

Project Name

400 North 600 West to 800 West Right of Way Acquisition

Sponsoring Municipality

Logan City

Project Manager

Samuel Odd

Project Manager Phone

4357169164

Project Manager Address

290 North 100 West Logan Utah 84321

Project Information

Project Description (include location and project extent) *

Logan City is improving East-West traffic flow through the 400 North Corridor by connecting 400 North from 600 West to 800 West. During this phase of the project Logan City is acquiring property for the 102-foot Right of Way required to build this connection.

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 in 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://cachempo.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)

Logan City is developing a better East-West corridor through the West side of Logan City by connecting 400 North from 600 West to 800 West. This will allow better traffic movement from the West Side of Cache County to the East side of Logan City as well as to HWY-89 in Logan Canyon. This project will involve purchasing property for Right-of-Way, design of the corridor, utility upgrades and installation, as well as road construction.

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

This phase of this project is only for Right-Of-Way purchase and has no need for independent utility.

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)

966683.67

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

157,668.83

Total Project Cost (not including betterment's)

1124352.5

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)

No betterments are anticipated with this phase of the project.

Short description of project 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

Logan City is already contributing to the costs of this project with recent property purchases from Union Pacific Railroad. These costs will help Logan City provide a match of 14% towards overall property costs. Through purchasing property now Logan City ensures the needed property is available as development occurs without time delays or property value increases. Additionally, as part of the overall scope of this project utilities will be installed and upgraded. By updating and installing utilities at the same time as road construction a cost savings will be realized rather than doing each project independently.

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

When completed this project will provide a much simpler connection for traffic transitioning from the West side of Cache County, in particular those utilizing SR-30, and SR-252, to the center of Logan as well as HWY-89 through Logan Canyon. Furthermore, this connection will open up additional land for future commercial development. This project will allow future connection to the 800 West industrial area as well as improve freight movement in the East-West direction.

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

The maintenance costs associated with this phase will be negligible.

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 project is designated as a Phase 1 project under the CMPO Regional Transportation Plan. It is a key step in creating a more efficient East-West corridor through the center of Cache County. This project has regional significance with the purchase of a 102-foot Right-of-Way which will provide a future alternate connection to SR-30 to Cache County motorists.

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

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).

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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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