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**

Trenton 1600 South improvement

**PROJECT SPONSOR**

Trenton Town

**PROJECT MANAGER**

Macall Smith

**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 located outside the CMPO planning area (see http://cachempo.org/?attachment_id=13)

**PROJECT DESCRIPTION**

**PROJECT CHARACTERISTICS**

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>New road construction (or extension)</td>
<td></td>
</tr>
<tr>
<td>Road capacity project (adds travel lanes)</td>
<td></td>
</tr>
<tr>
<td>Road operational improvements (adds center turn lane or shoulder)</td>
<td></td>
</tr>
</tbody>
</table>
This is an Intersection improvement project

All project funds will go to advance purchase (construction out 10 years +) of road rights-of-ways

X This is a roadway maintenance project

PROJECT ROAD NAME
Trenton 1600 South improvement

PROJECT DESCRIPTION
Continuation of the road improvements made through Amalga Town which stopped at the Trenton Town boundary. Included with this project is pulverizing the existing roadway, importing and placing road base, along with a 3 inch layer of asphalt. Just before beginning the road reconstruction Trenton will be enlarging an existing storm drain run-off that failed this past spring.
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

Engineering not required for this project (E.G. roadway maintenance project)

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

$143,110.00

LOCAL MATCH AMOUNT (7% MINIMUM)

$15,000

MAKEUP OF LOCAL MATCH

<table>
<thead>
<tr>
<th>X</th>
<th>Cash contribution to the project (from municipal or county sources)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Engineering and/or environmental study costs</td>
</tr>
<tr>
<td></td>
<td>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)</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>ESTIMATED COST OF PROJECT BETTERMENTS (NOT ELIGIBLE FOR COG FUNDS)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>SHORT DESCRIPTION OF PROJECT BETTERMENTS</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>RIGHT-OF-WAY ACQUISITION STATUS</th>
</tr>
</thead>
</table>

Project does not require the purchase of additional right-of-way

<table>
<thead>
<tr>
<th>PROJECT SCORING (CTAC CRITERIA)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>TYPE OF CONGESTION RELIEF PROJECT</th>
</tr>
</thead>
</table>

NOT A CAPACITY INCREASING PROJECT

<table>
<thead>
<tr>
<th>ROADWAY CONGESTION RELIEF PROJECTS</th>
</tr>
</thead>
</table>

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

ANTICIPATED PROJECT IMPROVEMENTS

<table>
<thead>
<tr>
<th>INTERSECTION CONGESTION RELIEF PROJECTS</th>
</tr>
</thead>
</table>

ANTICIPATED PROJECT INTERSECTION IMPROVEMENTS

<table>
<thead>
<tr>
<th>CORRIDOR PRESERVATION</th>
</tr>
</thead>
</table>

Early purchase of road right-of-way is generally cheaper when done before development pressure encroaches and limits options. This scoring criteria incentives 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

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

This project allows for optimal use of tax dollars to maximize benefit to the residents of Cache County. Because we are proposing to reconstruct an existing road there are no preliminary costs such as engineering, environmental, or right of way acquisitions. Good roads cost less to maintain, by having a reconstructed road Trenton will be able to avoid expensive maintenance costs for many years into the future. Every dollar of funding awarded will go to improving roads that benefit Cache County residents.

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

Cache County and Trenton Town residents will benefit by having a safe, well maintained road that allows them to travel to work, school and leisure activities. If funding is awarded this will prevent an increase in taxes to raise funds for road repairs not covered by traditional B & C road monies.

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 past winter 1600 South in Trenton was closed due to flooding issues. Trenton determined that a better drainage system was needed. In order to mitigate this problem Trenton will be installing a larger diameter pipe to drain water from the North side of 1600 South onto the South side. This project will further degrade a road that already is in disrepair. Trenton can see the wisdom in doing both projects simultaneously in order to have the best quality road at the lowest cost to tax payer. Trenton is a small community and has limited funds to maintain roads. By utilizing COG funding Trenton will be able to resolve both the drainage issues as well as a deteriorating road.

OTHER CONSIDERATION FOR PROJECT RANKING

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

1600 South is used by many County residents that live on the North end of the valley. Many use this road in order to avoid the congestion of State Road 91. If further degradation occurs, drivers may use State Road 91, which would increase traffic problems from Richmond into Logan. This is a project which not only benefits Trenton residents but also many who travel this route from other communities and those whose only choice for travel into Logan is State Road 91.
GOOD ROAD 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)

My project is requesting $200,000 or less of COG funding
### STAKER & PARSON COMPANIES DBA
### JACK B. PARSON COMPANIES
### The Preferred Source

Ogden - 2350 S. 1900 W. * P.O. Box 3429 * Ogden, Utah 84409-1429 * Phone 801-731-1191 * Fax 801-409-2687
Brigham City - P.O. Box 517 * Brigham City, Utah 84302 * Phone 435-723-5216 * Fax 435-723-9243
Smithfield - P.O. Box 65 * Smithfield, Utah 84335 * Phone 435-563-3242 * Fax 435-563-9480

---

**To:** Trenton City  
**Address:** 39 E Main  
Trenton, UT 84338  
**Contact:** Glade Brough  
**Phone:** (435) 563-9929  
**Fax:**

**Project Name:** Trenton City Budget Numbers  
**Project Location:** 1600 S, Amalga Limits To 800 E, Trenton, UT  
**Bid Number:**  
**Bid Date:** 8/3/2017

---

**JOB SPECIFICATION AND PRICE:**

(If unit prices are quoted, units will be measured on completion and invoiced at unit prices quoted).

- If owner elects to execute own contract agreement, this proposal is to become part of and attached to owners contract.

<table>
<thead>
<tr>
<th>Line #</th>
<th>Item #</th>
<th>Item Description</th>
<th>Estimated Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Total Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>A) Pulverize Existing Roadway</td>
<td>97,000.00</td>
<td>SF</td>
<td>$1.630</td>
<td>$158,110.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B) Import, Place And Compact 1 Inches Avg Road Base</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>C) Furnish, Place And Compact 3 Inches Asphalt 24' Wide</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>D) Shoulder Asphalt</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>E) Traffic Control And Flagging</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td>Furnish And Place A 1.5&quot; Asphalt Overlay</td>
<td>97,000.00</td>
<td>SF</td>
<td>$0.920</td>
<td>$89,240.00</td>
</tr>
</tbody>
</table>

**Notes:**

- In order to assure positive drainage, all paving surfaces need to have a minimum of 1.5% slope. Staker Parson Companies cannot guarantee drainage on areas with less than 1.5% slope. We will do our best to minimize standing water in areas less than 1.5%.

- Additional work and work in excess of that specified and described above will be handled as a Change Order. Additional work MUST BE APPROVED by owner and contractor prior to construction.

- Bid DOES NOT include engineering, layout or testing unless otherwise stated.

- Bid includes only the items as specified and described above.

- Unless otherwise stated bid does not include raising and concrete collars on manholes, water valves or monuments.

**Payment Terms:**

Payment: Purchaser, except as otherwise provided herein, for the full and complete performance of this Agreement, agrees to pay Staker & Parson the sums identified on the reverse side of this Agreement as may be modified in accordance with this Agreement. Purchaser shall make progress payments based upon percentage of completion of the project not less than monthly. Payment shall be within three (30) working days of receipt of a request for payment. If Purchaser fails to pay within ten (10) days from the time payment should be made, Staker & Parson Companies may, without prejudice, stop any work until payment is received. For payment not received by the 15th day of the month following the presentation of a progress payment request, a FINANCE CHARGE at the rate of 1 1/2% per month will be charged. This is an ANNUAL PERCENTAGE RATE OF 18%. THIS QUOTATION IS SUBJECT TO ALL THE TERMS AND CONDITIONS LISTED ON THE REVERSE SIDE HEREOF, WHICH TERMS AND CONDITIONS ARE INCORPORATED HEREBY REFERENCE.

---

**ACCEPTED:**

The above prices, specifications and conditions are satisfactory and are hereby accepted.

**Buyer:**

**Signature:**

**Date of Acceptance:**

---

**CONFIRMED:**

STAKER | PARSON COMPANIES

**Authorized Signature:**

**Estimator:** Kyle Wood  
(435) 563-3242  
kyle.wood@stakerparson.com

---

8/3/2017 3:28:13 PM  
Page 1 of 1