

Project Name

Spring Creek Crossing West (100 West)

Sponsoring Municipality

Providence City

Project Manager

Rob Stapley

Project Manager Phone

435-753-0313

Project Manager Address

Providence City Office, 164 N Gateway DR, Providence UT 84332

Project Information

Project Description (include location and project extent) *

Extending Spring Creek Parkway from the current end at approximately 170 West Spring Creek Parkway east to 100 W (County Road 238) approximately 350-feet.

Project Elements

Select all that apply

- | | |
|---|-------------------------------------|
| New road construction (or extension) | <input checked="" 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 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)

.....

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

\$200,000

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

28550.30

Total Project Cost (not including betterment's)

228550.30

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)

38654.00

Short description of project betterments

Curb, gutter, sidewalk, and ADA accessible ramps

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

Providence City acquired the right-of-way as part of an agreement to install a sewer line and as part of the development of the CCID Charter School. The estimated cost for the total project is \$267,204. In addition to the \$200,000 requested, Providence City anticipates spending \$28,550 for the Local Match and \$38,654 in betterments. At this time, there are no in-kind contributions included in the project. The project does not require any utility system upgrades.

Spring Creek Parkway is collector street that extends from 900 East west to Gateway Drive. Gateway Drive is a major collector connecting with Logan's 100 East. Currently there are two gaps. This project fills the gap from 100 West to approximately 170 West. Vehicles, pedestrians, bicycles, etc. have to travel along 100 West approximately 750 feet to 280 North and then west on 280 North to connect with Gateway Drive. With the proposed extension, cars traveling east and west bound on Spring Creek Parkway will be able to travel on the Parkway from approximately 128 East to Gateway Drive. The gap from 300 East to 170 East will be completed at a later date. We believe the cost benefits include a more efficient road system that provides better access to and from the CCID Charter School and into the City commercial area via Gateway Drive. It also connects the upper east bench area.

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 brings traffic to our commercial area. The commercial area is approximately 5 blocks west of 100 West. This project supports other economic impacts by providing commuters an east/west corridor that connect to Gateway Drive and is within two blocks of SR165.

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

A complete corridor allows for more efficient snow removal on a primary transportation route. Providence City has a revolving preventative maintenance program that includes seal coat treatments. This project will move directly into that plan. This project does not have adjacent remnant right-of-way.

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 also provides a benefit to neighboring communities to the north. This collector street is very near the north boundary of Providence City. It will provide an east/west collector that will be utilized by traffic from River Heights City. Providence City's future transportation plans provide for a north/south connection to Logan City's Gibbons Parkway, which intersects with Spring Creek Parkway; giving that traffic an east/west route.

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)

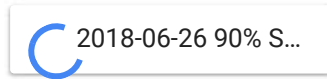
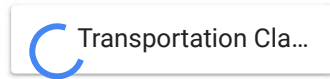
- The sponsoring jurisdiction already has in place an access management policy or ordinance that will apply to this road
- Before the project is bid, an access management plan will be developed (and submitted for review) for the project roadway
- My project is requesting \$200,000 or less of COG funding

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.

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