PART I--2017 COG ROAD PROJECT FUNDING APPLICATION
-APPLICANT AND PROJECT INFORMATION

Cache County Council of Governments Road Funding (see Local Transportation Funds Program Manual at http://cachempo.org/?attachment_id=1508). Contact Jeff Gilbert (435) 755-1634 or jeff.gilbert@cachecounty.org for questions about this application. FULL APPLICATION (PART I & PART II) DUE BY 5:00 PM AUGUST 25, 2017. HOWEVER, PLEASE COMPLETE PART I BY JULY 31, 2017

PROJECT NAME

SR91 and 1000 South Smithfield (4600 N County Address) West side turn lane

PROJECT SPONSOR

Smithfield City

PROJECT MANAGER

Clay Bodily

PROJECT ELIGIBILITY

Basic eligibility requirements established by State Law or set by the Cache County Council of Governments.

FUNCTIONAL CLASSIFIED BY UDOT

My project has been classified as an arterial or collector road (see http://arcg.is/XOnK0)

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN (RTP)

My project is inside the CMPO planning area and is identified in one of the first three phases of the CMPO RTP (see http://arcg.is/1XGeLD)

PROJECT DESCRIPTION

PROJECT CHARACTERISTICS

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<tr>
<td>New road construction (or extension)</td>
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<td>Road capacity project (adds travel lanes)</td>
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<tr>
<td>X</td>
<td>Road operational improvements (adds center turn lane or shoulder)</td>
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This is an Intersection improvement project

All project funds will go to advance purchase (construction out 10 years +) of road rights-of-ways

This is a roadway maintenance project

**PROJECT ROAD NAME**

SR91 and 1000 South Smithfield (4600 N County Address) West side turn lane

**PROJECT DESCRIPTION**

We will be widening the west bound 1000 South and making it an intersection instead of a driveway entrance. Deceleration and acceleration lanes will be added, as well as storm water infrastructure.
PART II--2017 COG ROAD PROJECT FUNDING APPLICATION -DETAILED PROJECT INFORMATION

ENGINEERING DESIGN

BEGINNING IN 2018, FULL PROJECT ENGINEERING DESIGN WILL BE REQUIRED PRIOR TO CONSIDERATION FOR COG FUNDING (this requirement is waived for 2017). Sponsoring jurisdictions should use their own roadway standards when completing engineering design. The following are the only exceptions or other considerations: 1) A location specific roadway pavement design is required for construction of new roads or projects that include full depth road replacement. 2) Any project that includes a bridge or other roadway structure that costs in excess of $1 Million are required to obtain a plan review by the UDOT structures division.

ENGINEERING DESIGN

Full project engineering and design has been completed

PROJECT COST

APPLICATIONS THAT RECEIVE LESS THAN THE REQUESTED COG AMOUNT WILL STILL BE REQUIRED TO PROVIDE LOCAL MATCH PROPORTIONAL TO WHAT IS INDICATED IN THIS APPLICATION.

ALTHOUGH NOT REQUIRED, USE OF UDOT'S CONSTRUCTION PROJECT COST ESTIMATING SPREADSHEET IS RECOMMENDED. THIS SPREADSHEET CAN MODIFIED WITH YOUR INPUTS. IT CAN BE DOWNLOADED AT: https://www.udot.utah.gov/main/uconowner.gf?n=7253831073072143

COG REQUESTED AMOUNT

$283,188.00

LOCAL MATCH AMOUNT (7% MINIMUM)

$19,900.00

MAKEUP OF LOCAL MATCH

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<tr>
<td>X</td>
<td>Cash contribution to the project (from municipal or county sources)</td>
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<td>X</td>
<td>Engineering and/or environmental study costs</td>
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<tr>
<td>X</td>
<td>Appraised value of project specific right-of-way acquired by local jurisdiction in last 10 years (must be from non-fed, non-state funds or cannot have been donated)</td>
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PROJECT BETTERMENTS

The following elements of roadway construction are NOT eligible (some items may be used for local match) for COG fund reimbursement (these elements can be done as part of a COG funded project but
will need to be handled as separate bid items and paid with non-COG funds): 1. Curb, gutter or decorative landscaping (beyond that required for soil stabilization with native seeding). 2. Right of way cost beyond that needed to accommodate the actual road cross-section (the local jurisdiction must pay the cost difference of remnant property or full property “takes”). 3. Project design or COG application development costs. 4. Utility system upgrades. 5. Roadway lighting.

### ESTIMATED COST OF PROJECT BETTERMENTS (NOT ELIGIBLE FOR COG FUNDS)

$34,000

### SHORT DESCRIPTION OF PROJECT BETTERMENTS

- Storm Drain improvements

### RIGHT-OF-WAY ACQUISITION STATUS

Project does not require the purchase of additional right-of-way

### PROJECT SCORING (CTAC CRITERIA)

**TYPE OF CONGESTION RELIEF PROJECT**

- INTERSECTION CAPACITY IMPROVEMENT

**ROADWAY CONGESTION RELIEF PROJECTS**

FOR HELP WITH CALCULATING THE VOLUME/CAPACITY RATIO FOR YOUR PROJECT, PLEASE CONTACT JEFF GILBERT (jeff.gilbert@cachecounty.org or 435-755-1634)

**ROADWAY’S EXISTING OR FUTURE (YEAR 2040) VOLUME/CAPACITY RATIO**

**ANTICIPATED PROJECT IMPROVEMENTS**

**INTERSECTION CONGESTION RELIEF PROJECTS**

- Existing Intersection LOS B

**ANTICIPATED PROJECT INTERSECTION IMPROVEMENTS**

- Intersection LOS does not improve

**CORRIDOR PRESERVATION**
Early purchase of road right-of-way is generally cheaper when done before development pressure encroaches and limits options. This scoring criteria incentivizes this by giving points to projects that are solely for corridor preservation.

**IS YOUR PROJECTS ONLY PURPOSE TO PURCHASE RIGHT-OF-WAY FOR NEW ROAD CONSTRUCTION THAT IS MORE THAN 10 YEARS OUT?**

No

**ROAD SAFETY IMPROVEMENTS**

Projects that include roadway safety improvements are incentivised through this scoring criteria. Since the scoring system uses a cost/benefit approach, lower cost (systemic) safety improvement are encouraged. Generally projects will need a strong safety improvement element that will address a known roadway safety issue to score points for this category. Higher cost general purpose roadway improvement projects will not likely score points for this criteria. This criterion uses a modified cost\benefit spreadsheet developed by UDOT to calculate a project cost/benefit. It can be downloaded at: [http://cachempo.org/?page_id=1510](http://cachempo.org/?page_id=1510)

**SAFETY ANALYSIS COST/BENEFIT RATIO RESULTS**

No analysis or ratio less than .25

**PROJECT SCORING (COG MEMBER RANKING)**

Each voting COG member will use the criteria described in this section to rank projects (ranked 1 to N, where “N” is the total number of projects and 1 represents the highest priority). COG staff will use the COG Members scoring key shown in Figure 3 in the approved COG Local Transportation Fund Program Manual (see [http://cachempo.org/?page_id=1510](http://cachempo.org/?page_id=1510)) to convert the COG member’s project ranking to a weighted score. When ranking a project COG member will use their own best judgment about a project’s benefit by applying local knowledge and experience. However they are encouraged to use the following factors to evaluate project as part of their ranking evaluation (also required by State code).

**PROJECT COST EFFECTIVENESS**

RANKING CONSIDERATIONS COG MEMBERS MAY USE TO RANK YOUR PROJECT:

- What is the overall cost of a project relative to anticipated benefits.
- What is the local match contribution to the project?
- Does the project include donated right-of-way?
- Are all cost/contribution items listed for 7% local match minimum.
- Does the project include any In-kind contributions?
- Will the project include utility system upgrades?

**BRIEFLY DESCRIBE YOUR PROJECT’S COST EFFECTIVENESS**
The project will change the west half of the intersection from a driveway to a roadway intersection. The project will add a left turn lane onto HWY 91, creating a deceleration lane leaving and an acceleration lane onto Hwy 91. Smithfield City has acquired the additional property to the north to accommodate the widening. Stormwater drainage in the intersection will also be improved. With the property acquisition and a majority of the Engineering supplied by Smithfield it would be a cost effective project.

**ECONOMIC IMPACT**

**RANKING CONSIDERATIONS COG MEMBERS MAY USE TO RANK YOUR PROJECT:**

- Will the project support the expansion of commercial development in close proximity?
- Will the project include improvements to better support the movement of freight?
- Is the project located in an area with a high concentration of employment?
- Does the project support industrial and manufacturing development that bring wealth into Cache Valley (non-retail)?

**BRIEFLY DESCRIBE YOUR PROJECT’S ECONOMIC IMPACT**

There is a manufacturing company on Tenth South already with many employees and delivery of materials to the business would be improved. In addition, this roadway provides access to Benson the county.

**MAINTENANCE & OPERATING COSTS**

**RANKING CONSIDERATIONS COG MEMBERS MAY USE TO RANK YOUR PROJECT:**

- Does the project include any elements to reduce the cost of future operation and maintenance costs?
- Does the project include a follow up seal coat treatment?
- Will the project require long term city/county maintenance for adjacent remnant right-of-way?

**BRIEFLY DESCRIBE YOUR PROJECT’S ONGOING MAINTENANCE AND OPERATING COST BURDEN**

It will be a long term road built to UDOT and Smithfield City Standards. It has been on our Master plan as a collector since our transportation master planning in 2005. It is an intersection that Smithfield and UDOT agreed would be a future traffic Light Location. There will be an insignificant amount of O&M added to the intersection due to the minor amount of additional asphalt.

**OTHER CONSIDERATION FOR PROJECT RANKING**

**BRIEFLY DESCRIBE OTHER FACTORS YOU WOULD LIKE THE COG TO CONSIDER WHEN RANKING YOUR PROJECT**
Although it is not considered a safety problem nor are there "safety points" for this intersection, the improvements would help with the accidents that have occurred at this intersection in the last couple of years.

**ACCESS MANAGEMENT**

Good road access management will control the number, location and design of access points (driveways and roads) on a given road corridor. If done correctly, it helps maintain the function and safety of the roadway (see https://ops.fhwa.dot.gov/access_mgmt/what_is_accsmgmt.htm). The COG would like to see appropriate long term access management carried out on roads they prioritized for improvements using COG funds.

**ACCESS MANAGEMENT STATUS (FOR PROJECTS FUNDED IN EXCESS OF $200,000)**

The sponsoring jurisdiction already has in place an access management policy or ordinance that will apply to this road.