

Questions Cache County Received on HWY 101 Trail With Answers

1. What is the project background?

This trail has been a goal for Cache County for many years and is often requested by the two cities and specifically parents within those cities. UDOT has placed it on their Utah Trail Network Master Plan and will be prioritizing it in their model and project scheduling. Because of this Cache County needs to complete a feasibility study to make sure it is a project UDOT will be ready to take on. UDOT will be an active partner and resource through the feasibility study.

2. What are the anticipated challenges?

The biggest elements of concern that will need to be studied are the river crossing, the highway crossing, the topography of the alignment where it goes into and out of the river valley, and the potential Right-of-Way needs along the road. For the highway crossing we will want the consultant team to investigate several different options to improve safety including at grade and grade separated solutions.

3. With such a tight budget what are the priorities for the selected firm to accomplish?

We understand there is a lot that could be studied along this highway. We want the final product to identify what fatal flaws that may kill the project and what can be done to mitigate them. UDOT will still go through a full design process after this study so the consultant team will not need to get into the weeds. They will be expected to evaluate the corridor to see if a trail to UDOT's standards will be feasible and where necessary what design solutions will work to overcome challenges.

4. What topography data does the county have? And can we use it to support the feasibility study?

The county has a couple different data sources that we use for planning level site evaluation. We cannot guarantee the accuracy of these datasets, but we are happy to share them with the consultant team for the purposes of this study.

5. Were a lot of other firms invited to propose on this project?

The request for proposals for this feasibility is posted on the Cache County Development Services website, so anyone is welcome to submit. On top of that the RFP was sent to several other firms that have expressed interest in this project, or were invited at the request of the partner cities.

6. How can we wow the selection committee?

Traditionally our selection committees like to see detailed descriptions of how the proposing team will accomplish the things they commit to. We intentionally limit the amount of detail with the page limits to avoid fluff, but have been impressed when teams are still able to provide a high level of technical confidence in the short proposal. We also always invite representatives from the partnering cities or other entities to sit on the

selection committees and they often care deeply about the selected team having a deep connection and understanding of the Cache County Culture favoring teams that have members that have lived here or who have done really impactful and positive projects in our valley. Different selection committees have different judgements, but these are trends we have seen.

7. Would the county like the final study to be available as a GIS StoryMap?

Cache County has utilized StoryMaps in the past and has liked them for their ability to communicate high levels of detail quickly. However, we only have so many credits available for hosting StoryMaps so they are often temporary as we remove older ones to host newer ones. Because of this we want the final study to be printable and still convey all the pertinent information.

8. Can you please clarify the expectations of the consultant for gathering MOUs and easement agreements for the preferred trail alignment? Obtaining legal easement agreements can be very time consuming and require additional resources.

Cache County will not be entering into any agreements with landowners on this project as UDOT will be managing ROW acquisition later in the process. Whenever possible the alignment should remain within UDOT ROW. When the preferred alignment extends beyond the available UDOT ROW the consultant will work directly with landowners to gauge initial interest in the project. The feasibility study will identify all applicable parcels needed for future construction and will identify the level of interest for each. UDOT has developed a “vetting willing sellers” process that the consultant will be encouraged to follow with guidance from UDOT Trails Division staff.

9. How many meetings are anticipated between the consultant and the partner cities?

We anticipate the cities will each want one meeting at the beginning of the project to express their desires and concerns for the study and then to be provided an opportunity to review the study before it is finalized to ensure it addresses their priorities. The initial meeting could be scheduled to meet with both cities at the same time to reduce the needed number of meetings.

10. What will be expected of the selected consultant for providing projected use of the trail?

We understand this will be a very rough estimate at best, but would like to be able to provide educated guesses to UDOT, and to have some ideas when we talk about this project with public. We have some trail use data from the Wellsville Trails and Active Transportation Master Plan which included Strava data and trail counter data that could be used as a baseline and the consultant could look at the number of kids that live in Wellsville and attend school in Hyrum to evaluate the potential of replacing some of those trips with trail use. The consultant team should also review the crash data from the intersections to predict what a separated trail and improved crossing will do for safety along the corridor.

11. What is the expected turnaround time from the proposal deadline to the selection committee's decision? Are additional interviews or presentations anticipated?

We anticipate that we will be able to begin contracting with the selected firm in about a month from the submission date. We will try to expedite the process, but we have invited both Hyrum City and Wellsville City to appoint representatives to sit on the selection committee and scheduling a time to sit with each of them will take time. We do not anticipate needing to conduct interviews with shortlisted firms or asking them to provide presentations. This is only used when the selection committee cannot reach a consensus with the proposals alone, which rarely happens. When it has happened it has typically been more complex projects where the committee was extra concerned with details in the delivery.

12. How many other firms have expressed interest in this project?

As of the date this question was received we had heard from 3 firms that submitted questions and expressed interest in submitting a proposal.

13. Is it expected that the alignment will need to be adjusted or will it be set as is?

The Trail will connect the sidewalks following the Highway and should stay within UDOT ROW when possible. However, we do want this study to finalize the alignment ensuring feasibility. We do have concerns with the river crossing or areas where there are steep banks or canals off the highway shoulder. In these areas the trail alignment may need to meander to find a viable path. Wellsville City owns some land to the north of the river crossing that we could propose utilizing for the trail if it helps the project be more feasible and cost effective.