

PART I--2017 COG ROAD PROJECT FUNDING APPLICATION -APPLICANT AND PROJECT INFORMATION

Cache County Council of Governments Road Funding (see Local Transportation Funds Program Manual at http://cachempo.org/?attachment_id=1508). Contact Jeff Gilbert (435) 755-1634 or jeff.gilbert@cachecounty.org for questions about this application. FULL APPLICATION (PART I & PART II) DUE BY 5:00 PM AUGUST 25, 2017. HOWEVER, PLEASE COMPLETE PART I BY JULY 31, 2017

PROJECT NAME

3100N (From 400E to 1200E)

PROJECT SPONSOR

North Logan City

PROJECT MANAGER

Mayor Lloyd Berentzen

PROJECT ELIGIBILITY

Basic eligibility requirements established by State Law or set by the Cache County Council of Governments.

FUNCTIONAL CLASSIFIED BY UDOT

My project has been classified as an arterial or collector road (see <http://arcg.is/XOnK0>)

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN (RTP)

My project is inside the CMPO planning area and is identified in one of the first three phases of the CMPO RTP (see <http://arcg.is/1XGeLD>)

PROJECT DESCRIPTION

PROJECT CHARACTERISTICS

X	New road construction (or extension)
	Road capacity project (adds travel lanes)
	Road operational improvements (adds center turn lane or shoulder)

X	This is an Intersection improvement project
	All project funds will go to advance purchase (construction out 10 years +) of road rights-of-ways
	This is a roadway maintenance project

PROJECT ROAD NAME

3100N (From 400E to 1200E)

PROJECT DESCRIPTION

Install the full right of way improvements, starting with phase 1 (travel lane in each direction), then in future years phases 2-3 (curb/gutter, walking path...etc.)

PART II--2017 COG ROAD PROJECT FUNDING APPLICATION -DETAILED PROJECT INFORMATION

ENGINEERING DESIGN

BEGINNING IN 2018, FULL PROJECT ENGINEERING DESIGN WILL BE REQUIRED PRIOR TO CONSIDERATION FOR COG FUNDING (this requirement is waived for 2017). Sponsoring jurisdictions should use their own roadway standards when completing engineering design. The following are the only exceptions or other considerations: 1) A location specific roadway pavement design is required for construction of new roads or projects that include full depth road replacement. 2) Any project that includes a bridge or other roadway structure that costs in excess of \$1 Million are required to obtain a plan review by the UDOT structures division.

ENGINEERING DESIGN

Concept or partial level project design has been completed

PROJECT COST

APPLICATIONS THAT RECEIVE LESS THAN THE REQUESTED COG AMOUNT WILL STILL BE REQUIRED TO PROVIDE LOCAL MATCH PROPORTIONAL TO WHAT IS INDICATED IN THIS APPLICATION.

ALTHOUGH NOT REQUIRED, USE OF UDOT'S CONSTRUCTION PROJECT COST ESTIMATING SPREADSHEET IS RECOMMENDED. THIS SPREADSHEET CAN MODIFIED WITH YOUR INPUTS. IT CAN BE DOWNLOADED AT: <https://www.udot.utah.gov/main/uconowner.gf?n=7253831073072143>

COG REQUESTED AMOUNT

\$350,000

LOCAL MATCH AMOUNT (7% MINIMUM)

\$35,000

MAKEUP OF LOCAL MATCH

X	Cash contribution to the project (from municipal or county sources)
X	Engineering and/or environmental study costs
	Appraised value of project specific right-of-way acquired by local jurisdiction in last 10 years (must be from non-fed, non-state funds or cannot have been donated)

PROJECT BETTERMENTS

The following elements of roadway construction are NOT eligible (some items may be used for local match) for COG fund reimbursement (these elements can be done as part of a COG funded project but

will need to be handled as separate bid items and paid with non-COG funds): 1. Curb, gutter or decorative landscaping (beyond that required for soil stabilization with native seeding). 2. Right of way cost beyond that needed to accommodate the actual road cross-section (the local jurisdiction must pay the cost difference of remnant property or full property “takes”). 3. Project design or COG application development costs. 4. Utility system upgrades. 5. Roadway lighting.

ESTIMATED COST OF PROJECT BETTERMENTS (NOT ELIGIBLE FOR COG FUNDS)

Betterment project costs would be requested during construction.

SHORT DESCRIPTION OF PROJECT BETTERMENTS

Curb/Gutter, Water, Sewer, Stormwater, Intersection Lighting.

RIGHT-OF-WAY ACQUISITION STATUS

Right-of-way must be acquired for the project (COG funds can only purchase property needed for the road, any additional remnant parcel must be purchased with non-COG funds)

PROJECT SCORING (CTAC CRITERIA)

TYPE OF CONGESTION RELIEF PROJECT

ROADWAY CAPACITY IMPROVEMENT

ROADWAY CONGESTION RELIEF PROJECTS

FOR HELP WITH CALCULATING THE VOLUME/CAPACITY RATIO FOR YOUR PROJECT, PLEASE CONTACT JEFF GILBERT (jeff.gilbert@cachecounty.org or 435-755-1634)

ROADWAY'S EXISTING OR FUTURE (YEAR 2040) VOLUME/CAPACITY RATIO

Volume/capacity ratio \leq .57 (Level of service A or B)

ANTICIPATED PROJECT IMPROVEMENTS

Project improves capacity (Add. lanes, new road)

INTERSECTION CONGESTION RELIEF PROJECTS

ANTICIPATED PROJECT INTERSECTION IMPROVEMENTS

CORRIDOR PRESERVATION

Early purchase of road right-of-way is generally cheaper when done before development pressure encroaches and limits options. This scoring criteria incentivizes this by giving points to projects that are solely for corridor preservation.

IS YOUR PROJECTS ONLY PURPOSE TO PURCHASE RIGHT-OF-WAY FOR NEW ROAD CONSTRUCTION THAT IS MORE THAN 10 YEARS OUT?

No

ROAD SAFETY IMPROVEMENTS

Projects that include roadway safety improvements are incentivised through this scoring criteria. Since the scoring system uses a cost/benefit approach, lower cost (systemic) safety improvement are encouraged. Generally projects will need a strong safety improvement element that will address a known roadway safety issue to score points for this category. Higher cost general purpose roadway improvement projects will not likely score points for this criteria. This criterion uses a modified cost/benefit spreadsheet developed by UDOT to calculate a project cost/benefit. It can be downloaded at: http://cachempo.org/?page_id=1510

SAFETY ANALYSIS COST/BENEFIT RATIO RESULTS

No analysis or ratio less than .25

PROJECT SCORING (COG MEMBER RANKING)

Each voting COG member will use the criteria described in this section to rank projects (ranked 1 to N, where “N” is the total number of projects and 1 represents the highest priority). COG staff will use the COG Members scoring key shown in Figure 3 in the approved COG Local Transportation Fund Program Manual (see http://cachempo.org/?page_id=1510) to convert the COG member’s project ranking to a weighted score. When ranking a project COG member will use their own best judgment about a project’s benefit by applying local knowledge and experience. However they are encouraged to use the following factors to evaluate project as part of their ranking evaluation (also required by State code).

PROJECT COST EFFECTIVENESS

RANKING CONSIDERATIONS COG MEMBERS MAY USE TO RANK YOUR PROJECT:

- What is the overall cost of a project relative to anticipated benefits.
- What is the local match contribution to the project?
- Does the project include donated right-of-way?
- Are all cost/contribution items listed for 7% local match minimum.
- Does the project include any In-kind contributions?
- Will the project include utility system upgrades?

BRIEFLY DESCRIBE YOUR PROJECT'S COST EFFECTIVENESS

The local match contribution would be 10% of the project cost (\$35,000). This cost is based on purchasing half of the ROW needed for the road width. We would anticipate some right of way donation would occur. Utility system upgrades in the construction phase would include Sewer and Water mainlines, along with stormwater facilities.

ECONOMIC IMPACT

RANKING CONSIDERATIONS COG MEMBERS MAY USE TO RANK YOUR PROJECT:

- Will the project support the expansion of commercial development in close proximity?
- Will the project include improvements to better support the movement of freight?
- Is the project located in an area with a high concentration of employment?
- Does the project support industrial and manufacturing development that bring wealth into Cache Valley (non-retail)?

BRIEFLY DESCRIBE YOUR PROJECT'S ECONOMIC IMPACT

3100N (around Main St.) will be a major commercial gateway to both Hyde Park and North Logan in the future. This road will serve as a major access to Green Canyon High School, several existing business locations, Highway 91 access, and access to the several businesses being built in the industrial/manufacturing sectors of both North Logan and Hyde Park which exist west of Highway 91.

MAINTENANCE & OPERATING COSTS

RANKING CONSIDERATIONS COG MEMBERS MAY USE TO RANK YOUR PROJECT:

- Does the project include any elements to reduce the cost of future operation and maintenance costs?
- Does the project include a follow up seal coat treatment?
- Will the project require long term city/county maintenance for adjacent remnant right-of-way?

BRIEFLY DESCRIBE YOUR PROJECT'S ONGOING MAINTENANCE AND OPERATING COST BURDEN

This road would be added to both City's Chip Seal program. There will be no long term maintenance for adjacent remnant right-of-way.

OTHER CONSIDERATION FOR PROJECT RANKING

BRIEFLY DESCRIBE OTHER FACTORS YOU WOULD LIKE THE COG TO CONSIDER WHEN RANKING YOUR PROJECT

This road is a regionally significant road, that will alleviate several east/west collector roadways. This funding request would be used to cover the costs of R.O.W acquisition and the associated engineering design for 3100N (400E to 800E).

ACCESS MANAGEMENT

Good road access management will control the number, location and design of access points (driveways and roads) on a given road corridor. If done correctly, it helps maintain the function and safety of the roadway (see https://ops.fhwa.dot.gov/access_mgmt/what_is_accsmgmt.htm). The COG would like to see appropriate long term access management carried out on roads they prioritized for improvements using COG funds.

ACCESS MANAGEMENT STATUS (FOR PROJECTS FUNDED IN EXCESS OF \$200,000)

Before the project is bid, an access management plan will be developed (and submitted for review) for the project roadway