

# Concept Report Form Dixie M.P.O. (2020-2021)

Email address \*

arthur@cityofhurricane.com

Project Title \*

Purgatory Road Design

Project Location and Brief Description \*

This project is the regionally master planned connection between SR-9 and SR-7 through the Purgatory Valley and across the Virgin River. This funding request is to cover the cost for roadway design from SR-9 to the Virgin River. This does not include a request to design the river crossing, but rather to tie into the roadway network in Washington City on the north side of the Virgin River.

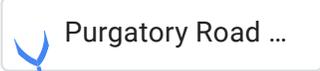
Sponsor \*

Hurricane

Cost Estimate \*

500000

Please Attach Cost Estimate

 Purgatory Road ...

Funds Applying For Check all that Apply \*

Small Urban

FTA 5307 (Transit)

5309

5310

5311

Transportation Alternatives Program

Other: .....

Project Management

Contact Person \*

Arthur LeBaron .....

Mobile Number

(435) 632-3462 .....

Phone Number \*

(435) 635-2811 x113 .....

Email Address \*

arthur@cityofhurricane.com

Project Validation

Is the Project in the Dixie MPO Regional Transportation Plan? \*

Yes

No

Explain

This project is on the Regional Transportation Plan, and is partially funded for right-of-way acquisition on the current Transportation Improvement Plan with corridor preservation funds. An Environmental Assessment (EA) has been completed for this project and the next step is to undertake a final design effort prior to going to construction.

Is The Project (Please Check All That Apply) \*

New?

Add Capacity?

An Improvement?

Expansion or Rehabilitation to an Existing System?

Other: .....

If "Other" in the above question please explain

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Is a "local match" commitment letter included? \*

Yes (attach below)

No (submit under separate cover)

Upload a "local match" commitment letter here.



### Physical Roadway Aspects of The Project

Facility Design Elements \*

The project consists of new roadway, including subgrade, roadbase, asphalt, and utilities that would normally be placed beneath the asphalt. A regional 12-foot wide trail will also be included with the project. There are two intersections on the north end of the project that will be required to be reconfigured.

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Current Average Daily Traffic

685

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2050 Average Daily Traffic

7058

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Current Level Of Service

2050 Level Of Service (No-Build Scenario)

Masterplan Functional Class

Is the roadway on the UDOT Functional Classification?

Masterplan Design Speed \*

Current Accident Rate

Per million vehicles miles traveled or million vehicles entering

Zero

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Other information?

As this project is establishing a new connection the Level of Service and Traffic Volume answers above do not tell the entire story. There is a traffic memo in Appendix B of the Environmental Assessment that speaks to the impact of this project on the Level of Service on other regional collector and arterial roads. I would encourage the group to review the traffic memo to see how the project will have a positive impact regionally, bringing forecasted Levels of Service up under the build scenario in 2040.

Transit Operations

Rolling Stock Specification

NA

Facility Design

NA

Usage

NA

Pedestrian/Bicycle and Trail

Facility Design

See above. This will be an important and attractive Active Transportation corridor.

Usage

See above.

## Park and Ride

### Facility Design

This facility will provide quick access for a large population to park at the Regional Park and use the St. George to Springdale transit line, should a stop be established at Purgatory.

### Usage

This facility will provide quick access for a large population to park at the Regional Park and use the St. George to Springdale transit line, should a stop be established at Purgatory.

## Unified Plan Goals and Measures

### Safety \*

How would the project reduce fatal or serious injury crashes? Is a crash history of the project area available in the Numetrics database? (<https://udot.numetric.com>)

This project will have an immediate positive impact on safety by increasing levels of service at key intersections and on major corridors in the region. This project also will provide the much needed second access to the Purgatory Valley that has been an issue for many years. When this project is constructed there will be a noticeable reduction in congestion at the intersection of 5300 W and SR-9, especially during events such as the Washington County Fair.

### Economic Vitality \*

How does this project increase the number of jobs, services, and desired destinations that can be reached within a certain travel time?

This project will provide a convenient connection between the Purgatory Valley, which is a largely industrial, and residential areas to the south that will see the Purgatory as a commerce or employment destination.

State of Good Repair \*

How will the facility, system or equipment be maintained when completed and open for service?

This project will be maintained by each jurisdiction through which it will run: Washington City, Washington County, and Hurricane City.

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How would the project reduce vehicle hours of travel? \*

This is a new connection that will allow the public to avoid the long route around SR-7/Sand Hollow Road/SR-9 or SR-9/Telegraph Street. See the traffic memo in the EA, Appendix B.

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Mobility \*

To what extent does this project promote alternative modes or choices to make trips? How does the project accommodate ADA requirements or improve movement of goods and services?

This has been answered in the questions already asked.

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Project Specific Information

Describe how the project is consistent with local plans \*

Has this project evolved through local determination of need and political buy-in? Is it consistent with locally developed transportation or land use plans, community and economic development or capital improvement plans? Where does it rank in terms of sponsor priorities? The higher the local priority, the higher the score.

This project is on the Hurricane City and Washington City Transportation Master Plans, as well as the DMPO Regional Transportation Plan. An Environmental Assessment has already be completed and preferred alignment identified. Right-of-Way Purchases have also begun through the use of COG corridor preservation funds.

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To what extent is the project Regionally Significant \*

Has the sponsor clearly described the facts surrounding why this project is of regional importance in solving transportation problems that exist from a metropolitan or regional perspective? The greater the regional significance, the higher the score.

This project is very regionally significant, increasing Levels of Service in many locations around, and reducing travel time/distance for many trips.

Purpose and Need

To what extent have studies, research, or other documents been used to support and substantiate the need for this project? Do outputs from the travel modeling process support the project? Is the statement of purpose and need clear, viable and defensible? The stronger the purpose and need, the higher the score.

Describe the need for the project: \*

From Chapter 1 of the EA: Lack of north-south roadways linking SR-9 and Southern Parkway (SR-7). Lack of public secondary access to rapidly growing Purgatory Flat. Existing development in the northerly area of the Purgatory Flat has only one access point, the 5300 West and SR-9 intersection. Lack of access to the developable areas of the Purgatory Flat, which are planned for industrial, residential, and commercial uses.

Describe the purpose of the project: \*

From Chapter 1 of the EA: Improve regional system linkage and mobility. Improve the health, welfare, and safety of the public. Support local economic development through mobility improvements.

Is there any right-of-way or property purchase required? \*

To what extent are these elements completed? Will condemnation be required, or does the sponsor have the ability to pay fair market value? The further along this process is, the higher the score.

We have acquired some of the right-of-way, but there is still much acquisition that needs to take place. We need to get the design completed in order to continue with right-of-way acquisition.

Is there any utility work or utility impacts?

State law allows sponsors to require utility owners to pay for needed work, prior to, during or after system improvements. To what extent is the sponsor applying this opportunity? To what extent is the sponsor assuring system integrity after utility work is done? To what extent is the sponsor depending upon UDOT Funding to address utility issues? The less a sponsor depends upon UDOT funding to address utilities, the higher the score.

There will be some utility work that will need to be done to the intersections on the north end that need to be reworked. Utility work will be funded by the separate utility entities.

Indicate who will do the utility work and who will pay for it. \*

Utility work will be funded by the separate utility entities.

To what extent will access management be improved by this project? \*

To what extent does the project improve access conflicts and implement good access management with regard to adjacent properties? The better the project addresses access management, the higher the score.

The project will be subject to jurisdictional access management plans.

To What Extent Does the Project Affect The Following?

Inter-connectivity \*

To what extent does the project increase convenience and provide route continuity within a community and between communities? Does it accommodate high traffic flow? The more a project accommodates high traffic flow, the higher the score.

Refer to Purpose and Need statements above.

Circulation \*

To what extent does the project provide trip circuitry options for travel, rather than one directional origin back to destination? Does it provide interconnection of road networks to facilitate many optional route choices? The more a project enhances circulation, the higher the score.

Refer to Purpose and Need statements above.

### Facility Usage \*

Will this facility foster improved ridership and satisfaction of trip demand, i.e., is there a clear demand for the project? The more a project satisfies a demonstrated demand, the higher the score.

The traffic memo in Appendix B of the Environmental Assessment shows a clear demand for this project and how it will be beneficial regionally.

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### Level of Service \*

To what extent will this project improve level of service, be it increased seat or lane capacity? Will it resolve a congestion problem? The more a project improves congestion, the higher the score.

The traffic memo in Appendix B of the Environmental Assessment shows a clear demand for this project and how it will be beneficial regionally.

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### Environment \*

To what extent have environmental issues been prevented, mitigated, or managed, and clearances completed? The further along a project is in the environmental process, or the lower the potential for significant environmental impact, the higher the score.

All environmental concerns have been summarized and mitigation commitments stated in the FONSI contained in the EA.

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Please provide plans, sketches, aerials or designs with this concept report to assist in the evaluation of this project email to [mlee@fivecounty.gov](mailto:mlee@fivecounty.gov)

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