

Project Name

800 West Right of Way

Sponsoring Municipality

Cache County

Project Manager

Josh Runhaar

Project Manager Phone

(435) 755-1645

Project Manager Address

179 North Main Street, Suite 305, Logan UT 84321

Project Information

Project Description (include location and project extent) *

The 800 West project limits are from the north Nibley City line (2300 South) to approximately 1850 South. The existing roadway is narrow (only 24 feet wide), with no shoulder, steep drop-offs and some ditches next to the edge, which pose safety problems. The roadway is inadequate for the volume of traffic that it needs to handle, including vehicular and active transportation. The roadway needs to be widened to include a center turn lane and shoulders, with curb, gutter and sidewalk. In order to widen and improve the roadway, additional right of way needs to be acquired for a minimum of 66 feet.

The existing right of way width varies through this section of roadway. This COG application is requesting the funding to purchase the difference between the existing right of way line and a new 66 foot right of way line. In some cases the existing property line is to the center of the roadway. In those cases we will assume a prescriptive right of way from the edge of asphalt. Right of way corner clips will also be acquired at 2200 South to accommodating turning movements.

The existing roadway north and south of the proposed limits is wider with shoulders. The roadway is used daily by passenger vehicles, farm equipment, bikes and pedestrians.

Project Elements

Select all that apply

- | | |
|-----------------------------------------------------------------------|-------------------------------------|
| New road construction (or extension) | <input type="checkbox"/> |
| Road capacity project (adds travel lanes) | <input type="checkbox"/> |
| Road operational improvements (adds center turn lane or shoulder) | <input type="checkbox"/> |
| Intersection improvement project | <input type="checkbox"/> |
| Advance purchase (construction out 10 years +) of road rights-of-ways | <input checked="" type="checkbox"/> |
| Roadway maintenance project | <input type="checkbox"/> |
| Roadway safety project | <input type="checkbox"/> |

Roadway Classification (UDOT)

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

Is your project on an existing road that has been classified as an arterial or collector road by UDOT (see <http://arcg.is/XOnK0>) *

Yes

No

Roadway Classification (local plan)

Projects not part of UDOT's classification may still be eligible for COG funds if they are classified as a collector or arterial road in the local jurisdiction's transportation master plan and meet the federal functional classification guidelines. ROADWAY IMPROVEMENTS ON ROADS NOT CLASSIFIED AS COLLECTOR OR ARTERIAL ROADS (either by UDOT or on local plans) ARE NOT ELIGIBLE FOR COG FUNDS.

If your project roadway is not classified by UDOT, your project must meet all of the following requirements:

Column 1

My project will upgrade an existing road to an collector or arterial road standard or construct a new collector or arterial road (or new road segment)

My project is identified in my local jurisdiction's master plan as a collector or arterial road

My project connects to other functionally classified roads that are collector or arterial roads

My project meets the Federal Highway guidelines for a collector or arterial road (see https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/)

My project meets all four of the local functional classification requirements listed above. *

Yes

No

Rural Area Set-Aside

Projects located in rural areas of the county are eligible for a "set-aside" amount of COG funding (about 13% of overall funding). These funds can only go to project is rural areas.

Is your project located outside the CMPO boundary in a rural portion of Cache County (see http://cachempo.org/?attachment_id=13) *

Yes (your project is eligible for the rural set-aside amount of COG funding).

No

Consistency with Regional Transportation Plan (RTP)

Only for projects in the boundaries of the Cache Metropolitan Planning Organization (see http://cachemppo.org/?attachment_id=13)

*

- My project is identified in one of the first three phases of the CMPO RTP (see <http://arcg.is/1XGeLD>)
- My project has NOT been identified in one of the first three phases of the CMPO's RTP

Spot Improvement Project

Projects not identified in the CMPO Regional Transportation Plan may still be eligible for COG funding if they meet the definition of a "Spot Improvement" as set by COG policy.

Type of Spot Improvement (funding capped at \$200,000 COG portion) *

- My project is an intersection improvement, location specific operational roadway Improvement or a roadway safety project
- None of the Above

Multi-jurisdictional Projects

Does your project span multiple jurisdictions?

- Yes (must include support letters from all impacted jurisdictions)
- No
-
-

Phased Projects

Is your project one phase of a larger (longer term) roadway improvement project?

- Yes
- No
-
-

Phased Projects

Please describe the overall project (all phases)

The first phase is acquisition of right of way. The second phase will be design and construction of the roadway improvements.

Please describe how this phase (2018) of the overall project has some level of independent utility.

The right of way acquisition is independent from the design and construction. The existing roadway will still function.

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.

COG Requested Amount (see <https://tinyurl.com/y7umfexb> for eligible costs)

\$362,700

Local Match Amount (must be a minimum of 7% of total project cost)

\$27,300

Total Project Cost (not including betterment's)

390000

Makeup of Local Match

Select all that apply

Cash contribution to the project (from municipal or county sources)

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 can not 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)

0

Short description of project betterments

There are no betterments

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 (http://cachempo.org/?page_id=1731) 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).

1) 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

-Since this is a right of way project, there is not a cost benefit calculation. The benefit will be in having the right of way width acquired prior to starting on the design, such that no delays will occur for the second phase of the project. Additionally, only the absolute minimum of right of way will be acquired for the future improvements.

-The local match will be 7%.

-The project includes some existing right of way and so only a portion will need to be acquired to reach the 66 foot width.

-All cost items are shown with the 7% local match being provided as cash.

-There are no in-kind contributions for this phase, however, the County has already paid someone to establish the existing right of way for most of the roadway within the project limits.

-There will be no utility system upgrades until during the design and construction phase.

2) 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

- This project will definitely support the expansion of commercial development within and outside the project limits.
 - The right of way width will accommodate future expansion which will better support the movement of freight, including accommodating freight turning movements at the intersection of 2200 South.
 - This area is starting to see a higher concentration of employment.
 - This project will support industrial and manufacturing development.
-

3) 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

None for this phase of the project.

4) Other Consideration for Project Ranking

What other consideration would you like individual COG members to consider when ranking your project?

Briefly Describe other factors you would like the COG to consider when ranking your project

This is a roadway that connects between four jurisdictions and provides a vital north-south linkage between 3200 South in Nibley to US-89/91 on the north. It is the means for a large amount of traffic to connect between residences and businesses. There are multiple users on this roadway, including trucks, cars, farm equipment, bicyclists and pedestrians. The current roadway does not adequately accommodate all of these users.

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)

- The sponsoring jurisdiction already has in place an access management policy or ordinance that will apply to this road
 - Before the project is bid, an access management plan will be developed (and submitted for review) for the project roadway
 - My project is requesting \$200,000 or less of COG funding
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Project Eligibility Issue

Based on the responses you provided, it does not appear your project is eligible for COG funds (either by state code or COG policy). Please contact Jeff Gilbert at 435-755-1634 or jeff.gilbert@cachecounty.org for additional help.




File Upload

Please upload any plans, drawings, photos or other information about your project (prefer PDF format under 30 MB).



After you upload your files, make sure you come back to this form in order to finalize your application and submit (otherwise your application will not be saved).



Follow this link to upload files:
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Complete!

PLEASE CLICK THE SUBMIT BUTTON BELOW.

AFTER YOU SUBMIT, YOU SHOULD RECEIVE AN EMAIL CONFIRMATION (ALONG WITH A COPY OF YOUR COMPLETED APPLICATION). CONTAINED IN THE EMAIL WILL BE A LINK WHERE YOU CAN RETURN TO THIS APPLICATION TO MAKE ANY CHANGES. CONTACT JEFF GILBERT jeff.gilbert@cachecounty.org 435-755-1634 IF YOU HAVE ANY QUESTIONS.

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