

CCCOG Application - ROADS

¾ CENT SALES TAX FUNDING FOR TRANSPORTATION PROJECTS
Cache County Council of Governments (CCCOG)

COURTESY NOTICE OF INTENT-TO-APPLY ARE DUE MAY 11, 2012
Please email Jeff Gilbert (jeff.gilbert@cachedounty.org) and notify him of the project you intend to apply for CCCOG funding and the estimated request amount.
(Note: failure to provide notice by the deadline will NOT disqualify a projects application)

APPLICATIONS ARE DUE BY 5:00 PM ON MAY 29, 2012
Submit completed application(s) to: Cache County Executive, 199 N. Main, Logan UT. Applicants must submit four (4) copies.

Your responses on this application will be used to assign scores based on the CCCOG adopted Transportation Project Prioritization Process (available at www.cachempo.org/cc cog).

Basic Eligibility Requirements

1) According to state code, funds can only be used for road projects. Only capacity improvement projects are eligible on minor/major collector or minor/principle arterials.
2) Projects located in the planning boundary of the Cache Metropolitan Planning Organization (CMPO) must be included in the CMPO’s 2035 Highway Vision Plan (Figure 10 of the CMPO’s Regional Transportation Plan 2035 found at http://www.cachempo.org/2035rtp.html).
3) Project applicants must provide a minimum 7% local cash or in-kind match.
4) The roadway pavement design for projects must be as good as or better than the pavement design criteria found in Cache County’s adopted Road Standards.
5) All typically associated “standard” roadway improvements are eligible expenses for CCCOG funds (e.g. sidewalks, curb & gutter, utility relocations, standard street lighting and landscaping). Any “premium” or upgraded roadway amenities (historical or decorative street lights, upgraded landscaping or utilities etc) are considered project “betterments” and must be paid by the local jurisdictions. Prior to awarding a construction contract, funded applicants must submit a buildable plan set for review by the CCCOG chair, Cache County Executive and CCCOG staff.
6) Late applications will not be accepted.

1. DATE OF SUBMITTAL – May 29th, 2012

2. PROJECT NAME
   a. Title: South Corridor Preservation Fund
   b. Limits: Wellsville Canyon to 10th West in Logan along Highway 89/91

3. PROJECT DESCRIPTION –

   Preservation of right-of-way and reduction of access points along Highway 89/91 from Wellsville canyon to 10th West in Logan.
4. PROJECT MANAGEMENT
   a. Sponsor Jurisdiction: Cache County
   b. Contact person: Josh Runhaar
   c. Phone number: (435)755-1640
   d. FAX Number: (435)755-1987
   e. Email Address: Josh.Runhaar@Cache County.org

5. PROJECT COST ESTIMATE - Total: $500,000  Local Match*: $35,000
   PE:  
   ROW: $500,000  Construction:
   *Applicants must provide at least a 7% local match

6. Year Funding Needed - PE:  
   ROW: 2012-2013 Construction:

7. REGIONAL SIGNIFICANCE OF PROJECT – Highway 89/91 from Wellsville canyon to
   Logan City is the primary transportation and access route into and out of the entire
   valley. Cache County does not have access directly to I-15, but rather relies on the access
   provided by both Highways 89/91 and 30. The potential expansion of Highway 30 has long
   been discussed, but the cost of construction and environmental remediation makes that
   project difficult to fund. It has also been seen that the continued expansion of roadway
   facilities is not always sufficient to meet capacity needs, the corridor must be protected
   both in terms of future expansion needs and from being cluttered by numerous access
   points. In fact, there is a perfect example of the difference that access points can make in
   the effectiveness of a transportation corridor. Comparing the northern portions of
   Highway 91 through Logan, North Logan, and even into Hyde Park it can be seen that
   numerous access points create points of conflict, reduce traffic speed and in general
   reduce capacity. It is the aim and objective of this project to both complete advanced
   purchase of rights-of-way along the south highway corridor and to also explore the
   purchase of access rights to enable the multiple jurisdictions and UDOT to promote access
   to secondary routes for homes, business, and farms instead of accessing all of those uses
   from the highway.

   1. Is project in an approved municipal transportation plan - The County does not currently have a
      Transportation Plan, but sections of this project are within the MPO Long Range Transportaion
      Plan

   2. Describe purpose and need of project – The project is a two part project.

   Part 1 is purchasing rights-of-way from 3200 South to 10th West in Logan along both sides of
   Highway 89/91 to protect the highway corridor for future planned expansions as shown in the
   CMPO’s Long Range Transportation Plan. The planned expansion increases the existing 5 lane
   facility to a 7 lane facility.

   Part 2 is purchasing limited access lines along both sides of the highway in strategic locations.
   This corridor has undergone a number of progressive studies and agreements (SDAT in 200X,
   and access and signalization agreement with UDOT in 200X, and finally the South Corridor
   Study which provided a detailed land use and transportation plan along the entire project length
   that was completed by Wellsville, Nibley, Logan, and Cache County in 2011). The current UDOT
   access and signalization agreement sets access spacing at 1000 feet and provides specific signal
   locations. The 1000 foot spacing is not a guaranteed safety net though, as most access points to
   UDOT facilities are granted under a variance which would then allow for a much tighter spacing
   pattern.
For both parts of the project, it is not anticipated that many homes would be purchased with this funding, but rather existing agricultural ground with little to no improvements would be the focus. Also, all of this funding would be limited to willing seller transactions only.

3. Congestion -
   a. *What is the current cause of congestion in the project area* (i.e. insufficient turn lanes, lack of signal coordination, etc.)

   There is little to no congestion at the present time. The purpose of this project though is to limit future congestion. Segments of this corridor are projected to have in excess of 45,000 ADT by 2035. When considering that a 4 lane roadway reaches a level of service (LOS) D at 40,500 ADT, this corridor will be experiencing a large amount of congestion. For example, current traffic loads on Main Street in Logan City is 38,000 ADT. Much of the congestion on Main Street is also caused by the high number of access points (street intersections and commercial access). The South Corridor will need expansion to accommodate the project growth and the best method for dealing with access related issues is to ensure that they are not constructed.

   b. *What will this project do to alleviate congestion on this or other facilities -*

      Advanced purchase of ROW and limited access lines will ensure that future expansion can occur. The purchase of limited access lines in combination with additional planning (land use and transportation) will reduce the number of access points to the highway even when growth occurs along this corridor.

4. Project Length in miles – **Total Corridor length is approximately 7.25 miles**

5. Project Data - (Average Daily Traffic (ADT) must be documented with traffic counts for existing road projects. The LTAP Center at USU can provide this service 797-2931).

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<tr>
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<th>Current Year</th>
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<tr>
<td>Average Daily Traffic</td>
<td>20365</td>
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<td>(ADT)</td>
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<tr>
<td>Planned Functional Class</td>
<td>Principal Arterial</td>
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<td>Design Speed</td>
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6. Utility Work -
   a. *Describe utility work to be performed and indicate who will do work -*

      (funds cannot be used for new utility construction. Municipalities can require utility company to relocate utilities.)

      **No utility work is required.**

7. Right-of-Way –
   a. *What current right-of-way is already secured –*

      The existing right-of-way that is held by UDOT is sufficient for the 5 lane highway facility.

   b. *What additional right-of-way is needed –*

      From 3200 South to 10th West it is anticipated that a full lane width of right-of-way will be needed for future expansion on both sides of the roadway. Upon funding of this initiative, the County anticipates working with UDOT right-of-way personnel to determine exact widths and appropriate locations for advanced right-of-way purchase.

      Staff at the MPO and County intend to also approach UDOT with the potential to utilize State corridor preservation funds for the South Corridor. The local CCCOOG funding will assist in showing UDOT how important this corridor is to the Valley. Most of the more populated Counties in the State already partner with UDOT in terms of planning and financing of
advance ROW purchase in their communities, Cache County needs to have equal footing in this arena of transportation funding.

8. Pedestrian / Bike / Trail Facilities –
   a. *Explain how these types of facilities will be incorporated into project -*

   One of the options highlighted within the South Corridor Study was to provide a frontage road that would service the farms along the corridor and also provide a bike/pedestrian path. This option has not been fully vetted, but would be reviewed for constructability prior to the purchase of any right-of-way through this program.

9. Plans/Sketches:
   a. *Proposed Improvements –* See attached map.
   b. *Project Time Line –* It is anticipated that this will be an ongoing project, utilizing the funding provided by the CCCOG on an as needed basis. While work has been done to catalog existing access points and potential properties that are for sale, no specific areas have yet been targeted for the use of this funding. It is anticipated that if the County is unable to expend the funding within 24 months it would be returned to the CCCOG for reallocation.

   Because specific properties and project locations have not been identified, the application would recommend that the CCCOG and County identify a sub-committee to review funding requests and provide a final approval prior to the disbursement of funds.
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<th>Item</th>
<th>Description</th>
<th>Quantity and Unit</th>
<th>Unit Price</th>
<th>Total Cost</th>
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<td>1. Right-of-way</td>
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<td>$500,000</td>
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<td>2. Utilities</td>
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<td>8. Environmental Mitigation</td>
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<td>9. Curb, Gutter, Sidewalk</td>
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<td>10. Lighting</td>
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<td>11. Traffic Mitigation</td>
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<td>13. Other Costs</td>
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Your responses to these items will be used by CCCOG voting members to assign a score to these categories of the criterion.

**Cost-Effectiveness Criterion (#2):**
Advance purchase of ROW has always been shown to be a cost effect method of preserving land for future roadway expansions. Along the South Corridor, if funds are made available today, much of the ROW and limited access that would be purchased would be along unimproved agricultural ground. If this is delayed by 20 years, it is very likely that commercial and residential properties will have been built, dramatically increasing the raw price of the ground in addition to the potential cost of relocating buildings. Additionally, dealing with access point today, instead of when commercial/residential properties are being located, will be an enormous cost savings (in fact, attempting to deal with access points after the fact or during project proposal can be nearly impossible to eliminate and can potentially trigger lawsuits).

In Cache County, simply looking at the expansion of 10th West provides an excellent case study. During Phase 1 of the project, a total budget was projected at $41.2 million, $7.2 million of which was ROW costs (17.5% of the total project). Because of inadequate planning in the past the following issues were required to be resolved: 17 homes were demolished, strip takes of property that affected multiple homes and businesses, and the relocation of access and the primary entrance for an elementary school. It is the hope that through advance purchase of both ROW and limited access lines along the South Corridor, that the cost of future projects (expansion and congestion mitigation) will be greatly reduced.

**Compliance with Applicable Federal Laws or Regulations (#3):** This project would be subject to UDOT processes for the purchase of both ROW and limited access lines. In fact, most MPO’s in the State of Utah utilize their corridor funding in conjunction with UDOT, allowing UDOT to complete the transactions while utilizing CCCOG funds to assist in the purchase.

**Community Economic Criterion (#4):** There is only one primary connection from the Wasatch Front to Cache Valley: through the Highway 89/91 corridor. Highway 30 provides some access, but in looking at business connectivity, transport of goods, tourism, etc. the South Corridor provides the primary point of access. The reduction of the effectiveness of this corridor through congestion (brought on by increase in traffic and changing land use patterns) could have potentially devastating impacts valley wide on businesses. Mitigating this future impact today is critical to maintaining our economic viability.