CCCOG Application - ROADS

¾ CENT SALES TAX FUNDING FOR TRANSPORTATION PROJECTS
Cache County Council of Governments (CCCOG)

COURTESY NOTICE OF INTENT-TO-APPLY ARE DUE April 11, 2014
Please email Jeff Gilbert (jeff.gilbert@cachecounty.org) and notify him of the project you intend to apply for CCCOG funding and the estimated request amount. (Note: failure to provide notice by the deadline will NOT disqualify a projects application)

APPLICATIONS ARE DUE BY 5:00 PM ON April 25, 2014
Submit completed application(s) to: Cache County Executive, 199 N. Main, Logan UT. Applicants must submit four (4) copies.

Your responses on this application will be used to assign scores based on the CCCOG adopted Transportation Project Prioritization Process (available at http://cachempo.org/?page_id=405).

Basic Eligibility Requirements

1) According to state code, funds can only be used for road projects. Only capacity improvement projects are eligible on minor/major collector or minor/principle arterials.
2) Projects located in the planning boundary of the Cache Metropolitan Planning Organization (CMPO) must be included in the CMPO’s 2035 Highway Vision Plan (Figure 10 of the CMPO’s Regional Transportation Plan 2035 found at http://cachempo.org/?page_id=53).
3) Project applicants must provide a minimum 7% local cash or in-kind match.
4) The roadway pavement design for projects must be as good as or better than the pavement design criteria found in Cache County’s adopted Road Standards.
5) All typically associated “standard” roadway improvements are eligible expenses for CCCOG funds (e.g. sidewalks, curb & gutter, utility relocations, standard street lighting and landscaping). Any “premium” or upgraded roadway amenities (historical or decorative street lights, upgraded landscaping or utilities etc) are considered project “betterments” and must be paid by the local jurisdictions. Prior to awarding a construction contract, funded applicants must submit a buildable plan set for review by the CCCOG chair, Cache County Executive and CCCOG staff.
6) Late applications will not be accepted.

1. DATE OF SUBMITTAL – 04/25/2014

2. PROJECT NAME
   a. Title: Hammer Road Intersection Realignment
   b. Limits: SR101 – Hammer Road

3. PROJECT DESCRIPTION –

The project includes the realignment of the intersection of Hammer Road with SR101. Currently this intersection joins SR101 at an acute angle of approximately 30 degrees on a vertical curve which limits site distance in both directions. The realignment project relocates the intersection past the apex of the vertical curve, orients the intersection at 90 degrees, and increases site distance to appropriate dimensions. The project also will add acceleration and deceleration lanes to mitigate hazards of merging onto the highway.
4. PROJECT MANAGEMENT
   a. Sponsor Jurisdiction: Hyrum City Corporation
   b. Contact person: Craig Neeley – AQUA Engineering
   c. Phone number: 801-299-1327
   d. FAX Number: 801-2990153
   e. Email Address: craign@aqueng.com

5. PROJECT COST ESTIMATE - Total: $234,193.00 Local Match*: $15,400.00
   PE: $15,400.00 ROW: $0 (Previously Obtained) Construction: $218,793.00
   *Applicants must provide at least a 7% local match


7. REGIONAL SIGNIFICANCE OF PROJECT – This intersection is utilized daily by truck
   traffic accessing a recycling facility located along hammer road. A safer intersection will
   benefit the region and will reduce car/truck interactions

ROAD PROJECT INFORMATION

1. Is project in an approved municipal transportation plan - No

2. Describe purpose and need of project - SR101 is posted 50 mph and with limited site distance this
   intersection is considered hazardous. This intersection has been the site of several accidents in
   the past including one fatality. This intersection and Hammer Road access an industrial area
   with heavy truck traffic which exacerbates the intersection geometry issues and safety.

3. Congestion -
   a. What is the current cause of congestion in the project area (i.e. insufficient turn lanes, lack of signal coordination, etc.)
      Improper intersection geometry, insufficient site distance, lack of acceleration and
deceleration lanes
   b. What will this project do to alleviate congestion on this or other facilities -
      Relocating the intersection beyond the apex of the vertical curve and realigning it to 90
      degrees to SR101 will increase site distances to acceptable levels. Adding acceleration and
deceleration lanes will allow for merging traffic (particularly trucks) to do so in a much safer
manner minimizing interference with thru-traffic.

4. Project Length in miles - <0.5

5. Project Data - (Average Daily Traffic (ADT) must be documented with traffic counts for existing road projects. The
   LTAP Center at USU can provide this service 797-2931).

<table>
<thead>
<tr>
<th></th>
<th>Current Year</th>
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</thead>
<tbody>
<tr>
<td>Average Daily Traffic (ADT)</td>
<td>70</td>
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<tr>
<td>Planned Functional Class</td>
<td>Local</td>
</tr>
<tr>
<td>Design Speed</td>
<td>35 MPH</td>
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</table>
6. Utility Work -
   a. Describe utility work to be performed and indicate who will do work -
      (funds cannot be used for new utility construction. Municipalities can require utility company to relocate utilities.)
      There will not be any utility construction associated with this project. Hyrum City has
      previously relocated power poles that would have been affected.

7. Right-of-Way –
   a. What current right-of-way is already secured –
      ROW along Hammer Road has been obtained previously by the city to complete the project.
      A ROW permit issued by UDOT will be required for relocation of the intersection.
   b. What additional right-of-way is needed –
      None

8. Pedestrian / Bike / Trail Facilities –
   a. Explain how these types of facilities will be incorporated into project -
      There is a master planned pedestrian and bicycle path to be built along Hammer Road but
      construction has not been started. This project will not affect the plans for this pathway.

9. Plans/Sketches:
   a. Proposed Improvements – Provide concept level engineering sketches both plan and section for
      proposed improvements. Show the transition from existing to the proposed final improvement.
      Include all proposed lane widths and other dimensions, pedestrian facilities, right-of-way
      acquisition, etc.

      See attachments

   b. Project Time Line – Provide an outline of the project development and a proposed timeline. The
      timeline should be detailed from the year funding is requested and show the amount of time needed
      to complete the various activities associated with the project.

Spring 2014 – CCCOG Application Submittal
June 1, 2014 – July 1, 2014 Engineering Design (30 days)
July 1, 2014 – August 1, 2014 Project Bidding and Contractor Selection (30 days)
August 1, 2014 – October 31, 2014 Construction (90 days)
PROJECT COST ESTIMATE

See Attached Engineer’s Cost Estimate

TOTAL COSTS

<table>
<thead>
<tr>
<th>Item</th>
<th>Total Cost</th>
</tr>
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<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>$2,400.00</td>
</tr>
<tr>
<td>Environmental Work</td>
<td>$0</td>
</tr>
<tr>
<td>Construction</td>
<td>$218,793.00</td>
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<tr>
<td>Right of Way</td>
<td>$0 (already obtained)</td>
</tr>
<tr>
<td>Construction Engineering</td>
<td>$13,000.00</td>
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<tr>
<td>Total Cost</td>
<td>$234,193.00</td>
</tr>
<tr>
<td>Inflation Cost Factor (inflate to year of proposed construction)</td>
<td>Yrs. 0 @ 3%</td>
</tr>
<tr>
<td>Total Inflated Cost</td>
<td>$234,193.00</td>
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CCCOG Scoring Considerations

Your responses to these items will be used by CCCOG voting members to assign a score to these categories of the criterion.

Cost-Effectiveness Criterion (#2): Identify any extraordinary cost savings expected for your project’s ongoing operation and maintenance. Also, please justify your project’s overall cost-benefit. If applicable, what is your project’s cost per lane mile?

Compliance with Applicable Federal Laws or Regulations (#3): Will your project meet all applicable Federal laws and regulations?
Community Economic Criterion (#4): Describe the overall economic impact of your project.
SECTION

SCALE: 1" = 20' - 0"
<table>
<thead>
<tr>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
<th>Base Cost</th>
<th>Total Cost</th>
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</thead>
<tbody>
<tr>
<td>NORTH HAMMER ROAD IMPROVEMENTS (24' Width - 500' LF from SR101 Intersection)</td>
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<tr>
<td>Mobilization</td>
<td>LS</td>
<td>1</td>
<td>$10,000.00</td>
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<tr>
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<tr>
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<td>195</td>
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<td>Street Signage</td>
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<tr>
<td>18&quot; HDPE Culvert</td>
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<td>SR101 ROAD IMPROVEMENTS</td>
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**Total Probable Construction Costs**: $190,255.00

ADD 15% Contingency: $28,538.00

**ALL IMPROVEMENTS AND CONTINGENCY SU TOTAL**: $218,793.00

Preliminary Engineering & Survey: $2,400.00

Engineering and Management: $13,000.00

**TOTAL PROBABLE COSTS**: $234,193.00