2015-5 NiBl ey

Deadlines
COURTESY NOTICE OF INTENT-TO-APPLY ARE DUE: JULY 30, 2015
COMPLETED APPLICATIONS ARE DUE BY 5:00 PM ON: AUGUST 25, 2015
IMPORTANT: See Section 6.1 for more information

Basic Eligibility Requirements

1) According to state code, funds can only be used for road projects. In the CMPO area only capacity improvement projects are eligible on minor/major collector or minor/principle arterials.

2) Projects located in the planning boundary (see http://cachempo.org/?page_id=5) of the Cache Metropolitan Planning Organization (CMPO) must be included in the CMPO’s 2040 Highway Vision Plan (Figure 11 of the CMPO’s Regional Transportation Plan 2040 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 COG 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 COG chair, Cache County Executive and COG staff.

6) Late applications will not be accepted.

THIS APPLICATION CAN BE DOWNLOADED IN WORD FORMAT AT: http://cachempo.org/?page_id=1181

Your responses on this application will be used to assign scores based on the COG adopted Transportation Project Prioritization Process (also found by following this link).
1.0 | Project Summary Information

1.1 Project Name 3200 South Realignment

1.2 Project Description (summary of project) The project will fund the construction and the Right of Way purchases required to realign the intersection of 3200 South and HWY 165 in Nibley.

1.3 Sponsor (jurisdiction) Nibley City

1.4 Contact Information
   Project Manager David Zook, City Manager
   Office Phone (435) 752-0431
   Cell Phone (435) 890-9239
   Email david@nibleycity.com

1.5 Cost Estimate
   Total Estimated Project Cost $3,700,000.00
   COG Funding Requested $3,441,000.00
   Local Cash Match $259,000.00
   Soft (or in-kind) Match proposed for project -

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)?
   Yes

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 maximum of $200,000 in COG funding.

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.
   The realignment of 3200 South and Highway 165 is anticipated in the Nibley City Transportation Master Plan, which was adopted in December 2011.
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. The project is needed to facilitate more efficient traffic flows in the area and to reduce safety concerns, by eliminating the current "High-T" intersection and creating a standard four way signalized intersection. In 2013, the COG awarded Nibley City $186,000 to complete a realignment study and preliminary design work for realignment of this intersection.

2.2 Describe existing service/conditions The existing intersection at 3200 South and SR-165, is currently configured as a signalized three-way “High-T” style intersection. Prior to 2008, northbound and southbound traffic free-flowed through the intersection, while the west leg approach (3200 South) was stop-sign controlled. In 2008, UDOT Region 1 reconfigured the intersection by adding dedicated southbound and eastbound right-turn lanes, median barrier curb, and three signal mast arms. Northbound traffic is allowed to free-flow through the intersection while the southbound vehicles and eastbound-to-northbound vehicles are controlled by the two signal phases. Since this High-T installation was a retrofit job, the signal design presents several challenges to user safety. The lack of crosswalks across SR-165 and the installation of the median curbing make it impossible for pedestrians to cross safely. There is one crosswalk with associated pedestrian ramps parallel to SR-165 at the 3200 South intersection, but not at Mill Road. The Mill Road intersection features a single pedestrian ramp on the north side, but not the south. The large curb radii at this intersection cause a significant increase in crossing distance, totaling 80 feet, versus the 50-foot crossing at 3200 South. The closest crosswalks for crossing SR-165 are two miles north in Logan, at 1700 S, or three miles south in Hyrum, at SR-101. Although bike lanes are provided on the west leg of the intersection, SR-165 itself does not have any bike facilities to which these can connect, thus forcing westbound bicyclists onto sidewalks or into lanes of vehicular traffic when arriving at the intersection. The eastbound-to-northbound turning vehicles have the advantage of a protected signal phase; however, after turning into the center acceleration lane, they are forced to merge into traffic in a very short distance. This is compounded by the fact that the distance between 3200 South Street and Mill Road only totals 740 feet. The American Association of State Highway and Transportation Official’s “A Policy on Geometric Design of Highways and Streets”, recommends a distance of 490 feet for a vehicle beginning at 15 mph and accelerating to 45 mph (AASHTO Table 10-3). However, this distance does not include decision sight distance, “the distance needed for a driver to detect an unexpected or otherwise difficult-to-perceive information source or condition in a roadway environment” (AASHTO3.2.6). The “High-T” style design is unfamiliar to most motorists and would therefore warrant this added distance, which is 395 feet for 45 mph (AASHTO Table 3-3). Acceleration and decision sight distance total 885 feet, which is less than the 740 feet between the two intersections. The lack of sufficient distance is worsened by the fact that SR-165 was designed for 55 mph speeds, but the posted speed limit has subsequently been dropped through Nibley City limits to 45 mph. Drivers are thus psychologically enticed by the wide and flat geometrics of the road to drive faster than the posted limit. The road should then, in theory, require even greater acceleration and decision sight distances in order to effectuate the maneuver safely. Furthermore, left-turning vehicles from Mill Road use this same center lane as waiting space before merging into southbound traffic during heavy traffic conditions. For the reasons explained above, the installation of the “High-T” in 2008 resulted in a significant increase in average yearly accidents as evidenced by the 10-year crash data. The full crash data report from the Utah Highway Safety Office can be found in Appendix B of
the attached Report prepared by Civil Solutions Group Inc. Compounding the safety problems associated with the “High-T” is the fact that many drivers traveling from Millville to Nibley or vice versa must turn left and then quickly merge across two lanes of traffic. These weaving and merging movements could be resolved with the installation of an additional signal at Mill Road; however, this would violate State Rule “R930-6 Access Management” (R930-6, Table 1) which requires at least one-mile between signalized intersections on a type 3 facility (UDOT Access Management Map, 2014). The traffic concerns at the intersection are expected to be intensified with the opening of the new Ridgeline High School in fall of 2016, just northeast of the intersection in Millville. The only way to fully resolve the area’s pedestrian and vehicular safety issues, as well as facilitate east-west mobility is to bring the two intersections together into a single signal.

2.3 Length of project Aprox. 3,000 feet of roadway will need to be constructed.

2.4 Describe how project will alleviate congestion on this or other facilities. The realignment will allow for a smooth flow of traffic eastbound and westbound across SR-165 through a new, realigned and signalized intersection.

2.5 Describe any safety improvements for vehicular and bicycle/pedestrian traffic. Currently, since northbound traffic on SR 165 is free flowing, there is no crosswalk or safe crossing for pedestrians. By constructing a standard four way intersection, cross walks and pedestrian actuated crossings can be installed on all four legs of the intersection. East-bound to North-bound vehicular traffic will no longer have to merge in such a short distance into traffic flowing in excess of 45 mph. Weaving action from vehicals going from East-Bound out of Nibley into Millville, will no longer have to weave across two lanes of traffic in the same short distance.

2.6 Describe traffic control changes at intersections. Traffic control devices would go from the "Hight-T" signal mast arms to a standard four way signalized intersection, with associated traffic lanes and striping.

2.7 What right-of-way is already secured? None to date.

2.8 What additional right-of-way is needed? Additional right of way is required from a number of current residents. During the planning phase, each of these residents was contacted. There would be a maximum of 6.4 acres needed to be acquired for the project, including up to two existing homes.

2.9 Describe utility work to be performed and indicate who will do the work. It is anticipated that there will be some adjustments need to be made to the electrical system in the area. Rocky Mountain Power is the supplier of that power, and all adjustments will go through them. Very minimal work on all other utilities will be 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>14,055</td>
</tr>
<tr>
<td>Functional Class</td>
<td>Minor Arterial</td>
</tr>
<tr>
<td>Design Speed</td>
<td>55 mph</td>
</tr>
</tbody>
</table>

a) Does your project provide an alternate transportation facility that corrects an identified congested problem?
   Yes, the existing facility would be changed from a "High-T" intersection into a standard four way signalized intersection.

b) Does your project add capacity for turning movements to relieve a congested intersection or chokepoint?
   Yes, during high traffic times, the East-bound to North-bound movements get stacked up in the acceleration lane waiting for a gap large enough to merge into traffic. The issue is compounded by the short acceleration lane, and the West-bound to South-bound movements out of Mill Road using the same lane to try and merge into South-bound traffic.

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

| Project Volume to Capacity ratio results (staff calculated) | 10 Points Max |
| Preliminary Score (based on set scoring criteria)          | 10 Points Max |
| Final/Adjusted Score (assigned by COG Member)              | 10 Points Max |

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.

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.

Truck traffic will benefit from the project by proper geometric design. Existing curb radius are too short for large truck traffic, and the radi are oftener ran over.

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) |   |
| 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.

| Preliminary Score (based on set scoring criteria) | NA       | 10 Points Max |
| Final/Adjusted Score (assigned by COG Member)     |          | 10 Points Max |

3.5 COG Board Member Justification Notes (list what factors were considered):

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 Complete
b) Environmental Work $51,000.00
c) Right of Way Purchase $365,000
d) Construction $2,794,000.00
e) Construction Engineering $156,000.00
f) Other costs (describe) Utilities - $234,000.00; Contingency $100,000.00
g) Total Cost $3,700,000.00
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@cachecounty.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@cachecounty.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@cachecounty.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>