

2015-3 NORTH LOGAN #1

Deadlines

COURTESY NOTICE OF INTENT-TO-APPLY ARE DUE: JULY 30, 2015

COMPLETED APPLICATIONS ARE DUE BY 5:00 PM ON: AUGUST 25, 2015

IMPORTANT: See Section 6.1 for more information

Basic Eligibility Requirements

- 1) According to state code, funds can only be used for road projects. In the CMPO area only capacity improvement projects are eligible on minor/major collector or minor/principle arterials.
- 2) Projects located in the planning boundary (see http://cachempo.org/?page_id=5) of the Cache Metropolitan Planning Organization (CMPO) must be included in the CMPO's 2040 Highway Vision Plan (Figure 11 of the CMPO's Regional Transportation Plan 2040 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 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 COG 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 COG chair, Cache County Executive and COG staff.
- 6) **Late applications will not be accepted.**

THIS APPLICATION CAN BE DOWNLOADED IN WORD FORMAT AT: http://cachempo.org/?page_id=1181

Your responses on this application will be used to assign scores based on the COG adopted Transportation Project Prioritization Process (also found by following this link).

1.0 | Project Summary Information

1.1 Project Name 1200 East 2450 to 2750 North.

1.2 Project Description (summary of project) Acquire the right-of-way for the remaining distance of about 2,650 feet in order to eventually complete the road north through to 2750 North. Construct the road between the north end of the Elk Ridge East Subdivision and 2500 North, about 690 feet.

1.3 Sponsor (jurisdiction) North Logan City

1.4 Contact Information

Project Manager Jeffrey M. Jorgensen
Office Phone 435-752-1310 ext 14
Cell Phone 435-881-1999
Email jeff@northlogancity.org

1.5 Cost Estimate

Total Estimated Project Cost \$451,000
COG Funding Requested \$397,000
Local Cash Match \$27,700 - 7%
Soft (or in-kind) Match proposed for project \$26,300

1.6 Regional Significance

If your project is in the CMPO area, is it included in the 2040 CMPO Regional Transportation Plan (see Figure 11, http://cachemco.org/?page_id=53)?

Yes

Note: Projects in the CMPO area that are not included in the 2040 Regional Transportation Plan (figure 11) are eligible only as a safety or "spot" improvement and are limited to maximum of \$200,000 in COG funding.

How is the project corridor classified on the Utah State Functional Class Map?

see <http://www.udot.utah.gov/main/f?p=100:pg::::1:T,V:1224>

Major Collector

Note: According to state code, projects in the CMPO area that are not listed as collector or arterial roads are not eligible for this funding.

1.7 Local Significance

Describe how your project is consistent with any local plans.

This road is part of the draft three-cities plan among North Logan, Hyde Park, and Smithfield to ensure coordination of more grid connectivity among the three cities. 1200 East NLC - 700 East HP can become an important regional north/south connection once this piece is filled in. Attached is the DRAFT, master tri-city roads plan for North Logan, Hyde Park, and Smithfield.

2.0 | Project Scope

Please complete the following sections to help the COG board better understand your project.

2.1 Describe purpose and need of project. 1200 East is currently a major arterial between Logan City, through North Logan and Hyde Park and onto Smithfield but there are a number of "gaps" or in this case, a "detour", in order to make this a straight road way connecting these cities. Other than Highway 91 and the planned 200 East Corridor, this road, once completed as a through road to Smithfield, will provide the only other, uninterrupted arterial road between Logan City and Smithfield

2.2 Describe existing service/conditions Currently there is no road built at all along 1200 East between the north end of the new Elk Ridge East Subdivision and 2750 North. 1200 East basically "detours" around this area along 1250 East beginning at 2300 North and then back to 1200 East at 2750 North. Almost all of this distance is currently being farmed for hay.

2.3 Length of project Right-of-way acquisition for about 2100 feet. Construction for about 700 feet.

2.4 Describe how project will alleviate congestion on this or other facilities. This project, once completed, will provide a straight line road through the portion of North Logan where traffic now detours to 1250 East.

2.5 Describe any safety improvements for vehicular and bicycle/pedestrian traffic. The road will include sidewalks and bike lanes throughout the length of this new section.

2.6 Describe traffic control changes at intersections. Currently there is a three way stop for 1200 East at 2300 North. Once this project is completed the north/south roadway will no longer be stopped. Travel west on 2300 North will continue to have a stop sign.

2.7 What right-of-way is already secured? None of the -of-way for this project has been secured.

2.8 What additional right-of-way is needed? A 66-foot right-of-way would be acquired by this project for the entire length from about 2400 North to 2750 North - about 3.3 acres in total plus some temporary construction easement on both sides of the roadway.

2.9 Describe utility work to be performed and indicate who will do the work. The sewer is already in between 2400 and 2500 North. The water line would be installed by the city using water impact fees. Other utilities would either be done by those utility companies or installed later. No utilities would be put in yet for 2500 to 2750 North.

3.0 | Project Ranking

The following categories will be used by individual COG Board Members to score each project. Some of the criteria have "preliminary" points assigned by set criteria contained in the approved project prioritization process. Individual COG board members can adjust these scores by assigning a different final score for the category (if they see fit). The scoring of some categories (section 3.2 & 3.5) are at the total discretion of individual board members (based on how you respond to this application and the information you provide when you present your project to the board). **Your responses in this section will be used to assign scores based on the COG adopted Transportation Project Prioritization Process (available at http://cachempo.org/?page_id=994).**

3.1 Congestion Relief Criterion (10 Points)

Staff will use the data you provide for this category to assign points based on the volume to capacity ratio for the project roadway (adjacent parallel roadways for new roads). More congested roadways will receive more points based on the adopted criteria.

Category	Current Conditions
Average Daily Traffic	None
Functional Class	Major Collector
Design Speed	Design 35 - post at 25

- a) Does your project provide an alternate transportation facility that corrects an identified congested problem?
This project will bring traffic to the straight line of 1200 East rather than diverting onto 1250 East.
- b) Does your project add capacity for turning movements to relieve a congested intersection or chokepoint?
No but it does remove four turning movements for a vehicle traveling through this corridor.

3.1 Congestion Relief Criteria Scoring (This section will be completed by COG Staff and Board)

Project Volume to Capacity ratio results (staff calculated)	
Preliminary Score (based on set scoring criteria)	10 Points Max
Final/Adjusted Score (assigned by COG Member)	10 Points Max

3.2 Cost-Effectiveness Criterion (8 points)

This criterion requires an estimate of potential benefits and costs. It also includes the legislature's requirement to consider "the degree to which a project will require tax revenues to fund maintenance and operation expenses" (required by 59-12-2217). Since all public roads require tax dollars be spent for their maintenance and operation, this portion of the cost-effectiveness criterion simply requires the applicant to identify if there are any extraordinary future costs or savings for maintenance and operation.

Click here to enter text.

3.2 Cost-Effectiveness Criteria Scoring (This section will be completed by COG Staff and Board)

Preliminary Score (based on set scoring criteria)	NA
Final/Adjusted Score (assigned by COG Member)	8 Points Max

3.3 Compliance with Applicable Federal Laws or Regulations Criterion (No Points Threshold Requirement)

The applicant must provide the COG a statement that the project meets all applicable federal laws and regulations (required by 59-12-2217). Without that statement, the project will not be considered. No weight will be assigned this criterion, since it is a yes/no requirement. If yes, the project will be considered, if no, it is automatically rejected regardless of its score on other criteria.

Yes

3.3 Federal Laws or Regulations Criteria Scoring (This section will be completed by COG Staff and Board)

Preliminary Score (based on set scoring criteria)	NA
Final/Adjusted Score (assigned by COG Member)	Threshold

3.4 Community Economic Criterion (4 points)

State code requires that the weighted criteria system include “the economic impact of a project” (59-12-2217). Transportation is a key element to a vibrant economy. Without mobility for people and goods, economic growth stagnates and the community suffers universally. Accessibility is one of the main community benefits derived from transportation improvements. As established in the approved prioritization process staff will assign a preliminary score based on an employment accessibility measure that calculates the number of jobs accessible within a 1.5 miles distance from your project (using most recent DWFS data).

Because employment accessibility is only one measure of economic impact, applicants are encouraged to provide other measures that might increase their project’s ranking. Other measures might include truck traffic as a measure of importance to commerce, effects on commute time, or other relevant measures.

Due to the fact that this particular section of 1200 East through North Logan may already be traversed by a "detour" around it by going to 1250 East, and also the fact that this, being a residential area with little direct economic influence potential, the economic benefits for this project are a bit intangible.

Economic benefit to the area comes through making this area more easily developable with the road in place. This area of North Logan is zoned for one-acre lots or 0.9 lots per acre thus the cost of a road through this area, if done through residential subdivision development, makes such development relatively expensive. By funding this project from another source, or at least partially, it would enhance the possibilities for this area being developed and development brings with it more property taxes and the revenue that comes through development itself.

3.4 Community Economic Criteria Scoring (This section will be completed by COG Staff and Board)

Jobs within 1.5 miles of project (staff calculated)	
Preliminary Score (based on set scoring criteria)	4 Points Max
Final/Adjusted Score (assigned by COG Member)	4 Points Max

3.S COG Board Member Selected Criteria (10 points)

State code allows scoring consideration for “any other provisions the council of governments considers appropriate” (59-12-2217). The COG recognizes that there are intangible aspects to projects that are not reflected in any set scoring system. Therefore, the COG has reserved this category for COG members assign up to 10 points according to subjective or qualitative criteria they believe are important and need to be reflected in a project’s overall score.

3.S COG Board Member Selected Criteria Scoring (This section will be completed by COG Staff and Board)

Preliminary Score (based on set scoring criteria)	NA	10 Points Max
Final/Adjusted Score (assigned by COG Member)		10 Points Max
COG Member Justification Notes (list what factors were considered):		

4.0 | Project Cost Estimate

At a minimum all projects are required to provide the cost estimate summary found below (section 4.1). 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 CMPO’s website at: http://cachempo.org/?page_id=1181

4.1 Cost Summary

Summarize the information from the Costs Estimate Excel form or other method. Enter NA for items that do not apply to the project.

- a) Preliminary Engineering \$12,621
- b) Environmental Work \$1,000
- c) Right of Way Purchase \$175,710
- d) Construction \$210,350
- e) Construction Engineering \$12,621
- f) Other costs (describe) \$38,606 - contingency
- g) Total Cost \$450,908 - Round to \$451,000

S.0 | Supplemental Information

Please submit any supporting documentation including concept plans, maps, diagrams, charts, cost estimates, etc. that will allow the COG to make an informed decision regarding your proposed project. **Keep Supplemental Information submittals to 5 pages total.**

6.0 | Application Submittal

6.1 Application Submittal Instructions

APPLICATIONS ARE DUE BY 5:00 PM ON: AUGUST 25, 2015

Submit completed application(s) to:

Cache County Executive
Historic Cache County Courthouse
199 N. Main, Logan UT.

Applicants must submit one hard copy. In order to facilitate the distribution of the applications and any supplemental information please also email a copy of your application to jeff.gilbert@cachecounty.org. Please email your application saved in word format.

Failure to submit an electronic copy of your application before the deadline will not disqualify your application (only hardcopy is required before the deadline).

COURTESY NOTICE OF INTENT-TO-APPLY ARE DUE: JULY 30, 2015

Please email Jeff Gilbert (jeff.gilbert@cachecounty.org) and notify him of the project you intend to apply for COG funding and the estimated request amount.

(Note: failure to provide notice by the deadline will NOT disqualify a projects application)

6.2 Contacts, Questions

For help with the application or questions, please contact:

Jeff Gilbert
179 N. Main, Suite 305, Logan
P 435-755-1634 C 435-994-1220
Email: jeff.gilbert@cachecounty.org

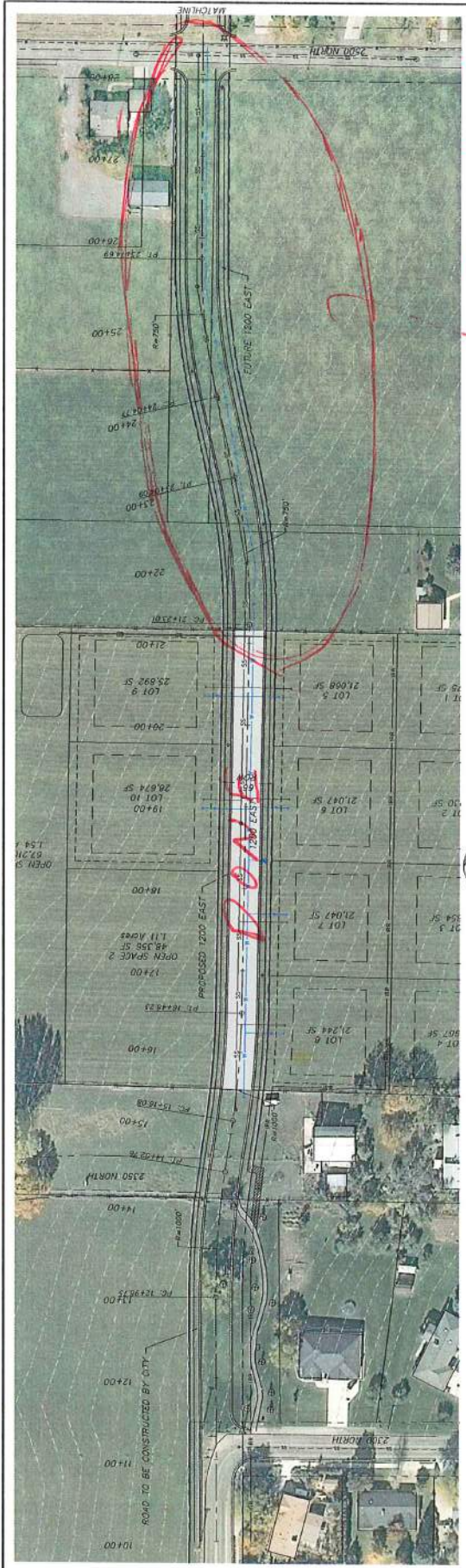
7.0 | 2015 COG Project Funding Prioritization Schedule

July 14, 2015	2015 funding applications mailed to Mayors. Notice of application availability on CMPO website.
July 30, 2015	Courtesy Notice of Intent to Apply Due (failure to submit will not disqualify application).
August 25, 2015 by 5:00 PM	Applications due to Cache County Executive Office (one hardcopy).
August 27, 2015	Completed applications/Score Sheets sent to all CCCOG voting members. Scanned applications put on CMPO website for public access.
August 31, 2015 @ 5:00 PM Multipurpose Room, County	CCCOG Applicant Presentations followed by CCCOG discussion workshop.
September 11, 2015 by 5:00 PM	CCCOG member completed score sheets due to Jeff Gilbert for tally.
September 21, 2015 Time: TBD Multipurpose Room, County Admin Building	2015 CCCOG Meeting-Approve recommendation to County Council (may require one or more meetings).
TBD	Cache County Council Meeting-Receive CCCOG recommendation.

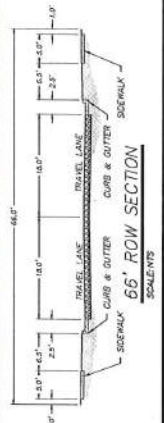
Item	Description	Quantity and Unit	Unit Price	Total Cost
Right-of-way	Acquire Remaining ROW to 2750 N.	3.27 ac	\$50,000 per ac	\$163,500
	Temporary Construction easement	0.96 ac	5% of \$50k - \$2,500 per acre	\$2,400
Utilities	All utilities to be done either by the city or by developers as they come along			
Earthwork	Roadway from Elk Ridge East Subdivision (ERES) to 2500 N	25,000	\$0.50 per sf	\$12,500
Structures	None			
Drainage	Storm Drain	Estimated lump sum		\$2,000
	Irrigation	Two culverts/ road crossings	\$800 per crossing	\$1,600
Road Base to Pavement	North of ERES to 2500 N	27,300 sq ft	\$5.50 per sq ft	\$150,150
Landscaping	None			
Environmental Mitigation	SWPPP Preparation	Lump Sum	Est \$1,000	\$1,000
Curb, Gutter, Sidewalk	North of ERES to 2500 N	1400 lf (700 ft each side)	\$30	\$42,000
Lighting	Lighting through this area would be added at a later time. As development occurs and electrical systems installed, stub outs for lighting would be required by the developers and street lights installed as needed by the city through Rocky Mt. Power.			
Traffic Mitigation	Traffic control during construction @ 2500 N intersection		Est cost \$1,000	\$1,000
Traffic Control	Signals	None		
	Signage	One new stop sign	\$400 per sign	\$400
Devises	Marking	700 lf	\$1.00 per lf	\$700
Other Costs	Acquire Remaining ROW to 2750 N.	Realtor costs	6%	\$9,810
	Design Road North of ERES to 2500 N	Engineering	6%	\$12,621
	Construct Road	Construction Engineering	6%	\$12,621
Contingency	Remaining ROW to 2750 N.	Contingency for ROW acquisition	10%	\$17,571
	Construct north of ERES to 2500 N	Construction Contingency	10%	\$21,035

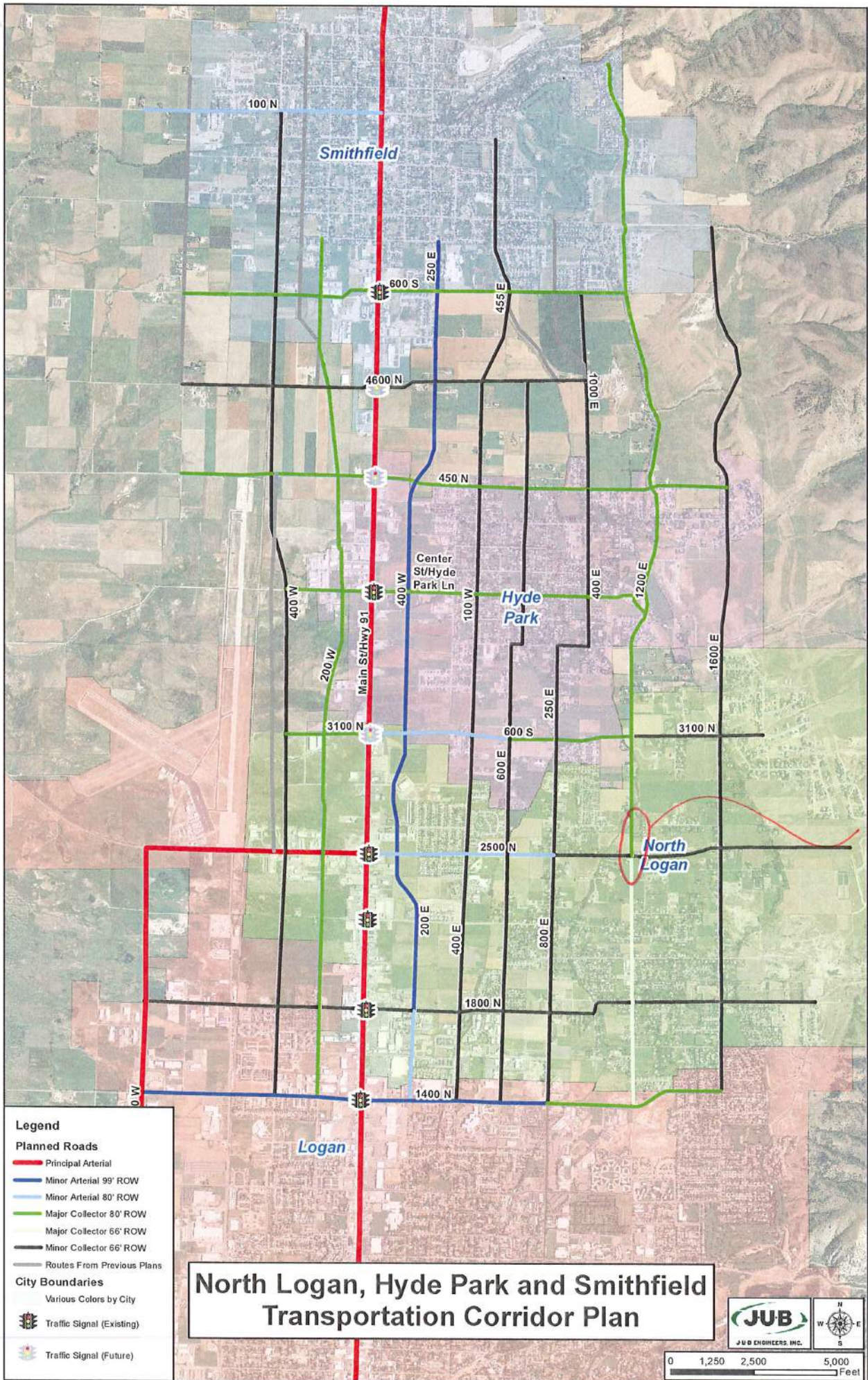
Total \$450,908

Preliminary engineering	\$12,621	\$12,621
Environmental work	\$1,000	\$1,000
Right-of-way Purchase	\$175,710	
Construction	\$210,350	
Construction Engineering	\$12,621	\$12,621
Other Costs - Contingency	\$38,606	
Total Cost	\$450,908	\$26,242 Soft Match
	\$451,000 Round	\$26,300.00 Round
	\$397,000 CCCOG	
	\$26,300 Soft Match Rounded	
	\$27,700 Cash	7.0%
	\$451,000	



Construct





1200 E
Project
NLC

North Logan, Hyde Park and Smithfield Transportation Corridor Plan