

Project Name

3100N (400E to 1600E)

Sponsoring Municipality

Hyde Park--Sharidean Flint

Project Manager

Sharidean Flint

Project Manager Phone

435.563.6507

Project Manager Address

113 East Center, Hyde Park City, Utah 84318

Project Information

Project Description (include location and project extent) *

3100N (400E to 1600E) Road Installation

Project Elements

Select all that apply

- | | |
|---|-------------------------------------|
| New road construction (or extension) | <input checked="" type="checkbox"/> |
| Road capacity project (adds travel lanes) | <input checked="" 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 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)

ROW purchase and road installation from Main Street to 1600E, including multiuse bike/ped path.

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

This phase will have ROW purchase from 400E to 1600E, and road construction from 400E to 1200E.

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)

\$1,750,000

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

\$175,000

Total Project Cost (not including betterment's)

1925000

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)

\$2,570,000

Short description of project betterments

Utilities-(water, sewer), Curb/Gutter, Street Lighting.

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

The overall cost in the long term will be minimal in comparison to the long term benefits of traffic capacity and flow, and safety.

Local match includes cash contribution at 10% of total project costs.

Cities are going to make contact with property owners and negotiate potential ROW donations.

All cost/contribution items are listed for the 7% minimum local match

No In-Kind contributions.

There will be several utility installations (Water, Sewer, Stormwater, Street Lighting...etc.). This is the next phase of completing the corridor from Main Street to 1600 E.

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

The project will support access to 3100N Main St. (which is the commercial sector for both North Logan and Hyde Park).

This project supports the movement of freight from east to west.

This project supports the access to both Green Canyon High School, and the Commercial and Industrial sector along 3100 North, which includes thousands of jobs in Cache Valley.

3100 North extends to 400 West, to the industrial/manufacturing sectors of Hyde Park and North Logan City, which is a major employment center for Cache Valley.

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

Yes, this project reduces future storm water and flood control costs and provides an outlet for the three canals.

Yes, this project will be added to the regular schedule of crack seal and chip seal applications.

No, no long term maintenance for ROW.

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

Will provide main east west corridor for Hyde Park and North Logan.

Primary access to Green Canyon High School for all residents in North Logan and Hyde Park.

Alleviates other east west minor collectors.

Provides Pedestrian/Bike access for school kids, and residents to Green Canyon High, Eccles Ice Center, RSL, and the Cache Recreation Complex.

Improved connection for major employers along Main St. and west of main St.

Stormwater and Flood Control

Improved Safety of Intersections at 2500 North and 400 East and 2500 North and 800 East.

3100 North will provide the only east-west connection from 2500 North and 3400 North (1.2 miles).

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)

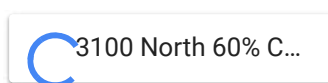
- The sponsoring jurisdiction already has in place an access management policy or ordinance that will apply to this road
- Before the project is bid, an access management plan will be developed (and submitted for review) for the project roadway
- My project is requesting \$200,000 or less of COG funding

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).



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.

This content is neither created nor endorsed by Google.

Google Forms