## PROJECT NAME

**2600 S Active Transportation Corridor**

## PART I

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 SEPTEMBER 15, 2017. HOWEVER, PLEASE COMPLETE PART I BY AUGUST 18, 2017

## PROJECT SUMMARY INFORMATION

<table>
<thead>
<tr>
<th><strong>PROJECT SPONSOR</strong></th>
<th>Nibley City</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROJECT MANAGER</strong></td>
<td>Dayton Crites</td>
</tr>
<tr>
<td><strong>PROJECT MANAGER PHONE</strong></td>
<td>435.755.1646</td>
</tr>
<tr>
<td><strong>PROJECT MANAGER EMAIL</strong></td>
<td><a href="mailto:dayton.crites@cachecounty.org">dayton.crites@cachecounty.org</a></td>
</tr>
</tbody>
</table>

## PROJECT DESCRIPTION

Please provide a brief description of your project. After completion of this part of the application, you will be provided link where you can upload any plans, reports or photos that may help to better understand your project.

Connecting Ridgeline highschool to central Nibley is the corridor of 2600S. Nibley's trails and active transportation planning calls for improvements to this road that create incentives to walk or bicycle to the highschool or local destination.

This application would fund the design and implementation of a walking pathway on the northern side of the street and potentially implement bicycle lanes as well.
DESCRIBE THE GENERAL AIR QUALITY BENEFITS OF YOUR PROJECT

By creating active transportation facilities on the direct route to a large local Highschool, Nibley anticipates increasing mode share for walking and cycling to the local school, thus reducing VMT and improving air quality.

PROJECT ELIGIBILITY


PLEASE SELECT THE MAIN CATEGORY OF FEDERAL AID ELIGIBILITY FOR YOUR PROJECT

Bicycle and Pedestrian Facilities and Programs

PART II

PROJECT FINANCIAL INFORMATION

FEDERAL AID REQUESTED AMOUNT

APPLICATIONS THAT RECEIVE LESS THAN THE REQUESTED 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

CMAQ/TA REQUESTED AMOUNT

$409,155.00

LOCAL MATCH AMOUNT (6.7% MINIMUM)

$29,382.00

MAKEUP OF LOCAL MATCH

Cash Match

TYPE OF AIR QUALITY IMPROVING PROJECT

PROJECT TYPE

Alternative transportation mode project (active transportation & trails)
Alternative Transportation Mode Project (Active Transportation & Trails)

Describe the Expected Use of the Facility

Project Description

Through the addition of additional pavement to accommodate dual direction bike lanes, this project would create an East-West active transportation corridor that supports direction within planning documents adopted by the City of Nibley, as well as the proposed Cache County Trails and Active Transportation Plan.

This project provides both small and large scale benefits. From a small scale perspective, this corridor will connect central Nibley neighborhoods to Ridgeline highschool and the Blacksmith Fork River Trail currently under construction. From a larger perspective, this corridor provides a critical linkage within Nibley trail networks to the Logan City trail network, as well as the quiet streets of Millville and Bonneville Shoreline Trail. See the context map included as part of this application for more details.

Anticipated Project Use

As the primary corridor connecting the central neighborhoods of Nibley to Ridgeline Highschool, which currently enrolls 1510 students, in addition to faculty and staff. Students, faculty and staff arriving to the school from a western direction would benefit from active transportation improvements to this street corridor.

By providing a safe, protected and pleasant facility to promote walking and biking to Ridgeline highschool, this project would decrease total car trips to the school, as well as trips to neighboring communities of Millville and Logan.

In addition to this facility’s service to the highschool, it would serve as a key active transportation east-west connector across the valley, connecting to 800W and future trail improvements between Nibley and Logan, as well as to central Millville and currently established N/S bike route created by the CMPO in the early 2000’s.

Additional services that this corridor passes include an LDS Chapel, Nibley Elementary, two baseball fields, seven soccer fields, two parks and the existing Clear Creek trail system.

If Phased or Segmented, Describe How the Phase Has Independent Utility and What Future Phases Are Anticipated?

Phased into two segments, this project would ideally expand the entirety of 2600S roadway to accommodate bicycle lanes. However, should cost restrictions limit implementation, the phase 1 segment is identified as the corridor of 2600S from the rail road tracks east to the highschool.

The independent utility of phase 1 is a direct link to trails to the north of the western terminus, providing safe connections through the 800W trail, currently being designed, to Logan City trail networks to the north. This phase will also provide direct access to Ridgeline highschool.
**LENGTH OF PROJECT**
1.5 miles (each phase ⅓ of total)

**WILL YOUR PROJECT REQUIRE THE PURCHASE OF ADDITIONAL RIGHT-OF-WAY? **
No

**ESTIMATED USAGE**

Method A: Estimated Daily Bicycle & Pedestrian Users (will need to provide documentation)

The completed traffic impact analysis as part of Ridgeline Highschool’s creation indicates that an estimated 4% of the student population would be likely to walk or bike given current conditions, while improved conditions could increase that condition to 15%. Currently, 2600S sees an excess of 2400 vehicle trips per day (2015 data). These data indicate that if designed correctly, a facility such as this could reduce up to 720 vehicle trips daily, by providing a safe route for 15% of the school population to travel to and from school without needing automobiles.

Method B: Estimated from Average Annual Daily Traffic (AADT)Walk trips (AADT value for nearest road x 3.8%) + Bike Trips (AADT value for nearest road x 4.3%) = total bike/walk trips – 20% (to account for recreation purpose trips that do not offset emissions)

**PROJECT COST (CONSTRUCTION)**
At a minimum all projects (that include construction elements) are required to provide the cost estimate summary found below. 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 website at: https://www.udot.utah.gov/main/uconowner.gf?n=7253831073072143

**PRELIMINARY ENGINEERING COST**
$51,216.00

**ENVIRONMENTAL COST**
Included in PE cost

**RIGHT-OF-WAY COST**
$0.00

**CONSTRUCTION COST**
$320,100.00

**CONSTRUCTION ENGINEERING COST**
$51,216.00
**OTHER PROJECT COSTS (DESCRIBE)**

This project utilizes local cost estimation with a 25% contingency as well as UDOT recommended PE/CE 16% estimation. In addition, a 25% federal project contingency is included.

**DO YOU PROJECT COST ESTIMATES TAKE INTO ACCOUNT THE EXTRA PROJECT DELIVERY COSTS WHEN USING FEDERAL AID FUNDS (CONSTRUCTION PROJECTS ONLY)?**

Yes
2600 S Active Transportation Corridor
Schematic Section

Note: This illustration is for illustrative purposes only.
Final design and dimensions will be established during engineering phase

*these elements are not part of CMAQ/TAP Funding request
2600 S Construction Cost Estimate
Sourced from 2015 UDOT Cost Estimate of Same

Construction Inflation Factor 1.11
Contingency 25%
Prelim Engineering 16%
Construction Engineering 16%
UDOT Oversight 5%

Construction Items

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
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<tbody>
<tr>
<td>Public Info. Services</td>
<td>$2,500.00</td>
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<tr>
<td>Mobilization</td>
<td>$5,000.00</td>
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<tr>
<td>SWIPP</td>
<td>$1,500.00</td>
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<tr>
<td>Grading Machinery</td>
<td>$150.00</td>
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<tr>
<td>Road Material Transportation</td>
<td>$125.00</td>
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<tr>
<td>Clearing &amp; Grubbing</td>
<td>$10,000.00</td>
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<tr>
<td>Excavation</td>
<td>$15,000.00</td>
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<tr>
<td>Roadbase</td>
<td>$7.00</td>
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<tr>
<td>Asphalt</td>
<td>$55.00</td>
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<tr>
<td>Striping</td>
<td>$0.35</td>
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<tr>
<td>Install Bike Lane Symbols</td>
<td>$0.00</td>
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Subtotal $106,700.00

Federal Project Delivery Contingency $26,675.00

Contingency - 25% $26,675.00

Construction Subtotal $160,050.00

PE Cost $25,608.00
CE Cost $25,608.00
UDOT Oversight $8,002.50

PH 1 Engineering and Construction Subtotal - Elkhorn Ranch Road to SR165 $219,268.50
PH 2 Engineering and Construction Subtotal - 1200W to Elkhorn Ranch Road $219,268.50

Total Project Cost $438,537.00

Assumptions
Utility relocations to be covered by Nibley City
PE Cost includes CE environmental doc, ROW docs, and plans and specs in accordance w/ UDOT reqs.
2600 S Active Transportation Corridor Overview Map

Legend

- **Project Corridor**
- **Parcel Lines**
- **Parks**