

Active Transportation Improvements in Southern Utah: Trail Projects to Reduce Vehicle Miles Traveled

Budget Narrative

Submitted to:



Submitted by:



Contents

1. Introduction 1

2. Detailed Costs for SR-7 Trail 1

3. Detailed Costs for SR-9 and US-89 Trail 3

Tables

Table 1. Total Project Cost 1

Table 2. Project Cost Summary for SR-7 Trail..... 1

Table 3. Detailed Segment Cost for SR-7 Trail Segments 6, 7, 8, 9, and 10..... 2

Table 4. Detailed Segment Cost for SR-7 Trail Segments 11, 12, 13, 14, and 15..... 2

Table 5. Detailed Segment Cost for SR-7 Trail Segments 16, 17, 18, 19, and 21..... 2

Table 6. Detailed Project Cost Summary for SR-9 and US-89 Trail..... 3

Table 7. Detailed Segment Cost for SR-9 and US-89 Trail Segments 1, 2, 3, and 4 4

Table 8. Detailed Segment Cost for SR-9 and US-89 Trail Segments 6 and 7 4

Appendices

- Appendix A: [Letters of Support](#)
- Appendix B: [Project Cost Estimate](#)
- Appendix C: [UDOT Mode Shift Tool Documentation](#)
- Appendix D: [Emissions Reduction Calculation](#)

Abbreviations

| | |
|---------|--|
| NEPA | National Environmental Policy Act |
| Project | Active Transportation Improvements in Southern Utah: Trail Projects to Reduce Vehicle Miles Traveled Project |
| SR-7 | State Route 7 |
| SR-9 | State Route 9 |
| UDOT | Utah Department of Transportation |
| US-89 | U.S. Highway 89 |

Budget Narrative

1. Introduction

The total cost of the Active Transportation Improvements in Southern Utah: Trail Projects to Reduce Vehicle Miles Traveled Project (the Project) is \$127.7 million (Table 1). The Project would include constructing over 60 miles of a regional trail system in variable desert terrain that crosses many jurisdictions. The detailed cost estimates by trail and by segment are included in [Appendix B, Project Cost Estimate](#), and summarized below. The trails have broad support at all levels, including support from residents, mayors, county councils, nonprofits, and state agencies. See [Appendix A, Letters of Support](#), for letters of support.

Table 1. Total Project Cost

| Trail | Year of Cost | Cost |
|----------------------|--------------|---------------|
| SR-7 Trail | 2027 | \$24,940,000 |
| SR-9 and US-89 Trail | 2028 | \$102,796,000 |
| Total Project Cost | | \$127,736,000 |

Source: [Appendix B, Project Cost Estimate](#)

2. Detailed Costs for SR-7 Trail

The total cost for the State Route 7 (SR-7) trail is detailed in Table 2. The cost per segment of the SR-7 trail is provided in [Appendix B](#) and in Table 3 through Table 5. Based on the construction schedule, the costs are in 2027 dollars. The proposed SR-7 trail is 26.1 miles long and would be located in relatively flat terrain. Construction would take place in UDOT’s existing right-of-way. For more information, see the online story map for the [SR-7 Active Transportation Plan](#).

Table 2. Project Cost Summary for SR-7 Trail
In 2027 dollars

| Activity | Cost |
|--------------------------------|--------------|
| Preliminary engineering (20%) | \$3,269,000 |
| Construction | \$17,926,000 |
| Construction engineering (10%) | \$1,632,000 |
| Contingency (9%) | \$1,613,000 |
| Categorical exclusion | \$500,000 |
| Total Project Cost | \$24,940,000 |

Source: [Appendix B, Project Cost Estimate](#)

Table 3. Detailed Segment Cost for SR-7 Trail Segments 6, 7, 8, 9, and 10

In 2027 dollars

| Activity | Segment 6 Southern Hills | Segment 7 Fort Pearce Wash | Segment 8 Airport Parkway | Segment 9 Milepost 8 to 9 | Segment 10 Milepost 9 to Warner Valley |
|---------------------------|-----------------------------|----------------------------------|---------------------------------|------------------------------|--|
| Preliminary Engineering | \$212,000 | \$640,000 | \$134,000 | \$128,000 | \$155,000 |
| Construction | \$1,162,000 | \$3,511,000 | \$734,000 | \$705,000 | \$850,000 |
| Construction Engineering | \$106,000 | \$320,000 | \$67,000 | \$64,000 | \$77,000 |
| Contingency (9%) | \$104,000 | \$316,000 | \$66,000 | \$64,000 | \$76,000 |
| Total Segment Cost | \$1,584,000 | \$4,787,000 | \$1,001,000 | \$961,000 | \$1,158,000 |

Source: [Appendix B, Project Cost Estimate](#)

Table 4. Detailed Segment Cost for SR-7 Trail Segments 11, 12, 13, 14, and 15

In 2027 dollars

| Activity | Segment 11 Warner Valley Road | Segment 12 3650 South | Segment 13 Long Valley Trail | Segment 14 Long Valley Road | Segment 15 Canal Trail |
|---------------------------|-------------------------------------|--------------------------|------------------------------------|-----------------------------------|---------------------------|
| Preliminary Engineering | \$250,000 | \$121,000 | \$207,000 | \$32,000 | \$79,000 |
| Construction | \$1,373,000 | \$661,000 | \$1,135,000 | \$175,000 | \$432,000 |
| Construction Engineering | \$125,000 | \$60,000 | \$103,000 | \$16,000 | \$39,000 |
| Contingency (9%) | \$124,000 | \$60,000 | \$102,000 | \$16,000 | \$39,000 |
| Total Segment Cost | \$1,872,000 | \$902,000 | \$1,547,000 | \$239,000 | \$589,000 |

Source: [Appendix B, Project Cost Estimate](#)

Table 5. Detailed Segment Cost for SR-7 Trail Segments 16, 17, 18, 19, and 21

In 2027 dollars

| Activity | Segment 16 Warner Valley Crossing | Segment 17 Turf Sod Road | Segment 18 Dixie Spring Drive | Segment 19 2300 South to SR-9 | Segment 21 2300 South to 3000 South |
|---------------------------|---|-----------------------------|-------------------------------------|-------------------------------------|---|
| Preliminary Engineering | \$298,000 | \$147,000 | \$419,000 | \$298,000 | \$149,000 |
| Construction | \$1,635,000 | \$807,000 | \$2,296,000 | \$1,635,000 | \$815,000 |
| Construction Engineering | \$149,000 | \$74,000 | \$209,000 | \$149,000 | \$74,000 |
| Contingency (9%) | \$147,000 | \$72,000 | \$207,000 | \$147,000 | \$73,000 |
| Total Segment Cost | \$2,229,000 | \$1,100,000 | \$3,131,000 | \$2,229,000 | \$1,111,000 |

Source: [Appendix B, Project Cost Estimate](#)

3. Detailed Costs for SR-9 and US-89 Trail

The total cost for the State Route 9 (SR-9) and U.S. Highway (US-89) trail is shown in Table 6. Based on the construction schedule, the costs are in 2028 dollars. The cost per segment of the SR-9 and US-89 trail is provided in [Appendix B](#) and in Table 7 and Table 8. The proposed SR-9 and US-89 trail is 35.6 miles long and would be located in variable terrain that is rocky and hilly with some flat areas. Construction would take place in UDOT’s existing right-of-way and on land owned by other entities. The SR-9 and US-89 trail requires a more in-depth National Environmental Policy Act (NEPA) process because some segments would be located on property managed by the Bureau of Land Management. For more information on these trail segments, see the online story map for the [SR-9 and US-89 Kane County Active Transportation Plan](#).

Table 6. Detailed Project Cost Summary for SR-9 and US-89 Trail

2028 dollars

| Activity | Cost |
|--------------------------------|---------------|
| Preliminary engineering (20%) | \$10,750,000 |
| Construction | \$75,246,000 |
| Construction engineering (10%) | \$7,525,000 |
| NEPA | \$325,000 |
| Administrative services | \$105,000 |
| Bidding and negotiation | \$85,000 |
| UDOT compliance | \$110,000 |
| Survey | \$378,000 |
| Additional NEPA assumption | \$1,500,000 |
| Contingency (9%) | \$6,772,000 |
| Total Project Cost | \$102,796,000 |

Source: [Appendix B, Project Cost Estimate](#)

Table 7. Detailed Segment Cost for SR-9 and US-89 Trail Segments 1, 2, 3, and 4

2028 dollars

| Activity | Segment 1 Zion to Mt. Carmel Phase 1A | Segment 2 Zion to Mt. Carmel Phase 1B | Segment 3 Kanab to Mt. Carmel Phase 2A | Segment 4 Kanab to Mt. Carmel Phase 2B |
|---------------------------|---|---|--|--|
| Preliminary engineering | \$1,538,000 | \$1,899,000 | \$1,832,000 | \$3,043,000 |
| Construction | \$10,766,000 | \$13,292,000 | \$12,827,000 | \$21,298,000 |
| Construction engineering | \$1,077,000 | \$1,329,000 | \$1,283,000 | \$2,130,000 |
| NEPA | \$65,000 | \$74,000 | \$40,000 | \$53,000 |
| Administrative services | \$14,000 | \$29,000 | \$15,000 | \$21,000 |
| Bidding and negotiation | \$13,000 | \$15,000 | \$13,000 | \$18,000 |
| UDOT compliance | \$16,000 | \$19,000 | \$17,000 | \$23,000 |
| Survey | \$49,000 | \$56,000 | \$88,000 | \$116,000 |
| Contingency (9%) | \$969,000 | \$1,196,000 | \$1,154,000 | \$1,916,000 |
| Total Segment Cost | \$14,507,000 | \$17,909,000 | \$17,269,000 | \$28,618,000 |

Source: [Appendix B, Project Cost Estimate](#)

Table 8. Detailed Segment Cost for SR-9 and US-89 Trail Segments 6 and 7

2028 dollars

| Activity | Segment 6 Mt. Carmel to Glendale Phase 3A | Segment 7 Mt. Carmel to Glendale Phase 3B |
|---------------------------|---|---|
| Preliminary engineering | \$1,236,000 | \$1,202,000 |
| Construction | \$8,649,000 | \$8,414,000 |
| Construction engineering | \$865,000 | \$841,000 |
| NEPA | \$54,000 | \$39,000 |
| Administrative services | \$15,000 | \$11,000 |
| Bidding and negotiation | \$15,000 | \$11,000 |
| UDOT compliance | \$20,000 | \$15,000 |
| Survey | \$40,000 | \$29,000 |
| Contingency (9%) | \$779,000 | \$758,000 |
| Total Segment Cost | \$11,673,000 | \$11,320,000 |

Source: [Appendix B, Project Cost Estimate](#)