

DIXIE TIP SELECTION CRITERIA

Project: Old Hwy 91 (Swiss Village, Santa Clara to 200 East, Ivins) STIP PIN #8575
 Type: Road rehabilitation/widening
 Sponsor: Ivins City and Santa Clara City

A project must be given a "yes" rating on items 1 & 2 in order to be prioritized.

1. Is the Concept Report adequate for a complete review?	Yes/No	
2. Is the project in the Dixie Long Range Plan?	Yes/No	(7a)
3. Is the project a high local priority and consistent with local plans?	1 2 3 4 5	(A)
4. Strength of purpose and need	1 2 3 4 5	(B)
5. Completeness of right-of-way or real-estate purchase(s)	1 2 3 4 5	(E)
6. Will utility relocations require MPO funding?	1 2 3 4 5	(F)
7. To what extent is the project regionally significant?	1 2 3 4 5	(7b)
8. Does the project promote good access management?	1 2 3 4 5	(G)
9. Will the project remedy a safety issue?	1 2 3 4 5	(H)
10. To what extent does the project affect the following items?		(K a-f)
a. Mobility	1 2 3 4 5	
b. Inter-connectivity	1 2 3 4 5	
c. Circulation	1 2 3 4 5	
d. Facility usage	1 2 3 4 5	
e. Level of Service	1 2 3 4 5	
f. Environment	1 2 3 4 5	

1 = Lowest 5 = Highest

TOTAL PROJECT SCORE: _____

**DIXIE TIP
CONCEPT REPORT APPLICATION
FY 2014 (Due November 7, 2012)**

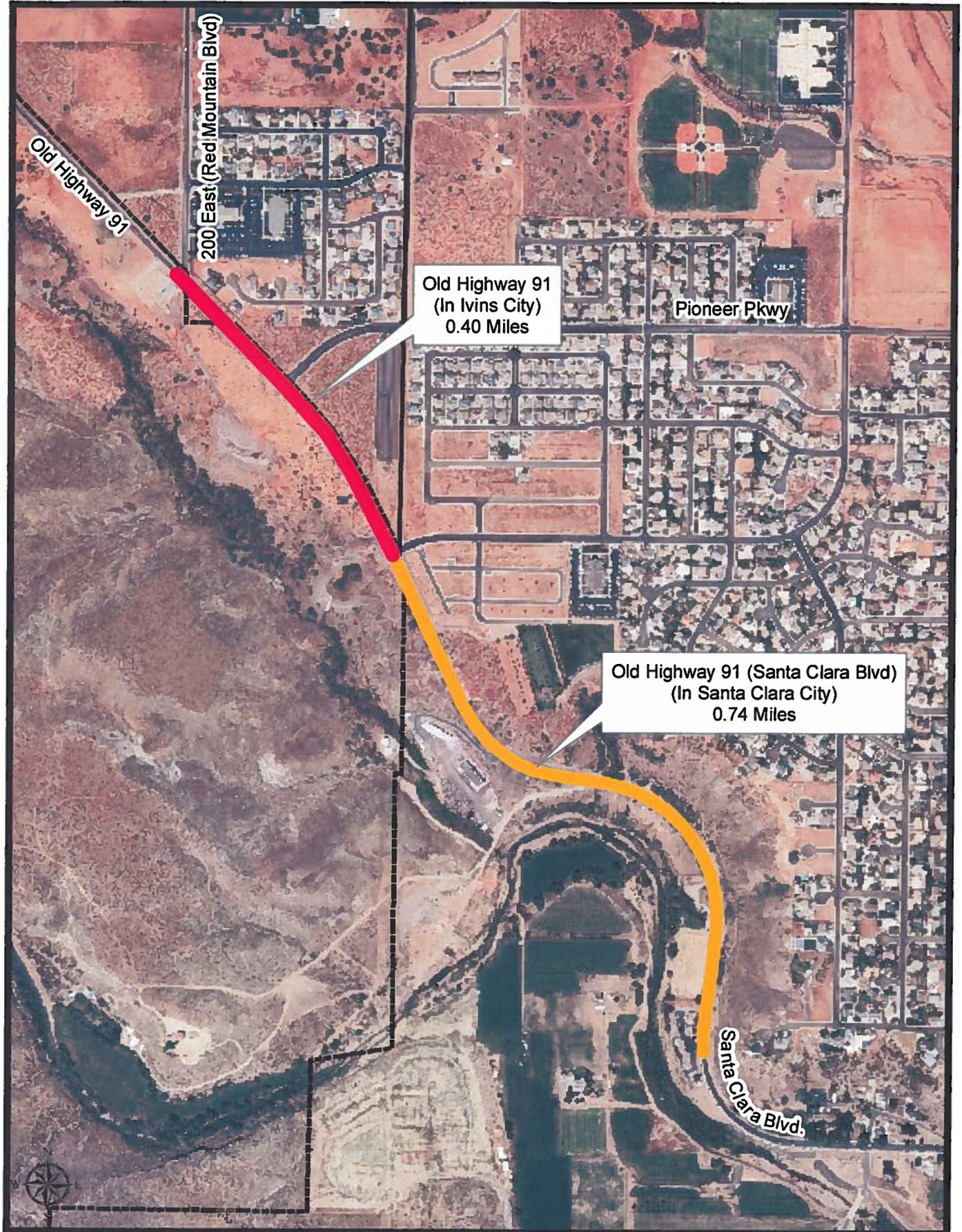
PROJECT INFORMATION

- 1) TITLE: Old Hwy 91 (Swiss Village, Santa Clara to 200 East, Ivins)
- 2) DESCRIPTION: This joint Ivins/Santa Clara project consists of improving Old Hwy 91 from 200 East (Red Mountain Blvd) in Ivins City to the Swiss Village entrance in Santa Clara. Included is the reconstruction of approximately 0.40 miles of roadway within Ivins corporate boundary and 0.74 miles of roadway within Santa Clara's corporate boundary. Also included is the installation of curb, gutter, shared use trail, sidewalks, new streetlights, and drainage improvements. This project was combined from two separate project applications into one by the DTAC and given funding for years 2014 and 2016. Because of limited funding sources from either community, this application is to request additional funding so the project can be completed in entirety.
- 3) SPONSOR: Ivins City and Santa Clara City
- 4) COST ESTIMATE: \$ 3,580,000 (use attached tables or equivalent)
- 5) FUNDS APPLYING FOR (check all that apply):
 St. George Urban STP, SPR
 FTA 5307, 5309, 5310, or 5311
- 6) PROJECT MANAGEMENT
- | | | |
|--------------------|----------------------------|----------------------------------|
| a. Contact Person: | <u>David Glenn (Ivins)</u> | <u>Jack Taylor (Santa Clara)</u> |
| b. Phone Number: | <u>634-0689</u> | <u>656-4690</u> |
| c. Mobile Phone: | <u>680-1319</u> | <u>619-2551</u> |
| d. Fax Number: | <u>656-2286</u> | <u>879-5298</u> |
| e. E-mail Address: | <u>dglenn@ivins.com</u> | <u>jtaylor@sccity.org</u> |
- 7) INCLUSION IN LONG-RANGE PLAN (LRP)
- a. LRP project number: STIP PIN #8575
- b. Regional Significance: This project would complete Santa Clara Dr. and the portion of Old Highway 91 in Ivins to another proposed TIP project, Red Mountain Blvd Improvements (200 East). These improvements would help complete an improved loop between Santa Clara, St. George City, and Ivins City providing better access and safety to regionally significant attractions in the area like the Tuacahn Center for the Arts, Snow Canyon State Park, trailheads in the Santa Clara River Preserve, and access to the future Three Rivers Trail System. This road is also the main route used in the event I-15 is closed down.

RESPOND TO THE FOLLOWING FOR ANY PROJECT:

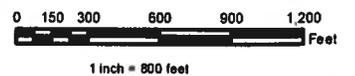
- A. Describe how project is consistent with Local Plans: Improvements to this road is included in both the Ivins and Santa Clara Transportation Master Plans.
- B. Describe Purpose and Need of the project: The purpose and need of the project is to increase the two lane facility to a three lane facility providing turn lanes where needed, mitigate drainage problems with the installation of curb and gutter, and by enhancing pedestrian safety by providing sidewalks and a shared use trail. As traffic and pedestrian use continue to increase each year, these improvements are becoming more necessary.
- C. What are the Physical Aspects of this project?
(Road: Facility Design, ADT, LOS, Functional Class, Design Speed, Accident Rate)
(Transit: Rolling Stock Specification, Facility Design, etc.)
(Pedestrian./Bicycle/Trail: Facility Design, usage)
(Park & Ride): Facility Design, usage): The project consists of improvements to a total of 1.14 miles of a major arterial roadway. The finished facility would be 3 lanes using a 50 foot wide asphalt pavement section. Some of the facility would be designed to accommodate a future expansion to five lanes when needed in the future. The 2009 ADT was 5,550 vpd with the 2028 ADT projected to be 22,000 vpd.
- D. How will facility, system, or equipment be maintained when completed and open for service: All maintenance will be performed by each respective city within their jurisdictions.
- E. Is there any Right-of-Way or Real-Estate purchase required? Any property owner agreements, partnering opportunities, or in-kind service transactions possible: All right-of-way required for this project is existing.
- F. Is there any Utility Work or impacts? Indicate who will do the work and who will pay for it: Any city owned utility work will be performed by each respective city.
- G. To what extent will Access Management be improved by this project: This road is a major arterial and would be subject to each of the participating city's access management policies as defined by their Transportation Master Plans. It is anticipated that only existing bisecting streets will access this road with left turn lanes provided as part of the improvements.
- H. To what extent will this project improve transportation system Safety: Providing left hand turn lanes would improve the safety of this road. Just recently, a bicycle/vehicle collision resulted in a fatality. Therefore, the shared use path, sidewalks, and lighting will also improve and enhance pedestrian safety.
- I. Please provide plans, sketches, aerials or designs with the concept report to assist in the evaluation of this project.
- J. Is this project New, an Improvement, Expansion, or Rehabilitation to an existing system: This project would be considered a rehabilitation of an existing road as well as an improvement with the enhancement of new curbs, gutters, and sidewalks.

- K. Describe how this project will improve the existing transportation system as it relates to the following:
- a. Mobility: Will increase capacity and reduce accidents. Will also provide a connected trail for better pedestrian and bicycle mobility.
 - b. Inter-connectivity: The project would enhance the connection and increase traffic flow between the newly improved Santa Clara Drive and other major roads i.e. Pioneer Parkway and Red Mountain Blvd in Ivins.
 - c. Circulation: The project would improve a loop through Santa Clara and Ivins, connecting access to major regional attractions i.e. Snow Canyon State Park, Tuacahn Center for the Arts, and area trails and trailheads.
 - d. Facility usage: This segment currently serves in excess of 5,550 ADT with an anticipated increase to 22,000 by 2028.
 - e. Level of Service: This project is anticipated to maintain a B Level of Service.
 - f. Environment: The roadway section of this project is not anticipated to impact any undisturbed lands and it is expected that a categorical exclusion would be used to clear any environmental issues. There may be some environmental clearance needed for the shared use trail in Santa Clara.



**Old Highway 91 Reconstruction
(Extension of Santa Clara Blvd)**

Ivins Public Works
GIS Mapping
(435) 634-0689
Date: 10/24/2011



**Old Highway 91 (Swiss Village to Ivins 200 E)
Conceptual Cost Estimate**

revision date: 10/24/11

	Description	Quantity	Units	Unit Price	Total
1	Mobilization 7%	1	lump	\$190,000.00	\$190,000.00
2	Traffic Control 4%	1	lump	\$110,000.00	\$110,000.00
3	Survey 1%	1	lump	\$30,000.00	\$30,000.00
4	Excavation (Cuts & Fills)	1	lump	\$80,000.00	\$80,000.00
5	Remove Asphalt	220,000	sq. ft.	\$0.20	\$44,000.00
6	5" Asphalt	310,000	sq. ft.	\$1.90	\$589,000.00
7	8" Type II Road Base	310,000	sq. ft.	\$0.95	\$294,500.00
8	High Back 30" Curb & Gutter (w base)	12,000	lin. ft.	\$13.50	\$162,000.00
9	5' Sidewalk (w base)	9,950	lin. ft.	\$17.50	\$174,125.00
10	10' Asphalt Path	1,950	lin. ft.	\$35.00	\$68,250.00
11	6' Waterway w/Curb Returns (L=49')	1.0	Each	\$3,500.00	\$3,500.00
12	Handicap Ramps	10	Each	\$2,000.00	\$20,000.00
13	Drainage Improvements	1	lump	\$125,000.00	\$125,000.00
14	Revegetation & Landscaping	120,000	sq. ft.	\$1.00	\$120,000.00
15	Street Lighting (Ivins City)	1	lump	\$40,000.00	\$40,000.00
16	Street Lighting (Santa Clara)	1	lump	\$145,000.00	\$145,000.00
17	Signage & Striping	1	lump	\$50,000.00	\$50,000.00
	Subtotal				\$2,245,375.00
	20% Construction Contingency				\$449,075.00
	Total Construction				\$2,694,450.00
	10% Change Order Contingency				\$269,445.00
	5% UDOT Oversight				\$134,722.50
	8% Design Engineering				\$215,556.00
	10% Construction Engineering				\$269,445.00
					\$3,583,618.50

**DIXIE MPO
PROJECT PRIORITIZATION
CRITERIA DESCRIPTION**

- 1) **Completeness of application.** All items should be responded to including non applicable questions marked as "N/A". Concept Reports must provide enough detail to enable judgments to be made, in order to be given a "yes" rating.
- 2) **Inclusion in the Dixie Long Range Plan.** Is this project clearly identified in the Regional Road Master Plan? If the project is on the officially adopted map, it may be given a "yes" rating.
- 3) **Consistency with local plans.** Has this project evolved through local determination of need and political buy-in? Is it consistent with locally developed transportation or land use plans, community and economic development or capital improvement plans? Where does it rank in terms of sponsor priorities? The higher the local priority, the higher the score.
- 4) **Statement of purpose and need.** To what extent have studies, research, or other documents been used to support and substantiate the need for this project? Do outputs from the modeling process support the project? Is the statement of purpose and need clear, viable and defensible? The stronger the purpose and need, the higher the score.
- 5) **Right-of-way or real-estate acquisition.** To what extent are these elements completed? Will condemnation be required, or does the sponsor have the ability to pay fair market value? The further along this process is, the higher the score.
- 6) **Utility work needed.** State law allows sponsors to require utility owners to pay for needed work, prior to, during or after system improvements. To what extent is the sponsor applying this opportunity? To what extent is the sponsor assuring system integrity after utility work is done? To what extent is the sponsor depending upon MPO Funding to address utility issues? The less a sponsor depends upon MPO funding to address utilities, the higher the score.
- 7) **Regional significance.** Has the sponsor clearly described the facts surrounding why this project is of regional importance in solving transportation problems that exist from a metropolitan or regional perspective? The greater the regional significance, the higher the score.
- 8) **Access management.** To what extent does the project improve access conflicts and implement good access management with regard to adjacent properties? The better the project addresses access management, the higher the score.
- 9) **Benefit verses cost.** To what extent do the benefits to the infrastructure, system performance and human habitat outweigh the burden of paying for the project? The higher the benefit/cost ratio, the higher the score.
- 10) **Safety.** Does the project solve a safety issue or problem, improve accident history, promote equipment integrity, or improve safety/security of the user? Does it improve compliance with regard to ASHTO design standards? The more significant the safety improvement, the higher the score.
- 11) **To what extent does the Project affect the following?**
 - a) **Mobility.** To what extent does this project promote alternative modes or choices to make trips, improve or foster economic development, achieve community social goals, accommodate ADA requirements or improve movement of goods and services? Does it contribute to multi-modal transportation? The more a project contributes to multi-modal transportation, the higher the score.

- b) **Inter-connectivity.** To what extent does the project increase convenience and provide route continuity within a community and between communities? Does it accommodate high traffic flow? The more a project accommodates high traffic flow, the higher the score.
- c) **Circulation.** To what extent does the project provide trip circuitry options for travel, rather than one directional origin back to destination? Does it provide interconnection of road networks to facilitate many optional route choices? The more a project enhances circulation, the higher the score.
- d) **Facility usage.** Will this facility foster improved ridership and satisfaction of trip demand, i.e., is there a clear demand for the project? The more a project satisfies a demonstrated demand, the higher the score.
- e) **Level of service.** To what extent will this project improve level of service, be it increased seat or lane capacity? Will it resolve a congestion problem? The more a project improves congestion, the higher the score.
- f) **Environment.** To what extent have environmental issues been prevented, mitigated, or managed, and clearances completed? The further along a project is in the environmental process, or the lower the potential for significant environmental impact, the higher the score.