



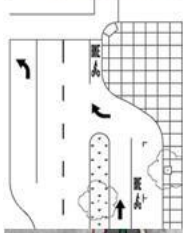
- 1.0 | Project Summary Information
- 2.0 | Project Scope
- 3.0 | Project Ranking
- 4.0 | Air Quality Report
- 5.0 | Project Cost Estimate
- 6.0 | Supplemental Information

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



## 1.0 | Project Summary Information

**1.1 Project Name** (35 letters max) Provo Lakeview Parkway Phase 4



**1.2 Project Type Road - New Construction**

**1.3 Limits** (descriptions should be identifiable. i.e: intersections, place names, landmarks, 35 characters max) Lakeview Parkway; Center Street to 620 North



**1.4 Project Description** (summary of project) This phase will construct an arterial roadway from Center Street to 620 North, including construction of a new bridge over the existing Provo River. The project will also include a 10' multi-use trail along the west side of the road which will provide connections to the proposed Provo River Delta Restoration trail network as well as the existing Provo River Parkway trail. Lakeview Parkway Phase 4 will connect Lakeview Parkway at Center Street to Lakeview Parkway at 620 North. When completed Lakeview Parkway will consist of a 5 lane arterial roadway from I-15 to the North Provo limit. The corridor may also provide a location for a transit route in the future.

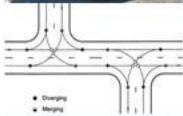


**1.5 Sponsor** (jurisdiction, agency name) Provo City



**1.6 Contact Information**

**Project Manager** Shane Winters  
**Office Phone** 801-852-6742  
**Cell Phone** 801-367-2567  
**Fax** NA  
**Email** swinters@provo.org



**1.7 Cost Estimate**

**Total Project Cost** (include matches, pledged funds, etc.) \$23,725,000  
**MPO funding request** (include any match) \$4,900,000  
**PE Cost** Complete  
**ROW Cost** \$1,000,000  
**Construction Cost** \$16,624,354



Soft Match proposed for project \$18,825,000

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

1

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

This project will alleviate current and future traffic congestion along Geneva Road by providing an alternative transportation corridor, in addition to sidewalk facilities for pedestrians, etc. It will also provide an alternate route to the newly constructed Provo High School. The project at full build-out will be a major improvement for bicycles and pedestrians.

## 2.0 | Project Scope

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

### 2.1 Describe purpose and need of project.

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

### 2.2 Describe existing service/conditions

Current conditions along the proposed corridor includes existing farmland property and the Provo River and the new Provo River alignment that will be re-routed with the Provo River Delta Resoration Project.

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

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

New Provo City Road

#### 2.3.2 Beginning Mile Post

Center Street Lakeview Parkway

#### 2.3.3 End Mile Post

620 North Lakeview Parkway

#### 2.3.4 Length of project

0.6 Miles (3,050 Feet)

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

0 Existing; 4 Proposed

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

120-foot right-of-way widening to 220 foot right-of-way to accommodate the grade separated crossing of the existing Provo River as well as the alignment for the new Provo River as a part of the Provo River Delta Restoration Project.

#### 2.3.7 Facility surface type.

Asphalt roadway with concrete bridges and bridge decks

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

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

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

NA

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

This project will be phase 4 of the Lakeview Parkway project. The project south terminus at Center Street is a continuation of Lakeview Parkway Phase 1 that is currently under construction. The project north terminus is at 620 North which is also a separate phase of Lakeview Parkway which is also under construction. Phase 4 will consist of construction of a new arterial roadway, including construction of a bridge over the existing Provo River. The project will also include a 10-foot multi-use path on the west side of the road, which will provide a connection to the Provo River Parkway trail as well as connections to trails that will be a part of the Provo River Delta Restoration Project. Environmental work will be completed spring of 2018.

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

Yes. This project is part of the Lakeview Parkway Project which ultimately provide connection from the University Avenue/I-15 interchange in Provo proceeding west to the Provo Airport, then north to a point of connection in the vicinity of University Parkway and Geneva Road in Orem. Phase 4 of this project will fill in the center portion of Lakeview Parkway between Center Street and 620 North which are currently under construction.

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

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

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

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

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

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

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

trails, ITS)

The eight foot shoulder provides a place for vehicle accel/decel and future bus stop service when the project is complete. A 10-foot bicycle/pedestrian trail will exist from the I-15 Interchange at University Avenue around the southern and western boundaries of Provo City. This would include a connection to the Provo River Parkway Trail just north of Center Street in Provo. It will also provide connections to the trails surrounding Utah Lake as well as future trails that will be a part of the Provo River Delta Restoration Project.

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

Traffic control would remain the same at the existing intersections. New traffic signals would be included at new intersections as warranted by traffic studies yet to be completed.

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

Right-of-way is complete for the entire portion of the Phase 4 Lakeview Parkway corridor save one remaining parcel. The city is currently in negotiations with the last remaining property owner. It is expected the city will purchase the last property using city funding.

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

Right-of-way is complete for the entire portion of the Phase 4 Lakeview Parkway corridor save one remaining parcel. The city is currently in negotiations with the last remaining property owner. It is expected the city will purchase the last property using city funding.

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

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

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

Categorical Exclusion

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

**2.4.1 Transit Route #**

NA

**2.4.2 Length of project**

NA

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

NA

**2.4.4 What services are provided in the operating of this project?**

NA

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

2.5 Facility Design

	Current Conditions	Design Year Click here to enter	Design Year w/o Improvements
Average Daily Traffic	0	20,000	20,000
Level of Service	NA	A	A
Functional Class	NA	Arterial	Arterial
Design Speed	NA	45 mph	45 mph
*Accident Rate	NA	NA	NA
Transit Ridership	NA	Potential Future Transit Corridor	NA
Ped/Trail Usage	NA	500 +	No Usage
Park and Ride Usage	NA	Potential for future Usage	NA

### 3.0 | Project Ranking

The following categories will be used by MPO staff to score each project. The points associated with each category show what total points MPO staff can give. MPO staff's recommendations will be made available to the MPO TAC Committee for their use in making final project selection recommendations. MPO staff ranking is a tool to aid the MPO TAC Committee in their final selection. The committee is not required to pick projects solely on MPO staff ranks. **Please note, if questions pertinent to the project are not answered, zero points will be given.**

#### 3.1 Congestion Relief (25 Points)

Explain if the project...

- a) Provides an alternate transportation facility that corrects an identified congested problem?  
Lakeview Parkway will become the primary roadway to use when accessing Provo High School. Upon full build-out, it is projected that it would alleviate traffic volumes on Geneva Road and Center Street between 17% - 20% by 2040 and improve travel time between UVU and the Provo City Airport by 20%. Prior to the announcement of the Provo High School being relocated to the west side, it was projected that without the project, Lakeshore Drive daily traffic volumes are expected to increase 160% by 2040. With the addition of the new Provo High School traffic, significant traffic congestion will occur on the current local roadways without the project.
- b) Reduces congestion by reducing the number of vehicles.  
As bicyclists, pedestrians and future transit alternatives are accommodated with the construction of Lakeview Parkway, it is anticipated that single occupancy vehicles will be minimized, thus reducing congestion. The project will include a 10 foot wide multi-use path that will reduce the number of trips made by vehicles. The path will make connections to the Provo River Parkway Trail as well as future trails that are a part of the Provo River Delta Restoration Project.
- c) Reduces the need for additional highway lanes for peak hour capacity.  
This project will provide an alternative route for north/south travel in this area of Utah County, thereby reducing future travel lanes to be required on I-15. It will also reduce the number of vehicles using Geneva Road.
- d) Increases the efficiency of transportation system through traffic management measures.  
This transportation facility will provide connection to the local street network in this area of Provo and provide increased efficiency to this area.
- e) Adds turning movements to relieve a congested intersection.  
The project provides right and left turn lanes for many of the side streets and intersections. Also, the project provides a raised center median to control access and vehicle movements as well as control driveway access along the corridor to reduce/relieve congestion and to improve safety.

#### 3.2 Mode Choice (25 points)

Explain if the project...

- a) Benefits multiple transportation systems (transit and highway, pedestrian and transit). This project will provide a complete street concept serving all transportation modes. In addition, connectivity between different modes of travel such as the trail systems and transit to the airport provide improved access to the airport, and further enhance future transportation options on the west side of Provo.
- b) Promotes alternative transportation solution to SOV use. Current SOV will be reduced since this project will allow separated walking and biking from the arterial and would provide the ability for future bus transit corridor.
- c) Creates or improves linkages between transportation modes. With this project, the trail will complete one more segment of the trail system that will run from the University Avenue Interchange to the Provo River Parkway Trail north of Center Street and continue along the western Provo City boundary. It will also provide linkage to the proposed trails that are part of the Provo River Delta Restoration Project. As future phases are constructed, the trail will provide complete connectivity from University Avenue Interchange to the Geneva Road Trail at University Parkway. In addition, this segment of Lakeview Parkway provides improved access to Provo High School and the Provo City Airport.
- d) Reduces physical, psychological, or economic barriers to carpool, bike, walk, or transit use. This project is part of a phased project to complete the Lakeview Parkway roadway and trail system. The Lakeview Parkway project substantially improves connectivity and access to existing and future transit facilities in Provo which would promote better use of transit within the City. The project will provide improved mobility and access to the Provo Airport and future development in this area. The trail portion of the project will provide a safe bicycle/pedestrian route and also will become destination for active transportation.
- e) Provides incentives to carpool, bike, walk, or transit use. Lakeview Parkway would substantially improve transportation system connectivity which would encourage increased pedestrian, bicycle and transit use along the corridor.

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

Explain if the project...

- a) Provides cost effective emission reductions (air quality score). Qualitatively from a completed project traffic study, this project is part of a plan that would reduce emissions by improving travel times between UVU and the Provo City Airport by 20% in 2040.
- b) Minimizes environmental impacts or reduces existing impacts (e.g. air/water/noise pollution). As part of the initial project design, the preferred project alignment was selected to reduce

environmental impacts to the existing build environment. For instance, the selected preferred alignment, for all phases, has less than 1-acre of delineated wetland impact.

- c) Enhances the natural, cultural, or historic environment.  
The roadway has been designed to provide an inviting landscape, which affords a sense of safety to those using the facilities. The new roadway will stimulate economic activity, provide new community gathering places, and enhance existing Utah Lake recreational facilities. This project environmental process determined the project had little impacts to current site vegetation; historical, archeological, cultural, scenic, natural or recreational qualities.
- d) Mitigates invasive impacts to existing neighborhoods/commercial areas (minimal relocations).  
Through completed public involvement efforts and environmental process the preferred Lakeview Parkway alternative was selected that minimize impacts to existing neighborhoods and reduce traffic on local streets, helping to maintain a great quality of life for residents in the area.

### 3.4 Safety (20 points)

Explain if the project...

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

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

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

Explain if the project...

- a) Effectively distributes funding throughout the MPO area.  
This project has regional significance by connecting Geneva Road in Orem City through the west side of Provo City to the I-15 Interchange at University Avenue. The project not only benefits Provo City, but benefits all communities in Utah County by improving travel times, access, and safety to a significant regional transportation hub, recreational facilities (Provo City Airport and Utah Lake Recreation Area) and the Provo High School site. Provo City is home to a significant percent of Utah County residents and provides many services for residents throughout Utah County.
- b) Phases project in a manner that the MPO can use limited funds efficiently.  
This project has been divided into project phases. The project has received favorable recommendations for funding the past. Previous phases have been funded with County sales tax monies and this is a Phase 1 project which requires continued allocations to complete the project.
- c) Additional funding above required match is pledged toward project (including any soft match).  
Provo City is budgeting \$4,500,000 over the next 3 years to the completion of this phase of the project. Additional City funding will be used to acquire the last remaining parcel of right-of-way that is needed. Funds will also be provided by the Provo River Delta Restoration Project that will pay for the additional bridge that is needed to span the relocation of the Provo River and the associated costs that come with the bridge. Additional city funding has been provided for previous phases of the Lakeview Parkway project. The project has been designed and will be constructed in a manner which will be cost-effective and maximize the funds allocated to the project. Provo City continues to look for any other funding options which would reduce future allocations.
- d) Project sponsor ranking of project.  
1
- e) Project is numbered project within the current RTP.  
The project is listed in the current RTP as project number 16.



## 4.0 | Air Quality Report

All projects that are eligible for CM/AQ and CM/AQ-PM2.5 funds must complete this report. These funds are eligible for projects and programs countywide. Contact Susan Hardy at Mountainland AOG if you need help completing 4.4 Quantitative Analysis below, 801/229-3842 or [shardy@mountainland.org](mailto:shardy@mountainland.org).

### 4.1 Eligibility

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

### 4.2 CM/AQ Program

The purpose of the CM/AQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) in Ozone (O<sub>3</sub>), Carbon monoxide (CO), Particulate Matter – 10 microns (PM<sub>10</sub>), and PM<sub>2.5</sub> non-attainment and maintenance areas. The city of Provo is a maintenance area for CO and Utah County is a non-attainment area for PM<sub>10</sub> and PM<sub>2.5</sub>.

### 4.3 Completing this Report

All projects eligible for CM/AQ funds must complete this report. Completing this report can be quite technical, Susan Hardy, Air Quality Coordinator at Mountainland, can help with filling out this report. Contact her at 801/229-3842 or [shardy@mountainland.org](mailto:shardy@mountainland.org)

### 4.4 Quantitative Analyses

A quantitative assessment of how a proposed project or program is expected to reduce emissions is important to assist in selecting the most effective use of this fund. List below all travel benefits directly related to this project. Air quality benefit calculations must utilize Mobile 6. The air quality analysis should include assessing emission reductions of transit, traffic flow improvements, ITS projects and programs, ridesharing, bicycle and pedestrian improvements. Complete at least one of the sections below. If quantitative analyses cannot be done, do a qualitative assessment in 4.3.

#### a) Vehicle Miles Traveled

Number of Vehicle Miles Traveled reduced (VMT): NA

Average distance of trips reduced: NA

Emission reduction per average weekday: NA

#### b) Idling Time

Average idling time per vehicle reduced: NA

Number of vehicles with reduced idling time: NA

Emission reduction per average weekday: NA

#### c) Vehicle Speed

Average change in vehicle speed (speed before and after): NA

Number of vehicles affected: NA

Emission reduction per average workday: NA

**4.5 Qualitative Assessment**

Although a quantitative analyses of air quality impacts is required whenever possible, some improvements may not lend themselves to rigorous quantitative analysis, because of the projects characteristics or because practical experience is lacking to adequately analyze the project. In these cases, a qualitative assessment based on a reason and logical examination of how the project or program will decrease emissions and contribute to attainment or maintenance of a NAAQS is appropriate.

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

## 5.0 | Project Cost Estimate

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

### 5.1 Cost Summary

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

- a) Preliminary Engineering Completed
- b) Environmental Work Completed
- c) Construction \$16,624,354
- d) UDOT Review (project cost <\$500k = \$5k, >500K = \$10k) \$10,000
- e) Construction Engineering \$831,218
- f) Subtotal (in today's dollars) \$20,087,000
- g) Inflated Cost Factor (inflate to 2022) 1.19
- h) Total 2022 Cost \$23,725,000
- i) Non-MPO Funds Available to Project \$18,825,000
- j) MPO Funding Request (includes 6.77% local match) \$4,900,000

## 6.0 | Supplemental Information

Please submit any supporting documentation including maps, diagrams, charts, cost estimates, etc. that will allow MPO and UDOT staff and any Technical Advisory Committee to make an informed decision regarding the proposed project. **Keep Supplemental Information submittals to 8 pages total.**

### 6.1 Concept Report Submittal

In order to facilitate the distribution of the Concept Reports and any supplemental information, **all Concept Reports shall be combined with any supplemental information and saved in PDF format as one document.** Please note that this might create a large data file that might be too large to emailed. Plan accordingly to submit your report in electronic format (CD, DVD, Flash Drive) by the required due date. **Concept Reports are due by March 8, 2018 at 6pm.**

### 6.2 Contacts, Questions

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

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

Shawn Eliot, AICP  
801/229-3841

seliot@mountainland.org

**PIN: PROJECT # PROJECT NAME: Lakeview Parkway Phase 4 - Center Street to 620 North  
Cost Estimate - Concept Level**

**Prepared By:** Jared Penrod

**Date** 2/7/2018

**Proposed Project Scope:** Construct a new arterial roadway and separated trail from Center Street to 620 North

Approximate Route Reference Mile Post (BEGIN) =	(END) =
Project Length = 0.600 miles	3,050 ft
Current FY Year (July-June) =	2018
Assumed Construction FY Year =	2022
Construction Items Inflation Factor = 1.19	4 yrs for inflation
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.0%
Assumed Yearly Inflation for Right of Way (%/yr) =	3.0%
Items not Estimated (% of Construction) =	10.0%
Preliminary Engineering (% of Construction + Incentives) =	0.0%
Construction Engineering (% of Construction + Incentives) =	5.0%

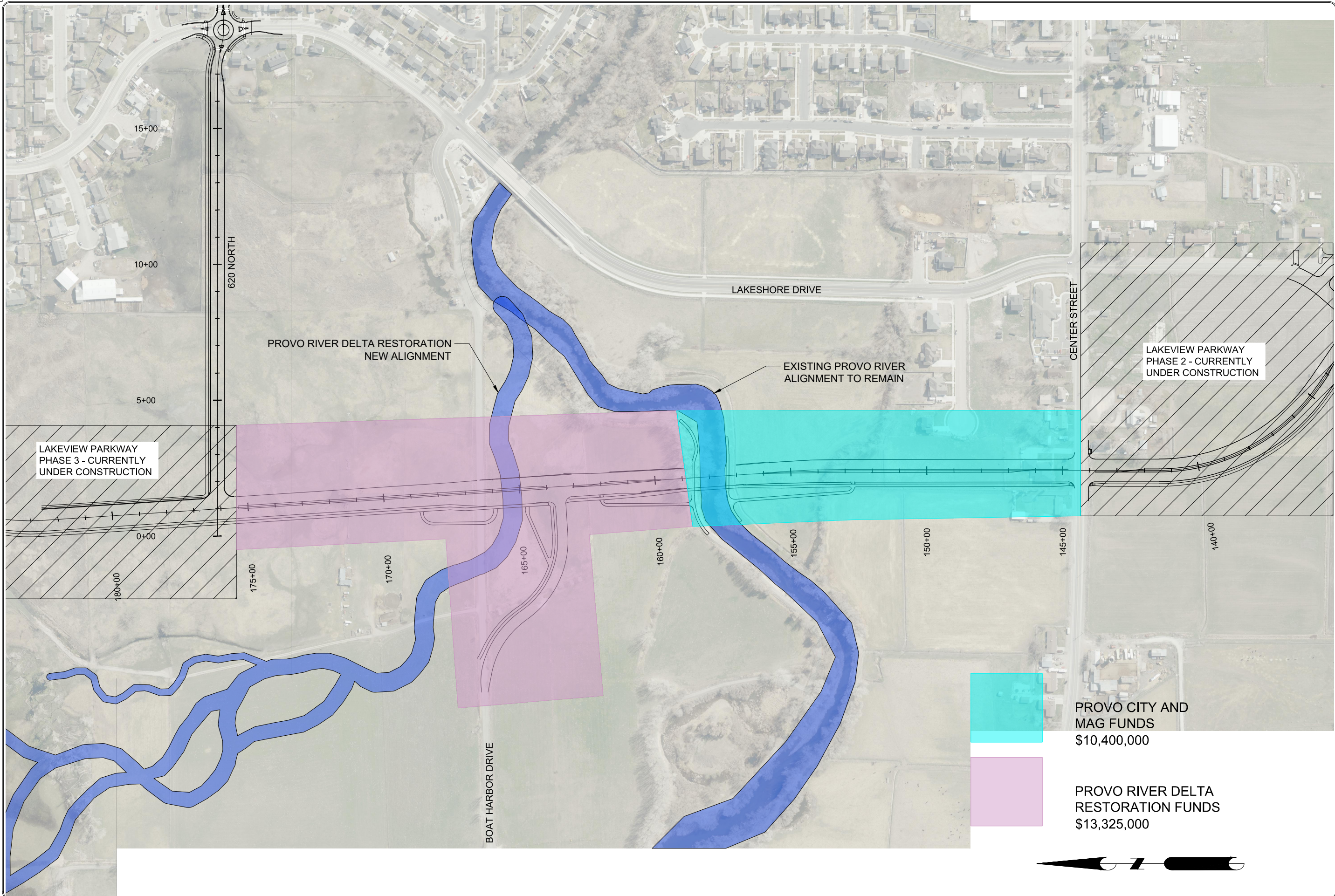
Construction Items	Cost	Remarks
Public Information Services	\$0	
Roadway and Drainage	\$7,442,010	
Traffic and Safety	\$0	
Structures	\$7,548,336	
Environmental Mitigation	\$122,703	
ITS	\$0	
	Subtotal	
	\$15,113,049	
	Items not Estimated (10%)	
	\$1,511,305	
	<b>Construction Subtotal</b>	
	<b>\$16,624,354</b>	
P.E. Cost	P.E. Subtotal	0%
	\$0	
C.E. Cost	C.E. Subtotal	5%
	\$831,218	
Right of Way	Right of Way Subtotal	\$1,000,000
Utilities	Utilities Subtotal	\$0
Incentives	Incentives Subtotal	\$0
Miscellaneous	Miscellaneous Subtotal	\$0

Cost Estimate (ePM screen 505)	2018	2022
P.E.	\$0	\$0
Right of Way	\$1,000,000	\$1,126,000
Utilities	\$0	\$0
Construction	\$16,624,000	\$19,728,000
C.E.	\$831,000	\$935,000
Incentives	\$0	\$0
Aesthetics	0.75% \$125,000	\$148,000
Change Order Contingency	9.00% \$1,507,000	\$1,788,000
UDOT Oversight	\$0	\$0
Miscellaneous	\$0	\$0
<b>TOTAL</b>	<b>\$20,087,000</b>	<b>\$23,725,000</b>

<b>PROPOSED COMMISSION REQUEST</b>	<b>TOTAL</b>	<b>\$20,087,000</b>	<b>TOTAL</b>	<b>\$23,725,000</b>
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### Project Assumptions/Risks

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



LAKEVIEW PARKWAY  
PHASE 3 - CURRENTLY  
UNDER CONSTRUCTION

PROVO RIVER DELTA RESTORATION  
NEW ALIGNMENT

EXISTING PROVO RIVER  
ALIGNMENT TO REMAIN

LAKEVIEW PARKWAY  
PHASE 2 - CURRENTLY  
UNDER CONSTRUCTION

- PROVO CITY AND  
MAG FUNDS  
\$10,400,000
- PROVO RIVER DELTA  
RESTORATION FUNDS  
\$13,325,000



NO.	DATE	BY	REMARKS
1			

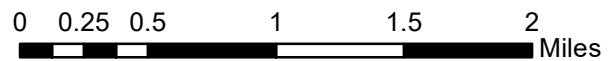
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LAKEVIEW PARKWAY - PHASE 4  
CENTER STREET TO 620 NORTH  
MARCH 2018  
OVERVIEW






Engineering File Number:  
-

Sheet No.  
01

# Lakeview Parkway



## Legend

-  Westside Connector - Mag: \$30M Federal: \$10M Provo: \$1M
-  Phase 2 - MAG: \$6,100,000 Provo: \$450,000
-  Phase 3 - MAG: \$1,490,000 Provo: \$4,000,000
-  Phase 4
-  Future Phase





MAYOR'S OFFICE  
TEL 801 852 6100  
351 W CENTER ST  
PO BOX 1849  
PROVO, UT 84603

December 14, 2017

Mountainland Association of Governments  
586 East 800 North  
Orem, UT 84097

Re: Lakeview Parkway Phase 4; Center Street to 620 North Project

To Whom It May Concern:

The City of Provo desires to acquire funding to construct an arterial roadway from Center Street to 620 North. The project will include constructing a new bridge over the Provo River as well as include a 10' multi-use trail along the west side of the road. Lakeview Parkway Phase 4 will connect Lakeview Parkway at Center Street to Lakeview Parkway at 620 North. When completed Lakeview Parkway will consist of a 5 lane arterial roadway from I-15 to the North Provo Limit.

As mayor of Provo I wanted to let you know that I am fully supportive of this project. Completing Lakeview Parkway is an important priority for the City and would facilitate further growth and development for the new Provo High School.

If you need any information from the City, please let me know. Thank you for your assistance.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michelle Kaufusi". The signature is fluid and cursive, with a long horizontal stroke at the end.

Michelle Kaufusi  
Mayor