1	\$600
SWPPP & BMPs	LUMP	1	\$5,800
DUST AND DEBRIS CONTROL	LUMP	1	\$2,900
UTILITY RELOCATIONS	LUMP		\$0
REMOVALS	LUMP		\$0
CLEARING AND GRUBBING	ACRE	1.79	\$1,000.00
60' Urban AT	MI	0.25	\$1,273,316
STORM DRAIN SYSTEM	MI	0.25	\$450,000
LANDSCAPING & FINISH ITEMS	LF	1400	\$140,000
PERMANENT SIGNING	LF	1400	\$5,600
SUBTOTAL			\$641,946
CONTINGENCY (40%)			\$256,778
ROADWAY SUBTOTAL			\$898,724
DESIGN/OTHER			
ENGINEERING		9%	\$80,885
CONSTRUCTION ENGINEERING/MGMT		11%	\$98,860
DESIGN SUBTOTAL			\$179,745
RIGHT-OF-WAY			
UNDEVELOPED	ACRE	1.79	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$6,725
RIGHT-OF-WAY SUBTOTAL			\$51,560
PROJECT SUBTOTAL			\$1,202,955

500 South		ID: 3C	
From:	To:		
Loop Trail	300 West		
Widening to 3-Lane Collector		Length of Project (Mi): 0.99	
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$68,200
MOBILIZATION	LUMP	1	\$113,700
BONDING	LUMP	1	\$56,900
TRAFFIC CONTROL	LUMP	1	\$4,600
SWPPP & BMPs	LUMP	1	\$22,800
DUST AND DEBRIS CONTROL	LUMP	1	\$11,400
UTILITY RELOCATIONS	LUMP	1	\$191,900
REMOVALS	LUMP	1	\$113,700
CLEARING AND GRUBBING	ACRE	4.81	\$2,000.00
60' Urban AT	MI	0.99	\$1,273,316
STORM DRAIN SYSTEM	MI	0.99	\$450,000
LANDSCAPING & FINISH ITEMS	LF	5300	\$100,000
PERMANENT SIGNING	LF	5300	\$4,000
SUBTOTAL			\$2,845,197
CONTINGENCY (40%)			\$1,138,079
ROADWAY SUBTOTAL			\$3,983,276
DESIGN/OTHER			
ENGINEERING		9%	\$358,495
CONSTRUCTION ENGINEERING/MGMT		11%	\$438,160
DESIGN SUBTOTAL			\$796,655
RIGHT-OF-WAY			
UNDEVELOPED	ACRE		\$0
DEVELOPED	ACRE	1.81	\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$243,739
RIGHT-OF-WAY SUBTOTAL			\$1,868,662
PROJECT SUBTOTAL			\$6,887,628

200 West - Center		ID: 3D	
From:	To:		
500 South	Main Street		
Widening to 3-Lane Collector		Length of Project (Mi): 0.56	
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$38,400
MOBILIZATION	LUMP	1	\$64,000
BONDING	LUMP	1	\$32,000
TRAFFIC CONTROL	LUMP	1	\$2,600
SWPPP & BMPs	LUMP	1	\$12,800
DUST AND DEBRIS CONTROL	LUMP	1	\$6,400
UTILITY RELOCATIONS	LUMP	1	\$51,200
REMOVALS	LUMP	1	\$76,800
CLEARING AND GRUBBING	ACRE	2.31	\$1,000.00
60' Urban AT	MI	0.56	\$1,273,316
STORM DRAIN SYSTEM	MI	0.56	\$450,000
LANDSCAPING & FINISH ITEMS	LF	3000	\$100,000
PERMANENT SIGNING	LF	3000	\$12,000
SUBTOTAL			\$1,564,121
CONTINGENCY (40%)			\$625,648
ROADWAY SUBTOTAL			\$2,189,770
DESIGN/OTHER			
ENGINEERING		9%	\$197,079
CONSTRUCTION ENGINEERING/MGMT		11%	\$240,875
DESIGN SUBTOTAL			\$437,954
RIGHT-OF-WAY			
UNDEVELOPED	ACRE		\$0
DEVELOPED	ACRE	0.00	\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$0
RIGHT-OF-WAY SUBTOTAL			\$0
PROJECT SUBTOTAL			\$2,760,376

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Center Street		ID: 3E			
From:	To:				
US 6	I-15				
Widening - Center St Cross Section		Length of Project (Mi):	0.70		
Description	Unit	Quantity	Unit Cost	Estimated Cost	
ROADWAY					
SURVEY	LUMP	1	3.0%	\$162,300	
MOBILIZATION	LUMP	1	5.0%	\$270,500	
BONDING	LUMP	1	2.5%	\$135,300	
TRAFFIC CONTROL	LUMP	1	2.0%	\$108,200	
SWPPP & BMPs	LUMP	1	1.0%	\$54,100	
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$27,100	
UTILITY RELOCATIONS	LUMP	1	6.0%	\$324,600	
REMOVALS	LUMP	1	12.0%	\$649,100	
CLEARING AND GRUBBING	ACRE	3.0	\$1,000.00	\$2,972	
CENTER STREET CROSS SECTION	MI	0.70	\$1,900,500	\$1,331,182	
NEW BRIDGE / BRIDGE WIDENING	SQ FT	22500	\$150	\$3,375,000	
STORM DRAIN SYSTEM	MI	0.70	\$450,000	\$315,197	
LANDSCAPING & FINISH ITEMS	LF	3700	\$100.00	\$370,000	
PERMANENT SIGNING	LF	3700	\$4.00	\$14,800	
				SUBTOTAL	\$7,140,351
				CONTINGENCY (40%)	\$2,856,140
				ROADWAY SUBTOTAL	\$9,996,492
DESIGN/OTHER					
ENGINEERING			9%	\$899,684	
CONSTRUCTION ENGINEERING/MGMT			15%	\$1,499,474	
				DESIGN SUBTOTAL	\$2,399,158
RIGHT-OF-WAY					
UNDEVELOPED	ACRE		\$25,000	\$0	
DEVELOPED	ACRE	3.0	\$900,000	\$2,674,400	
RESIDENTIAL RELOCATIONS	EACH				
BUSINESS RELOCATIONS	EACH				
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$401,160	
				RIGHT-OF-WAY SUBTOTAL	\$3,075,560
				PROJECT SUBTOTAL	\$15,471,209

Center Street		ID: 3F			
From:	To:				
Ginger Gold Road	400 North				
Widening - Center St Cross Section		Length of Project (Mi):	0.84		
Description	Unit	Quantity	Unit Cost	Estimated Cost	
ROADWAY					
SURVEY	LUMP	1	3.0%	\$73,500	
MOBILIZATION	LUMP	1	5.0%	\$122,400	
BONDING	LUMP	1	2.5%	\$61,200	
TRAFFIC CONTROL	LUMP	1	2.0%	\$49,000	
SWPPP & BMPs	LUMP	1	1.0%	\$24,500	
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$12,300	
UTILITY RELOCATIONS	LUMP	1	6.0%	\$146,900	
REMOVALS	LUMP	1	4.0%	\$98,000	
CLEARING AND GRUBBING	ACRE	4.8	\$1,000	\$4,787	
CENTER STREET CROSS SECTION	MI	0.84	\$1,900,500	\$1,596,798	
STORM DRAIN SYSTEM	MI	0.84	\$450,000	\$378,000	
LANDSCAPING & FINISH ITEMS	LF	4500	\$100.00	\$450,000	
PERMANENT SIGNING	LF	4500	\$4.00	\$18,000	
				SUBTOTAL	\$3,035,474
				CONTINGENCY (40%)	\$1,214,190
				ROADWAY SUBTOTAL	\$4,249,664
DESIGN/OTHER					
ENGINEERING			9%	\$382,470	
CONSTRUCTION ENGINEERING/MGMT			15%	\$637,450	
				DESIGN SUBTOTAL	\$1,019,919
RIGHT-OF-WAY					
UNDEVELOPED	ACRE		\$25,000	\$0	
DEVELOPED	ACRE	4.8	\$900,000	\$4,307,929	
RESIDENTIAL RELOCATIONS	EACH				
BUSINESS RELOCATIONS	EACH				
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$646,189	
				RIGHT-OF-WAY SUBTOTAL	\$4,954,119
				PROJECT SUBTOTAL	\$10,223,702

400 East - North		ID: 3G			
From:	To:				
400 North	Strawberry Canal				
New Major Local		Length of Project (Mi):	0.79		
Description	Unit	Quantity	Unit Cost	Estimated Cost	
ROADWAY					
SURVEY	LUMP	1	3.0%	\$7,100	
MOBILIZATION	LUMP	1	5.0%	\$11,800	
BONDING	LUMP	1	2.5%	\$5,900	
TRAFFIC CONTROL	LUMP	1	0.3%	\$800	
SWPPP & BMPs	LUMP	1	1.0%	\$2,400	
DUST AND DEBRIS CONTROL	LUMP	1	0.5%	\$1,200	
UTILITY RELOCATIONS	LUMP			\$0	
REMOVALS	LUMP			\$0	
CLEARING AND GRUBBING	ACRE	0.00	\$1,000.00	\$0	
TRAIL	MI	0.79	\$296,600	\$234,314	
STORM DRAIN SYSTEM	MI	0.79	\$450,000	\$354,500	
LANDSCAPING & FINISH ITEMS	LF	4200	\$100.00	\$420,000	
PERMANENT SIGNING	LF	4200	\$4.00	\$16,800	
				SUBTOTAL	\$263,514
				CONTINGENCY (40%)	\$105,406
				ROADWAY SUBTOTAL	\$368,920
DESIGN/OTHER					
ENGINEERING			9%	\$33,203	
CONSTRUCTION ENGINEERING/MGMT			11%	\$40,581	
				DESIGN SUBTOTAL	\$73,784
RIGHT-OF-WAY					
UNDEVELOPED	ACRE	0.00	\$25,000	\$0	
DEVELOPED	ACRE		\$900,000	\$0	
RESIDENTIAL RELOCATIONS	EACH				
BUSINESS RELOCATIONS	EACH				
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0	
				RIGHT-OF-WAY SUBTOTAL	\$0
				PROJECT SUBTOTAL	\$442,704

400 North		ID: 3H			
From:	To:				
300 West	4800 West				
Shared Roadway		Length of Project (Mi):	1.29		
Description	Unit	Quantity	Unit Cost	Estimated Cost	
ROADWAY					
SURVEY	LUMP	0	3.0%	\$1,300	
MOBILIZATION	LUMP	1	5.0%	\$2,200	
BONDING	LUMP	1	2.5%	\$1,100	
TRAFFIC CONTROL	LUMP	1	0.1%	\$100	
SWPPP & BMPs	LUMP	1		\$0	
DUST AND DEBRIS CONTROL	LUMP	1		\$0	
UTILITY RELOCATIONS	LUMP	1		\$0	
REMOVALS	LUMP	1		\$0	
CLEARING AND GRUBBING	ACRE	0.00		\$0	
STRIPING	MI	1.29	\$12,000	\$15,480	
STORM DRAIN SYSTEM	MI	1.29		\$0	
LANDSCAPING & FINISH ITEMS	LF	6900		\$0	
PERMANENT SIGNING	LF	6900	\$4.00	\$27,600	
				SUBTOTAL	\$47,780
				CONTINGENCY (40%)	\$19,112
				ROADWAY SUBTOTAL	\$66,892
DESIGN/OTHER					
ENGINEERING			9%	\$6,020	
CONSTRUCTION ENGINEERING/MGMT			11%	\$7,358	
				DESIGN SUBTOTAL	\$13,378
RIGHT-OF-WAY					
UNDEVELOPED	ACRE	0.00	\$25,000	\$0	
DEVELOPED	ACRE		\$900,000	\$0	
RESIDENTIAL RELOCATIONS	EACH				
BUSINESS RELOCATIONS	EACH				
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0	
				RIGHT-OF-WAY SUBTOTAL	\$0
				PROJECT SUBTOTAL	\$80,270

200 West - North		ID: 3I			
From:	To:				
Main Street / U.S. Highway 6	400 North				
Shared Roadway		Length of Project (Mi):	0.45		
Description	Unit	Quantity	Unit Cost	Estimated Cost	
ROADWAY					
SURVEY	LUMP	0	3.0%	\$500	
MOBILIZATION	LUMP	1	5.0%	\$800	
BONDING	LUMP	1	2.5%	\$400	
TRAFFIC CONTROL	LUMP	1	0.1%	\$100	
SWPPP & BMPs	LUMP	1		\$0	
DUST AND DEBRIS CONTROL	LUMP	1		\$0	
UTILITY RELOCATIONS	LUMP	1		\$0	
REMOVALS	LUMP	1		\$0	
CLEARING AND GRUBBING	ACRE	0.00		\$0	
STRIPING	MI	0.45	\$12,000	\$5,400	
STORM DRAIN SYSTEM	MI	0.45		\$0	
LANDSCAPING & FINISH ITEMS	LF	2400		\$0	
PERMANENT SIGNING	LF	2400	\$4.00	\$9,600	
				SUBTOTAL	\$16,800
				CONTINGENCY (40%)	\$6,720
				ROADWAY SUBTOTAL	\$23,520
DESIGN/OTHER					
ENGINEERING			9%	\$2,117	
CONSTRUCTION ENGINEERING/MGMT			11%	\$2,587	
				DESIGN SUBTOTAL	\$4,704
RIGHT-OF-WAY					
UNDEVELOPED	ACRE	0.00	\$25,000	\$0	
DEVELOPED	ACRE		\$900,000	\$0	
RESIDENTIAL RELOCATIONS	EACH				
BUSINESS RELOCATIONS	EACH				
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0	
				RIGHT-OF-WAY SUBTOTAL	\$0
				PROJECT SUBTOTAL	\$28,224

400 South		ID: 3J			
From:	To:				
200 West	200 East				
Shared Roadway		Length of Project (Mi):	0.44		
Description	Unit	Quantity	Unit Cost	Estimated Cost	
ROADWAY					
SURVEY	LUMP	0	3.0%	\$500	
MOBILIZATION	LUMP	1	5.0%	\$800	
BONDING	LUMP	1	2.5%	\$400	
TRAFFIC CONTROL	LUMP	1	0.1%	\$100	
SWPPP & BMPs	LUMP	1		\$0	
DUST AND DEBRIS CONTROL	LUMP	1		\$0	
UTILITY RELOCATIONS	LUMP	1		\$0	
REMOVALS	LUMP	1		\$0	
CLEARING AND GRUBBING	ACRE	0.00		\$0	
STRIPING	MI	0.44	\$12,000	\$5,280	
STORM DRAIN SYSTEM	MI	0.44		\$0	
LANDSCAPING & FINISH ITEMS	LF	2400		\$0	
PERMANENT SIGNING	LF	2400	\$4.00	\$9,600	
				SUBTOTAL	\$16,880
				CONTINGENCY (40%)	\$6,672
				ROADWAY SUBTOTAL	\$23,552
DESIGN/OTHER					
ENGINEERING			9%	\$2,102	
CONSTRUCTION ENGINEERING/MGMT			11%	\$2,569	
				DESIGN SUBTOTAL	\$4,670
RIGHT-OF-WAY					
UNDEVELOPED	ACRE	0.00	\$25,000	\$0	
DEVELOPED	ACRE		\$900,000	\$0	
RESIDENTIAL RELOCATIONS	EACH				
BUSINESS RELOCATIONS	EACH				
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP		15%	\$0	
				RIGHT-OF-WAY SUBTOTAL	\$0
				PROJECT SUBTOTAL	\$28,222

Rail Trail		ID: 3K	
From: Highline Canal Trail		To: Summit Ridge Parkway	
New Major Local		Length of Project (Mi): 3.73	
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$33,400
MOBILIZATION	LUMP	1	\$55,700
BONDING	LUMP	1	\$27,900
TRAFFIC CONTROL	LUMP	1	\$3,400
SWPPP & BMPs	LUMP	1	\$11,200
DUST AND DEBRIS CONTROL	LUMP	1	\$5,600
UTILITY RELOCATIONS	LUMP		\$0
REMOVALS	LUMP		\$0
CLEARING AND GRUBBING	ACRE	6.78	\$1,000.00
TRAIL	MI	3.73	\$296,600
STORM DRAIN SYSTEM	MI	2.73	\$450,000
LANDSCAPING & FINISH ITEMS	LF	19700	\$100.00
PERMANENT SIGNING	LF	19700	\$4.00
			SUBTOTAL
			\$1,250,300
			CONTINGENCY (40%)
			\$500,120
			ROADWAY SUBTOTAL
			\$1,750,420
DESIGN/OTHER			
ENGINEERING		9%	\$157,538
CONSTRUCTION ENGINEERING/MGMT		11%	\$192,546
			DESIGN SUBTOTAL
			\$350,084
RIGHT-OF-WAY			
UNDEVELOPED	ACRE	6.78	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$25,432
			RIGHT-OF-WAY SUBTOTAL
			\$194,977
			PROJECT SUBTOTAL
			\$2,295,481

Reservoir Loop Trail		ID: 3L	
From: Rail Trail - Rail Crossing		To: Rail Trail	
New Major Local		Length of Project (Mi): 1.37	
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$12,300
MOBILIZATION	LUMP	1	\$20,500
BONDING	LUMP	1	\$10,300
TRAFFIC CONTROL	LUMP	1	\$1,300
SWPPP & BMPs	LUMP	1	\$4,100
DUST AND DEBRIS CONTROL	LUMP	1	\$2,100
UTILITY RELOCATIONS	LUMP		\$0
REMOVALS	LUMP		\$0
CLEARING AND GRUBBING	ACRE	2.49	\$1,000.00
TRAIL	MI	1.37	\$296,600
STORM DRAIN SYSTEM	MI	1.37	\$450,000
LANDSCAPING & FINISH ITEMS	LF	7300	\$100.00
PERMANENT SIGNING	LF	7300	\$4.00
			SUBTOTAL
			\$459,433
			CONTINGENCY (40%)
			\$183,773
			ROADWAY SUBTOTAL
			\$643,206
DESIGN/OTHER			
ENGINEERING		9%	\$57,889
CONSTRUCTION ENGINEERING/MGMT		11%	\$70,753
			DESIGN SUBTOTAL
			\$128,641
RIGHT-OF-WAY			
UNDEVELOPED	ACRE	2.49	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
BUSINESS RELOCATIONS	EACH		
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$9,341
			RIGHT-OF-WAY SUBTOTAL
			\$71,614
			PROJECT SUBTOTAL
			\$843,461

Orchard Pathway		ID: 4A	
From: Highland Drive		To: Future Regional Park	
New Major Local		Length of Project (Mi): 0.94	
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$8,500
MOBILIZATION	LUMP	1	\$14,100
BONDING	LUMP	1	\$7,100
TRAFFIC CONTROL	LUMP	1	\$900
SWPPP & BMPs	LUMP	1	\$2,900
DUST AND DEBRIS CONTROL	LUMP	1	\$1,500
UTILITY RELOCATIONS	LUMP		\$0
REMOVALS	LUMP		\$0
CLEARING AND GRUBBING	ACRE	1.71	\$1,000.00
TRAIL	MI	0.94	\$296,600
STORM DRAIN SYSTEM	MI	0.94	\$450,000
LANDSCAPING & FINISH ITEMS	LF	5000	\$100.00
PERMANENT SIGNING	LF	5000	\$4.00
			SUBTOTAL
			\$315,513
			CONTINGENCY (40%)
			\$126,205
			ROADWAY SUBTOTAL
			\$441,718
DESIGN/OTHER			
ENGINEERING		9%	\$39,755
CONSTRUCTION ENGINEERING/MGMT		11%	\$48,589
			DESIGN SUBTOTAL
			\$88,344
RIGHT-OF-WAY			
UNDEVELOPED	ACRE	1.71	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
i-15 Crossing	EACH	0	\$2,000,000
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$6,409
			RIGHT-OF-WAY SUBTOTAL
			\$49,136
			PROJECT SUBTOTAL
			\$579,198

Santaquin Canyon Pathway		ID: 4C	
From: Santaquin Boundary		To: Santaquin Canyon	
New Major Local		Length of Project (Mi): 0.84	
Description	Unit	Quantity	Estimated Cost
ROADWAY			
SURVEY	LUMP	1	\$7,600
MOBILIZATION	LUMP	1	\$12,600
BONDING	LUMP	1	\$6,300
TRAFFIC CONTROL	LUMP	1	\$800
SWPPP & BMPs	LUMP	1	\$2,600
DUST AND DEBRIS CONTROL	LUMP	1	\$1,300
UTILITY RELOCATIONS	LUMP		\$0
REMOVALS	LUMP		\$0
CLEARING AND GRUBBING	ACRE	1.53	\$1,000.00
TRAIL	MI	0.84	\$296,600
STORM DRAIN SYSTEM	MI	0.84	\$450,000
LANDSCAPING & FINISH ITEMS	LF	4500	\$100.00
PERMANENT SIGNING	LF	4500	\$4.00
			SUBTOTAL
			\$281,871
			CONTINGENCY (40%)
			\$112,749
			ROADWAY SUBTOTAL
			\$394,620
DESIGN/OTHER			
ENGINEERING		9%	\$35,516
CONSTRUCTION ENGINEERING/MGMT		11%	\$43,408
			DESIGN SUBTOTAL
			\$78,924
RIGHT-OF-WAY			
UNDEVELOPED	ACRE	1.53	\$25,000
DEVELOPED	ACRE		\$900,000
RESIDENTIAL RELOCATIONS	EACH		
i-15 Crossing	EACH	0	\$2,000,000
ROW ACQUISITION (MAPS, APPRAISALS, ETC)	LUMP	15%	\$5,727
			RIGHT-OF-WAY SUBTOTAL
			\$43,969
			PROJECT SUBTOTAL
			\$517,453