COURTESY NOTICE OF INTENT-TO-APPLY ARE DUE April 19, 2013
Please email Jeff Gilbert (jeff.gilbert@cachecounty.org) and notify him of the project you intend to apply for CCOG funding and the estimated request amount.
(Note: failure to provide notice by the deadline will NOT disqualify a project's application)

APPLICATIONS ARE DUE BY 5:00 PM ON April 30, 2013
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 CCOG adopted Transportation Project Prioritization Process (available at http://cachempo.org/?page_id=405).

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://cachempo.org/?page_id=53).
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 or as 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 CCOG 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 CCOG chair, Cache County Executive and CCOG staff.
6) Late applications will not be accepted.

1. DATE OF SUBMITTAL – April 30th, 2013

2. PROJECT NAME
   a. Title: Hyde Park/North Logan Transportation Corridor (200 East) – 2500 to 3100 N.
   b. Limits: The construction of this entire Corridor can be considered in five phases:
      1. 1800 North to 2200 North - The center three lanes of this part of the Corridor was completed in 2009-10. It will be widened as development occurs and/or when required by demand.
      2. 2200 North to 2500 North – This portion of the Corridor is beginning the engineering design phase. The current plan is to construct a three-lane roadway section using the Federal funding that has been identified and then to widen the road in the future as development occurs and/or when required by demand. Along with this project will be the design of the remaining, total project including the acquisition
of rights-of-way for the entire Corridor from 1400 North in Logan to Hyde Park Lane.

3. **2500 North to 3100 North** – This portion of the Corridor, other than the design and ROW acquisition, has not been funded. It is anticipated that this section of the Corridor will be constructed through a combination of Federal, CCCOG, and Cache County School District funds, yet to be determined. It is this part of the Corridor for which this application is being made.

4. 3100 North to Hyde Park Lane – This northernmost portion of the Corridor, other than the design and ROW acquisition, has not been funded. It is anticipated that this being the least priority portion of the project will funded as future Federal Funds become available.

5. 1400 North to 1800 North - This portion of the Corridor, other than the design and ROW acquisition, has not been funded. The majority of this part of the roadway existed prior to this project being put together. The widening called for as part of this Federally funded project will most likely be done last and then only when required by traffic demand.

3. **PROJECT DESCRIPTION** —

Construction of a portion of the Hyde Park to North Logan Corridor between 2500 North and 3100 North. Being proposed is the construction of this portion of the Corridor through a combination of funds from the Federal Government, the Cache County Council of Governments’ ¾ cent sales tax, and whatever portion of the project is determined to be the Cache County School District’s participation in this roadway as part of their requirements for the development of the high school being proposed for this area.

**PROJECT MANAGEMENT**

a. **Sponsor Jurisdiction:** North Logan City
b. **Contact person:** Jeffrey M. Jorgensen P.E.
c. **Phone number:** 435-752-1310 ext 14
d. **FAX Number:** 435-752-1357
e. **Email Address:** jeff@northlogancity.org

4. **PROJECT COST ESTIMATE** —

*Total: The total project cost (1400 N to Hyde Park Lane) as estimated in the EIS is about $16 M. The section for which this application is being processed is about $6M.*

*Local Match*: Local match of 7% should come from a combination of soft match already provided by North Logan City in the ROW acquired from the section between 1800 and 2200 North plus Cache County School District funds yet to be determined.

**PE:** Federal Funds
**ROW:** Federal Funds
**Construction:** About $6M

5. **Year Funding Needed** —

**PE:** The initial (60%) design is part of the currently funded Federal project. The remaining design for this section will be needed in 2014.

**ROW:** ROW acquisition is part of the currently funded Federal project.

**Construction:** 2014 through 2015
6. REGIONAL SIGNIFICANCE OF PROJECT –

This project continues to be a top priority, regional project to help alleviate the congestion on US91. However, in considering locating a high school along this corridor the significance of this project is even higher. Access to the proposed high school will benefit the region in a significant way – students, parents, teachers, and the public in general will need access to this area for the school as well as the regional park that will become a part of the development of this total area between 150 and 400 East and between 2800 and 3100 North.

ROAD PROJECT INFORMATION

1. Is project in an approved municipal transportation plan - Yes

2. Describe purpose and need of project – The purpose of the Hyde Park to North Logan Transportation Corridor (200 East) is to provide a higher functioning continuous north-south corridor alternative to Highway 91 as part of a master planned corridor through most of the Cache Metropolitan Area. The total project for which an EIS and ROD were completed in 2011 includes the corridor between 1400 North in Logan City, through North Logan City, and continuing to Hyde Park Lane in Hyde Park. The corridor is designed to improve mobility, enhance local and regional connectivity, and to support local economic and development goals. The project will also serve as access to a high school being considered for the area near the Eccles Ice Center between North Logan City and Hyde Park.

3. Congestion -
   a. What is the current cause of congestion in the project area (i.e. insufficient turn lanes, lack of signal coordination, etc.)
      An increasing population in the area is estimated to increase 61% by 2030 which will place an additional burden on US91. Currently US91 is the only north-south corridor for the region through the metropolitan area. It is widely known that the congestion of US91 is already significant and will continue to worsen.

   b. What will this project do to alleviate congestion on this or other facilities -
      The North Logan to Hyde Park Corridor will provide an alternative connection between Logan City, through North Logan and onto Hyde Park to serve the residents and businesses in those cities and the region, mostly east of US91. The portion of 200 East already constructed between 1800 and 2200 North has already provided for a path to relieve some of the traffic that would otherwise be traveling on US91. Continuing the project between 2500 North and on to 3100 North will allow more traffic to use this Corridor, and will provide access to the high school being considered for this area.
4. Project Length in miles – 0.75 miles (2500 to 3100 North)

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).

The following paragraph and table from the EIS for this project is provided to show the traffic volumes of the various alternatives considered and the impact the project has on the congestion on US91.

### 2.2.1 Traffic Volumes

Traffic volume projections for the Build and No Build Alternatives and US 91 were modeled with two different operational speeds of the proposed roadway (35 mph and 45 mph) for the design year 2025 (Table 2.2-1). Analysis of the No Build Alternative assumes that no other continuous north-south road would be built within the study area. Alternatives 5, 6A and 6B were found to have similar traffic-generating characteristics due to their proximity to each other, thus their analysis is identical and not repeated.

<table>
<thead>
<tr>
<th>Proposed Roadway</th>
<th>Section</th>
<th>Alternatives 5, 6A, and 6B</th>
<th>Alternative 3</th>
<th>No Build</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>35 mph</td>
<td>45 mph</td>
<td>35 mph</td>
</tr>
<tr>
<td>1400 N- 1800 N</td>
<td>21,825</td>
<td>21,865 (22,866)</td>
<td>21,690</td>
<td>21,250 (23,255)</td>
</tr>
<tr>
<td>1800 N- 2200 N</td>
<td>14,245</td>
<td>16,875</td>
<td>13,880</td>
<td>15,730</td>
</tr>
<tr>
<td>2200 N- 2500 N</td>
<td>8,470</td>
<td>10,885</td>
<td>8,020</td>
<td>9,570</td>
</tr>
<tr>
<td>2500 N- 3700 N</td>
<td>6,170</td>
<td>10,285</td>
<td>4,815</td>
<td>7,070 (6365)</td>
</tr>
</tbody>
</table>

#### US 91

<table>
<thead>
<tr>
<th></th>
<th>1400 N- 1800 N</th>
<th>27,590</th>
<th>27,290</th>
<th>27,630</th>
<th>27,120</th>
<th>37,780</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1800 N- 2200 N</td>
<td>25,150</td>
<td>24,600</td>
<td>25,175</td>
<td>24,370</td>
<td>30,530</td>
</tr>
<tr>
<td></td>
<td>2200 N- 2500 N</td>
<td>25,860</td>
<td>25,475</td>
<td>25,880</td>
<td>25,280</td>
<td>32,495</td>
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<tr>
<td></td>
<td>2500 N- 3700 N</td>
<td>40,615</td>
<td>38,135</td>
<td>39,240</td>
<td>38,620</td>
<td>43,075</td>
</tr>
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</table>

#### 200 East**

<table>
<thead>
<tr>
<th></th>
<th>1400 N- 1800 N</th>
<th>630</th>
<th>616</th>
<th>626</th>
<th>610</th>
<th>4,330</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1800 N- 2200 N</td>
<td>5,874</td>
<td>4,547</td>
<td>7,415</td>
<td>7,416</td>
<td>10,773</td>
</tr>
<tr>
<td></td>
<td>2200 N- 2500 N</td>
<td>4,943</td>
<td>3,638</td>
<td>6,679</td>
<td>6,679</td>
<td>6,089</td>
</tr>
<tr>
<td></td>
<td>2500 N- 3700 N</td>
<td>5,175</td>
<td>3,899</td>
<td>8,301</td>
<td>7,951</td>
<td>6,493</td>
</tr>
</tbody>
</table>

* *No Continuous Roadway
** 200 East is the existing roadway on the south end of the project.

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.)

This part of the 200 East Corridor will require the construction of water main lines, sewer main lines as well as other utilities to support development including electrical lines, cable, natural gas, etc. Water and sewer main lines will be constructed by North Logan City by using a combination of impact fee funds, tax increment (RDA) funds, and funds from the water and sewer enterprise funds. It is assumed that other utilities will be constructed as development occurs but conduits to
accommodate these other utilities will be installed as part of the project as appropriate and at North Logan City’s expense.

Right-of-Way –

a. *What current right-of-way is already secured* –
   No current right-of-way for this project has been acquired. The federal funds being made available for this project is intended to provide for the acquisition of all the right-of-way for this total project from 1400 East in Logan City, through North Logan and to Hyde Park Lane.

b. *What additional right-of-way is needed* –
   No other right-of-way will be required for this project per se but the cities on Hyde Park and North Logan will be acquiring rights-of-way for a connecting road at 3100 North at some time in the near future, perhaps in concert with the Cache County School District.

7. Pedestrain / Bike / Trail Facilities –
   The plan for this Corridor is for it to include pedestrian and bike facilities all along it. The Corridor will also be a CVTD bus route.
8. Plans/Sketches:
   a. Proposed Improvements –
      Concept Plan – plan view of road section
Planned Cross Section – Concept Plan

Figure 2.5-S: Typical Section No. 4 – 2200 North to 3700 North (Update)

<table>
<thead>
<tr>
<th>SIDEWALK</th>
<th>PARK STRIP</th>
<th>CURB LOCATOR</th>
<th>SHOULDER</th>
<th>TRAVEL LANE</th>
<th>MEDIAN &amp; RAMP LANE</th>
<th>TRAVEL LANE</th>
<th>SHOULDER</th>
<th>CURB LOCATOR</th>
<th>PARK STRIP</th>
<th>SHAREO SIDEWALK/BIK PTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>$6'$</td>
<td>$5'$</td>
<td>$7'$</td>
<td>$3.5'$</td>
<td>$9'$</td>
<td>$12'$</td>
<td>$12'$</td>
<td>$9'$</td>
<td>$22.5'$</td>
<td>$11'$</td>
<td>$10$</td>
</tr>
</tbody>
</table>

99' ROW – 3 Lanes
Option from 2200 N to Hyde Park Lane
(Alternatives: #3, #3 Modified, #6A, #6B)
Posted Speed 45 MPH

Option from 2200 N to 2500 N (Alternative: #5)
Posted Speed 35 MPH
Option from 2700 N to Hyde Park Lane (Alternative: #5)
Posted Speed 45 MPH

b. Project Time Line –

- Preliminary Design (60%) and Right-of-way Acquisition for the entire length of the Corridor Project – May 2013 – September 2013
- Complete Design and Contracting for the 2200 North to 2500 North section – September 2013 – January 2014
- Construction 2200 North to 2500 North – Federal Project – Spring/Summer 2014
- Construction 2500 North to 3100 North – Combined Federal Project/School Project, and CCCOG Project – Spring/Summer 2015

Note: This project time line is very rough and subject to federal funds, School District funds and the availability of CCCOG funds.
The costs estimates for the entire Hyde Park to North Logan Corridor Project, as presented in the EIS are as follows:

## NORTH LOGAN/HYDE PARK CORRIDOR
## PRELIMINARY OPINION OF PROBABLE COST

**UDOT Project #STP-1232(1)**  
**21-Mar-05**  
**Alternative 3**

<table>
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<tr>
<th>Item</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mobilization</td>
<td>$300,000</td>
</tr>
<tr>
<td>2</td>
<td>Surveying</td>
<td>$50,000</td>
</tr>
<tr>
<td>3</td>
<td>Utility Improvements (water, sewer, irrigation, gas, power, telephone)</td>
<td>$100,000</td>
</tr>
<tr>
<td>4</td>
<td>Earthwork</td>
<td>$282,287</td>
</tr>
<tr>
<td>5</td>
<td>Pavement and Base</td>
<td>$1,619,493</td>
</tr>
<tr>
<td>6</td>
<td>Concrete Work</td>
<td>$878,075</td>
</tr>
<tr>
<td>7</td>
<td>Signing and Striping</td>
<td>$31,612</td>
</tr>
<tr>
<td>8</td>
<td>Traffic Control</td>
<td>$25,000</td>
</tr>
<tr>
<td>9</td>
<td>Landscaping</td>
<td>$235,490</td>
</tr>
<tr>
<td>10</td>
<td>Drainage and Minor Structures</td>
<td>$2,186,150</td>
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</table>

**Construction Subtotal**  
$5,708,107

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Right-of-Way and Property Relocations</td>
<td>$3,224,650</td>
</tr>
</tbody>
</table>

**Subtotal**  
$8,932,757

**Contingency & CE (25%)**  
$2,233,189

**Total**  
$11,165,946

- Preliminary Engineering & Environmental  
  $700,000.00
- UDOT Admin (3%)  
  $355,978.39

**Project Total Cost**  
$12,221,925

As part of the EIS, a cost estimate for the project was updated in 2010 with the following costs using a multiplier and crediting the project for the portion of the project constructed between 1800 and 2200 North. The following table, using the row for Alternative 3M indicates the total cost for the remaining portions of
the project will be about $15.9M.

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>3</td>
<td>$12,221,025</td>
<td>1.47</td>
<td>$17,966,230</td>
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<td>$97,920</td>
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<tr>
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<td>$139,920</td>
<td>$83,125</td>
<td>-</td>
<td>$15,913,275</td>
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<tr>
<td>S</td>
<td>$10,740,502</td>
<td>1.47</td>
<td>$15,788,538</td>
<td>$2,276,000</td>
<td>$312,920</td>
<td>$83,125</td>
<td>-</td>
<td>$13,908,583</td>
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<tr>
<td>6A</td>
<td>$19,976,636</td>
<td>1.47</td>
<td>$29,365,655</td>
<td>$2,276,000</td>
<td>$471,920</td>
<td>$280,875</td>
<td>$400,000</td>
<td>$28,242,450</td>
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<tr>
<td>6B</td>
<td>$11,219,858</td>
<td>1.47</td>
<td>$16,493,191</td>
<td>$2,276,000</td>
<td>$217,720</td>
<td>$89,688</td>
<td>$400,000</td>
<td>$14,924,599</td>
</tr>
</tbody>
</table>

Notes:
1. The 2005 costs were brought into 2010 costs, using a multiplier factor. See multiplier factor spreadsheet for calculation.
2. A 3-lane section of the project was constructed between 1800 North to 2200 North after the 2005 estimate. The cost of this section of road was subtracted out of each alternative.
3. Cost to construct a parking lot on the west side of the Eccles Ice Center, for impacted parking.
4. See Noise Study
5. Assume 35% of project cost

For the purposes of this application it is assumed that the road will cost roughly $1 Million for each block or about $6M for the section from 2200 to 3100 N. Being requested from the CCCOG is as much assistance as possible towards this project, supplementing the available federal funds and funds to be provided by the Cache County School District, both yet to be determined.

Cost-Effectiveness Criterion (2): Identify any extraordinary cost savings expected for your project’s ongoing operation and maintenance. Also, please justify your projects overall cost-benefit. If applicable, what is your projects cost per lane mile?

The proposed use of CCCOG funds coupled with Federal and local funds derived from the Cache County School District should combine to put this road in place sooner than would be possible waiting for federal funds alone. Building the road in the current construction environment rather than waiting for years to have this built should result in overall cost savings.

Compliance with Applicable Federal Laws or Regulations (3): Will your project meet all applicable Federal laws and regulations?

This entire project is being done through a series of federally funded projects over several years and as such all work on the project must be done in accordance with federal laws and regulations. The
The environmental assessment process has been completed (complete EIS) from this project including an approved federal record of decision (ROD).

**Community Economic Criterion (#4):** Describe the overall economic impact of your project.

The construction of this piece of the Corridor will provide economic development opportunity in and around the proposed new high school. The entire frontage that will exist west of this Corridor is currently undeveloped but will most likely see a significant increase in development opportunity since the area will be near the regional park and high school being developed.