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**

1600 West (Southern Mile)

**PROJECT SPONSOR**

Lewiston City

**PROJECT MANAGER**

Kelly Field

**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 located outside the CMPO planning area (see http://cachempo.org/?attachment_id=13)

**PROJECT DESCRIPTION**

**PROJECT CHARACTERISTICS**

<p>| | |</p>
<table>
<thead>
<tr>
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<tbody>
<tr>
<td></td>
<td>New road construction (or extension)</td>
</tr>
<tr>
<td></td>
<td>Road capacity project (adds travel lanes)</td>
</tr>
<tr>
<td>X</td>
<td>Road operational improvements (adds center turn lane or shoulder)</td>
</tr>
<tr>
<td></td>
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<tr>
<td>-----------------------------------------------------------------</td>
<td>-----------------------------------------------------------------</td>
</tr>
<tr>
<td>This is an Intersection improvement project</td>
<td>All project funds will go to advance purchase (construction out 10 years +) of road rights-of-ways</td>
</tr>
<tr>
<td>X</td>
<td>This is a roadway maintenance project</td>
</tr>
</tbody>
</table>

**PROJECT ROAD NAME**

1600 West (Southern Mile)

**PROJECT DESCRIPTION**

Add shoulder and resurface road to accommodate heavy truck traffic.
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

Concept or partial level project 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

$400,000

LOCAL MATCH AMOUNT (7% MINIMUM)

$100,000

MAKEUP OF LOCAL MATCH

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
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<tbody>
<tr>
<td>X</td>
<td>Cash contribution to the project (from municipal or county sources)</td>
</tr>
<tr>
<td>X</td>
<td>Engineering and/or environmental study costs</td>
</tr>
<tr>
<td></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>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>ESTIMATED COST OF PROJECT BETTERMENTS (NOT ELIGIBLE FOR COG FUNDS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0.00</td>
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<table>
<thead>
<tr>
<th>SHORT DESCRIPTION OF PROJECT BETTERMENTS</th>
</tr>
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<tbody>
<tr>
<td>None.</td>
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<table>
<thead>
<tr>
<th>RIGHT-OF-WAY ACQUISITION STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project does not require the purchase of additional right-of-way</td>
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<table>
<thead>
<tr>
<th>PROJECT SCORING (CTAC CRITERIA)</th>
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</table>

<table>
<thead>
<tr>
<th>TYPE OF CONGESTION RELIEF PROJECT</th>
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<tbody>
<tr>
<td>NOT A CAPACITY INCREASING PROJECT</td>
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</table>

<table>
<thead>
<tr>
<th>ROADWAY CONGESTION RELIEF PROJECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>FOR HELP WITH CALCULATING THE VOLUME/CAPACITY RATIO FOR YOUR PROJECT, PLEASE CONTACT JEFF GILBERT (<a href="mailto:jeff.gilbert@cachecounty.org">jeff.gilbert@cachecounty.org</a> or 435-755-1634)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ROADWAY'S EXISTING OR FUTURE (YEAR 2040) VOLUME/CAPACITY RATIO</th>
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</thead>
<tbody>
<tr>
<td>ANTICIPATED PROJECT IMPROVEMENTS</td>
</tr>
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<table>
<thead>
<tr>
<th>INTERSECTION CONGESTION RELIEF PROJECTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ANTICIPATED PROJECT INTERSECTION IMPROVEMENTS</td>
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</tbody>
</table>

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<tr>
<th>CORRIDOR PRESERVATION</th>
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<tbody>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>
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

With 15-20 tractor-trailers traveling on 1600 West daily, improved safety is a benefit to the traveling public. A narrow roadway with a high volume of truck traffic can cause oncoming traffic to ride on the shoulder which can be concerning, especially in the wintertime. The benefit of improved safety from widening the shoulder (from SR-142 to 2400 South) is difficult to quantify compared to the cost of the roadway.
The asphalt rehabilitation associated with this project will increase the life of the roadway for another 5-10 years and prevent complete reconstruction from having to occur.

Lewiston has used their own funds and forces to place the gravel base at the shoulders upon which to widen the roadway between SR-142 and Ritewood Eggs. In addition to the materials and labor used for the shoulder widening, Lewiston is planning to contribute $100,000 or 20% to the project.

The project will be built within the existing right-of-way, consequently reducing project costs and preventing schedule delays.

No utility upgrades will be included in the project.

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**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**

Ritewood Eggs currently employs approximately 40 people and exports nearly 1,000,000 eggs from the facility daily. This project will allow the operations of the facility to continue safely including the movement of freight to and from the area.

The project is not in a concentrated area of employment. That is due to the nature of the business not lending itself to highly populated areas.

This project will continue to support industrial and manufacturing wealth in the Valley.

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**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**

If the roadway continues to deteriorate due to lack of maintenance, replacement costs could be as much as five times the cost of repairing the existing roadway. To further the life of the new pavement, a chip seal and flush coat will be installed over the paved surface.
Since the project is linear within the existing right-of-way, there will be no long term maintenance above that of a normal roadway in a rural setting. There also will not be any maintenance from adjacent remnant right-of-way parcels.

OTHER CONSIDERATION FOR PROJECT RANKING

BRIEFLY DESCRIBE OTHER FACTORS YOU WOULD LIKE THE COG TO CONSIDER WHEN RANKING YOUR PROJECT

Lewiston is a large rural community with many miles of roadway which they must maintain. Without a large commercial tax base, Lewiston must look at funding resources that can assist in the maintenance of their roadways. The only funding source they receive that they can be used toward roadway maintenance are the Class B&C Road Funds. The Class B&C Road Funds are not enough to provide long term maintenance on all of their roadway facilities. The COG Funding is an excellent resource to support the City in their maintenance efforts.

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)

Before the project is bid, an access management plan will be developed (and submitted for review) for the project roadway
EXISTING 22'

HMA - 1/2 INCH REQ'D (4"

28

(PLAN QUANTITY) REQ'D

UNTREATED BASE COURSE
AS NEEDED FOR SOFT SPOT REMOVAL (18"

GRANULAR BORROW
AS NEEDED FOR SOFT SPOT REMOVAL (18"

2

2

Existing 22'

HMA - 1/2 INCH REQ'D (4"

ROTOMILL REQ'D [FT]

UNTREATED BASE COURSE
AS NEEDED FOR SOFT SPOT REMOVAL (6"

GRANULAR BORROW
AS NEEDED FOR SOFT SPOT REMOVAL (18"

TYPICAL SECTION 1

1600 WEST
SR-142 TO 2400 SOUTH

Existing 22'

HMA - 1/2 INCH REQ'D (2" OVERLAY)

TYPICAL SECTION 2

1600 WEST
2400 SOUTH TO 2000 SOUTH

Existing Ground