1.1 Project Name: Eastern Gateway Street Improvements

1.2 Project Description: Reconstruct and rehabilitate 500 North Street from the city limits easterly to the intersection of 500 North and 100 East to the intersection of 400 North and 100 East to the right-of-way of SH-23. Work to include pulverizing existing asphalt, regrading cross-section, compaction, widening 100 East and 400 North streets to city standard, relocating mailboxes and placing 3-inches of HMA pavement.

1.3 Sponsor (jurisdiction): City of Mendon

1.4 Contact Information
   - Project Manager: Kirk Taylor
   - Office Phone: 435-890-4540
   - Cell Phone: 435-770-6138
   - Email: Kirk@MendonCity.org

1.5 Cost Estimate
   - Total Estimated Project Cost: $200,000
   - COG Funding Requested: $200,000
   - Local Cash Match: 0
   - Soft (or in-kind) Match proposed for project: 0

1.6 Regional Significance
   If your project is in the CMPO area, is it included in the 2040 CMPO Regional Transportation Plan (see Figure 11, http://cachempo.org/?page_id=53)?
   No, but project is a spot improvement

Note: Projects in the CMPO area that are not included in the 2040 Regional Transportation Plan (figure 11) are eligible only as a safety or "spot" improvement and are limited to a maximum of $200,000 in COG funding.

How is the project corridor classified on the Utah State Functional Class Map?
   Minor Arterial

Note: According to state code, projects in the CMPO area that are not listed as collector or arterial roads are not eligible for this funding.

1.7 Local Significance

Describe how your project is consistent with any local plans.
   This project is consistent with Mendon City's General Plan
2.0 | Project Scope
Please complete the following sections to help the COG board better understand your project.

2.1 Describe purpose and need of project. Structural rehabilitation, enhance mobility and increase safety.

2.2 Describe existing service/conditions The route is the primary means for providing east/west access from Mendon to Logan; and, is also used by semi-trucks, farm equipment, and recreational and competitive cyclists. The roadway surface is exhibiting extensive fatigue cracking including some areas of block and edge cracking, and transverse and longitudinal cracking.

2.3 Length of project 0.63 Miles

2.4 Describe how project will alleviate congestion on this or other facilities. There is no congestion at this location; this is primarily being completed as a safety and mobility improvement.

2.5 Describe any safety improvements for vehicular and bicycle/pedestrian traffic. 100 East and 400 North will be widened to accommodate bicycle and pedestrian traffic more safely.

2.6 Describe traffic control changes at intersections. Four-Way Stop at 500 North and 100 East; Single Stop at 400 North and 100 East; Two-way Stop on Main; Stop at 400 North to SH-23.

2.7 What right-of-way is already secured? All improvements will be completed within existing right-of-way.

2.8 What additional right-of-way is needed? None

2.9 Describe utility work to be performed and indicate who will do the work. No utility work is required.
3.0 | Project Ranking

The following categories will be used by individual COG Board Members to score each project. Some of the criteria have "preliminary" points assigned by set criteria contained in the approved project prioritization process. Individual COG board members can adjust these scores by assigning a different final score for the category (if they see fit). The scoring of some categories (section 3.2 & 3.5) are at the total discretion of individual board members (based on how you respond to this application and the information you provide when you present your project to the board). Your responses in this section will be used to assign scores based on the COG adopted Transportation Project Prioritization Process (available at http://cachempo.org/?page_id=994).

3.1 Congestion Relief Criterion (10 Points)

Staff will use the data you provide for this category to assign points based on the volume to capacity ratio for the project roadway (adjacent parallel roadways for new roads). More congested roadways will receive more points based on the adopted criteria.

<table>
<thead>
<tr>
<th>Category</th>
<th>Current Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Daily Traffic</td>
<td>1030 AADT</td>
</tr>
<tr>
<td>Functional Class</td>
<td>Minor Arterial</td>
</tr>
<tr>
<td>Design Speed</td>
<td>25 MPH</td>
</tr>
</tbody>
</table>

a) Does your project provide an alternate transportation facility that corrects an identified congested problem?
   No

b) Does your project add capacity for turning movements to relieve a congested intersection or chokepoint?
   No

3.1 Congestion Relief Criteria Scoring (This section will be completed by COG Staff and Board)

<table>
<thead>
<tr>
<th>Project Volume to Capacity ratio results (staff calculated)</th>
<th>10 Points Max</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Score (based on set scoring criteria)</td>
<td></td>
</tr>
<tr>
<td>Final/Adjusted Score (assigned by COG Member)</td>
<td>10 Points Max</td>
</tr>
</tbody>
</table>

3.2 Cost-Effectiveness Criterion (8 points)

This criterion requires an estimate of potential benefits and costs. It also includes the legislature's requirement to consider "the degree to which a project will require tax revenues to fund maintenance and operation expenses" (required by 59-12-2217). Since all public roads require tax dollars be spent for their maintenance and operation, this portion of the cost-effectiveness criterion simply requires the applicant to identify if there are any extraordinary future costs or savings for maintenance and operation.

No extraordinary costs or savings created by this project.
### 3.2 Cost-Effectiveness Criteria Scoring (This section will be completed by COG Staff and Board)

| Preliminary Score (based on set scoring criteria) | NA |
| Final/Adjusted Score (assigned by COG Member) | 8 Points Max |

### 3.3 Compliance with Applicable Federal Laws or Regulations Criterion (No Points Threshold Requirement)

The applicant must provide the COG a statement that the project meets all applicable federal laws and regulations (required by 59-12-2217). Without that statement, the project will not be considered. No weight will be assigned this criterion, since it is a yes/no requirement. If yes, the project will be considered, if no, it is automatically rejected regardless of its score on other criteria.

**Yes**

### 3.3 Federal Laws or Regulations Criteria Scoring (This section will be completed by COG Staff and Board)

| Preliminary Score (based on set scoring criteria) | NA |
| Final/Adjusted Score (assigned by COG Member) | Threshold |

### 3.4 Community Economic Criterion (4 points)

State code requires that the weighted criteria system include "the economic impact of a project" (59-12-2217). Transportation is a key element to a vibrant economy. Without mobility for people and goods, economic growth stagnates and the community suffers universally. Accessibility is one of the main community benefits derived from transportation improvements. As established in the approved prioritization process staff will assign a preliminary score based on an employment accessibility measure that calculates the number of jobs accessible within a 1.5 miles distance from your project (using most recent DWFS data).

Because employment accessibility is only one measure of economic impact, applicants are encouraged to provide other measures that might increase their project's ranking. Other measures might include truck traffic as a measure of importance to commerce, effects on commute time, or other relevant measures.

Click here to enter text.

### 3.4 Community Economic Criteria Scoring (This section will be completed by COG Staff and Board)

| Jobs within 1.5 miles of project (staff calculated) | 4 Points Max |
| Preliminary Score (based on set scoring criteria) | 4 Points Max |
| Final/Adjusted Score (assigned by COG Member) | 4 Points Max |
3.5 COG Board Member Selected Criteria (10 points)  
State code allows scoring consideration for “any other provisions the council of governments considers appropriate” (59-12-2217). The COG recognizes that there are intangible aspects to projects that are not reflected in any set scoring system. Therefore, the COG has reserved this category for COG members assign up to 10 points according to subjective or qualitative criteria they believe are important and need to be reflected in a project’s overall score.

<table>
<thead>
<tr>
<th>3.5 COG Board Member Selected Criteria Scoring (This section will be completed by COG Staff and Board)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Score (based on set scoring criteria)</td>
</tr>
<tr>
<td>Final/Adjusted Score (assigned by COG Member)</td>
</tr>
<tr>
<td>COG Member Justification Notes (list what factors were considered):</td>
</tr>
</tbody>
</table>

4.0 | Project Cost Estimate  
At a minimum all projects are required to provide the cost estimate summary found below (section 4.1). Projects that include significant construction elements are also required to supply a more detailed cost breakdown that includes unit costs (should include inflation factor, right-of-way, contingency, etc). Although not required, applicants with projects that include construction activities are encouraged to use a project cost estimating excel spreadsheet tool developed by UDOT (can be easily customized for a non UDOT local project). This spreadsheet tool can be downloaded from the CMPO’s website at: [http://cachempo.org/?page_id=1181](http://cachempo.org/?page_id=1181)

4.1 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 $8,700  
b) Environmental Work N/A  
c) Right of Way Purchase N/A  
d) Construction $179,200  
e) Construction Engineering $2,500  
f) Other costs (describe) N/A  
g) Total Cost $200,000
5.0 | Supplemental Information
Please submit any supporting documentation including concept plans, maps, diagrams, charts, cost estimates, etc. that will allow the COG to make an informed decision regarding your proposed project. Keep Supplemental Information submittals to 5 pages total.

6.0 | Application Submittal

6.1 Application Submittal Instructions
APPLICATIONS ARE DUE BY 5:00 PM ON: AUGUST 25, 2015
Submit completed application(s) to:

Cache County Executive
Historic Cache County Courthouse
199 N. Main, Logan UT.

Applicants must submit one hard copy. In order to facilitate the distribution of the applications and any supplemental information please also email a copy of your application to jeff.gilbert@cacheounty.org. Please email your application saved in word format.

Failure to submit an electronic copy of your application before the deadline will not disqualify your application (only hardcopy is required before the deadline).

COURTESY NOTICE OF INTENT-TO-APPLY ARE DUE: JULY 30, 2015
Please email Jeff Gilbert (jeff.gilbert@cacheounty.org) and notify him of the project you intend to apply for COG funding and the estimated request amount.
(Note: failure to provide notice by the deadline will NOT disqualify a projects application)

6.2 Contacts, Questions
For help with the application or questions, please contact:

Jeff Gilbert
179 N. Main, Suite 305, Logan
P 435-755-1634 C 435-994-1220
Email: jeff.gilbert@cacheounty.org
## 7.0 | 2015 COG Project Funding Prioritization Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 30, 2015</td>
<td>Courtesy Notice of Intent to Apply Due (failure to submit will not disqualify application).</td>
</tr>
<tr>
<td>August 25, 2015 by 5:00 PM</td>
<td>Applications due to Cache County Executive Office (one hardcopy).</td>
</tr>
<tr>
<td>August 27, 2015</td>
<td>Completed applications/Score Sheets sent to all CCCOG voting members. Scanned applications put on CMPO website for public access.</td>
</tr>
<tr>
<td>August 31, 2015 @ 5:00 PM Multipurpose Room, County</td>
<td>CCCOG Applicant Presentations followed by CCCOG discussion workshop.</td>
</tr>
<tr>
<td>September 11, 2015 by 5:00 PM</td>
<td>CCCOG member completed score sheets due to Jeff Gilbert for tally.</td>
</tr>
<tr>
<td>September 21, 2015 Time: TBD Multipurpose Room, County Admin Building</td>
<td>2015 CCCOG Meeting-Approve recommendation to County Council (may require one or more meetings).</td>
</tr>
<tr>
<td>TBD</td>
<td>Cache County Council Meeting-Receive CCCOG recommendation.</td>
</tr>
</tbody>
</table>
5.0 Supplemental Information

5.1 Project Vicinity Map

5.2 Clip from 'Cache Unconstrained "Buildout" Roadway Vision Plan'
5.3 Project Location Map

5.4 City Standard Street Section

STANDARD SWALE STREET SECTION

Page 2
5.5 Project Cost Estimate

Mendon City Corporation  
P.O. Box 70, Mendon, UT 84325  
www.mendoncity.org

Opinion of Probable Costs

Project: Eastern Gateway Street Improvements  
500 N to SH-23  
Owner: City of Mendon, Utah

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mobilization</td>
<td>1</td>
<td>LS</td>
<td>$3,500.00</td>
<td>$3,500</td>
</tr>
<tr>
<td>2</td>
<td>Prepare and Implement Traffic Control Plan</td>
<td>1</td>
<td>LS</td>
<td>$1,500.00</td>
<td>$1,500</td>
</tr>
<tr>
<td>3</td>
<td>Pulverize Existing Asphalt</td>
<td>9,150</td>
<td>SY</td>
<td>$2.00</td>
<td>$18,300</td>
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<tr>
<td>5</td>
<td>Roadway Excavation / Widening</td>
<td>645</td>
<td>SY</td>
<td>$15.00</td>
<td>$9,675</td>
</tr>
<tr>
<td>6</td>
<td>Relocate Existing Mailbox</td>
<td>7</td>
<td>EA</td>
<td>$150.00</td>
<td>$1,050</td>
</tr>
<tr>
<td>7</td>
<td>Construct 4&quot; of Untreated Base Course</td>
<td>645</td>
<td>SY</td>
<td>$5.25</td>
<td>$3,386</td>
</tr>
<tr>
<td>8</td>
<td>Construct 3&quot; Thick Hot Mix Bituminous Pavement</td>
<td>9,780</td>
<td>SY</td>
<td>$14.50</td>
<td>$141,810</td>
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</tbody>
</table>

Subtotal $179,221

<table>
<thead>
<tr>
<th>ITEM</th>
<th>QUANTITY</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td></td>
<td></td>
<td></td>
<td>$4,500</td>
</tr>
<tr>
<td>Geotechnical Investigation</td>
<td></td>
<td></td>
<td></td>
<td>$3,000</td>
</tr>
<tr>
<td>Survey</td>
<td></td>
<td></td>
<td></td>
<td>$1,200</td>
</tr>
<tr>
<td>Construction Engineering</td>
<td></td>
<td></td>
<td></td>
<td>$2,500</td>
</tr>
</tbody>
</table>

Subtotal $11,200

Total $190,421

Contingency (5%) $9,600

Total Project Cost $200,021

5.6 Existing Roadway Conditions