

APPROVED

**CACHE COUNTY
COUNCIL MINUTES
SEPTEMBER 28, 2010**

CACHE COUNTY COUNCIL
September 28, 2010

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CACHE COUNTY COUNCIL MEETING
September 28, 2010

The Cache County Council convened in a regular session on September 28, 2010 at 5:00 p.m. in the Cache County Council Chamber at 199 North Main, Logan, Utah.

ATTENDANCE:

Chairman: Gordon Zilles
Vice Chairman: Jon White
Council Members: Craig "W" Buttars, Brian Chambers, H. Craig Petersen, Kathy Robison & Cory Yeates.
County Executive: M. Lynn Lemon
County Clerk: Jill N. Zollinger
County Attorney: Don Linton (**James Swink absent**)

The following individuals were also in attendance: Janeen Allen, Jonathan Allen, Evelyn Andrew, Joel Barragan, Andrea Clayton, Helen Cooper, Lynn Desmond, Bart Esplin, Jacqueline Foltynowicz, Kim Gardner, Trish Gibbs, Chief Rod Hammer, Kelly Haramoto, Sam Harmon, Sharon L. Hoth, Clark Israelsen, Cody Johnson, Shane Krebs, Loretta Markham, Peggy Mathews, Mistie Moore, Dave Nielsen, Diana Olsen, Vaughn Peterson, Val Potter, LaMont Poulsen, Sarah Price, Ann Ribera, Director Josh Runhaar, Jatenik Sargsyan, Dave Schuster, Darrell Simmons, Auditor Tamra Stones, Attorney Denise Strong, Rodney Terry, Brook Toone, Scott Wilkinson, Kerri Williams, Mark L. Williams, **Media:**, Charles Geraci (Herald Journal), Jeremy Threlfall (KUTA-TV), Jennie Christensen (KVNU).

OPENING REMARKS AND PLEDGE OF ALLEGIANCE

Council member Buttars gave the opening remarks and led those present in the Pledge of Allegiance.

REVIEW AND APPROVAL OF AGENDA

ACTION: Motion by Council member Buttars to approve the agenda with Item 7a – Cache County Fair and Rodeo Report moved ahead of Item 6a – *Presentation-Hyde Park/North Logan Transportation Corridor EIS (200 East)-Loretta Markham, UDOT Project Manger* – and Item 6b – *Discussion of preferred alternative of the 5 alternatives being considered*; remove the White Rock Subdivision and Boundary Line Adjustment off of the Consent Agenda and add additional Hardship applications as requested by Executive Lemon. Yeates seconded the motion. The vote was unanimous, 7-0.

REVIEW AND APPROVAL OF MINUTES

ACTION: Motion by Council member Yeates to approve the minutes of the September 14, 2010 Council Meeting as written. Robison seconded the motion. The vote was unanimous, 7-0.

REPORT OF THE COUNTY EXECUTIVE: M. LYNN LEMON

APPOINTMENTS: There were no appointments.

WARRANTS: There were no warrants.

OTHER ITEMS

- **NRCS Letter** – Executive Lemon indicated the county received a letter from the NRCS (Natural Resources Conservation Service) which asks Cache County to determine its criteria/objectives for the proposed canal projects. Lemon observed that a major concern of the county is liability. NRCS also forwarded a list of the project alternatives and two alternatives have been added since the Council last reviewed them. Executive Lemon plans to meet with the water board and some county department heads to establish the county's criteria and bring that decision before the Council for its review and recommendation.

Lemon will ask Bob Fotheringham to attend the October 12, 2010 Council meeting and update the Council on the additional alternatives and other water issues, such as the Bear River project.

(Attachment 1)

- **Best of Utah Tour** – Director Runhaar said Cache County is sponsoring a tour of development patterns in the Wasatch front and Ogden and Cache counties specifically; residential, commercial mixed-use developments and bus rapid transit to make improvements on the type of development Cache County has. This has been a partnering venture with Logan City, CMPO, Cache County and CVTD channeled through the Regional Council during the formation process. Runhaar invited all elected officials to attend the tour. CVTD is donating a bus that will leave Monday, October 4, 2010 at 7:00 a.m. from the parking lot behind the Cache County Historic Courthouse. Individuals other than elected officials will be seated on a space available basis.
- **El Paso/Ruby Pipeline** – Executive Lemon distributed a letter he will send to Governor Herbert stating Cache County's support of the pipeline as long as grazing rights are not affected. Lemon asked Council members to review the letter and give their input before it is sent.
- **Equestrian Park in North Logan** – Executive Lemon noted that it has long been the intent of the county to move the equestrian park from the North Logan location; however, after attending a meeting in Hyde Park, Lemon reported that Hyde Park and North Logan do not want the park moved to another area. They would like to see it moved a little to the north, but not out of the area.

PUBLIC HEARINGS, APPEALS AND BOARD OF EQUALIZATION MATTERS

PUBLIC HEARING: SEPTEMBER 28, 2010 – 5:15 P.M. – 1st CDBG Public Hearing

Executive Lemon stated the purpose of the Public Hearing is to gain citizen input as to the needs of potential CDBG projects. The county may have a particular project in mind; however, at this point they should be open to any project identified by the public and entertain sponsorship proposals from nonprofit groups. Input from this hearing will be considered by the county's elected officials to determine which projects will be identified in the jurisdiction's capital improvement plan. All CDBG projects must be included in this

plan. Lemon asked those in attendance specifically for the Public Hearing to sign a roll with name, address and phone number. Approximately \$700,000.00 is available in the Bear River Region for CDBG projects; \$450,000.00 of which will be available for projects to be rated and ranked. All of the allocated funds must meet a HUD national objective and benefit low and moderate income individuals. Projects displacing lower and moderate income persons are not likely to receive funding. Lemon said anyone wanting to be sponsored must be in attendance at the public hearing. He has the list of projects available and will be glad to answer any questions concerning them.

Executive Lemon and Chairman Zilles opened the public hearing and invited public comment.

The following individuals submitted requests:

Lynn Desmond

Community Nursing Services \$46,099.00 Electronic health records

Dave Schuster

Neighborhood Nonprofit Housing \$100,000.00 Acquisition of property

ACTION: Motion by Vice Chairman White to close the Public Hearing-September 28, 2010-5:15 p.m.-1st CDBG Public Hearing. Yeates seconded the motion. The vote was unanimous, 7-0.

UNIT OR COMMITTEE REPORTS

- ★ **Cache County Fair and Rodeo Report** – Jill Zollinger reviewed the 2010 Cache County Fair and Rodeo, reported a large financial surplus from this year's Fair and Rodeo and recognized those individuals who help with the Fair and Rodeo. Clark Israelsen reported on the exhibits/exhibitors and thanked the Cache County Council for its support of the fair. Zollinger presented Louise Jensen with a certificate of appreciation for her eight years of service in the Home Arts department. Zollinger also introduced Kiana Osmond as the first Cache County Fair Idol winner.

Council member Yeates asked if the surplus is put in the General Fund? Lemon said it is.

Jill Zollinger excused herself and those involved with the Fair and Rodeo to attend a dinner in honor of their service.

(Attachment 2)

ITEMS OF SPECIAL INTEREST

- **Presentation – Hyde Park/North Logan Transportation Corridor EIS (200 East) – Loretta Markham, UDOT Project Manager** reviewed the status of the 200 East EIS (Environmental Impact Study) via a power point presentation indicating the route alternatives, impacts, traffic mobility and comments received at the public hearing. UDOT needs to have the county determine its preferred alternative and whether the impact to the equestrian portion of Meadow View

Park is considered major or minor. If it is considered a minor impact, the county needs to concur that it wants to move forward with a de minimis determination on the property.

Chairman Zilles asked Council members to state their alternative preference. All Council members preferred Alternative #5 except Buttars who said he is leaning toward Alternative #3 modified.

(Attachment 3)

BUDGETARY MATTERS

◆ **Intra-Departmental Transfer**
ITS

Transfer \$4,000.00 (*\$300.00 from Education & Training and \$3,500.00 from Software Purchases*) to Travel (*\$2,000.00*) and Non-capitalized Equipment (*\$2,000.00*) to pay for travel and training expenses and to purchase hardware (monitors) for computers

(Attachment 4)

ACTION: Motion by Council member Yeates to approve the budget transfer of \$4,000.00. Robison seconded the motion. The vote was unanimous, 7-0.

PUBLIC HEARINGS, APPEALS AND BOARD OF EQUALIZATION MATTERS

PUBLIC HEARING SET: OCTOBER 12, 2010 – 5:45 P.M. – Removal of Racetrack at Cache County Fairgrounds

ACTION: Motion by Council member Yeates to set a Public Hearing for October 12, 2010 at 5:45 p.m. – Removal of Racetrack at Cache County Fairgrounds. Robison seconded the motion. The vote was unanimous, 7-0.

BOARD OF EQUALIZATION

- **Set Hearing Dates:** September 29, 2010 – 7:30 am to 5:00 pm (Council member Yeates will attend the morning hearing and Council member Buttars will attend the afternoon hearing.)
September 30, 2010 – 7:30 am to 5:00 pm (Council member Yeates will attend the morning hearing and Council member Robison will attend the afternoon hearing.)
October 4, 2010 – 7:30 am to 5:00 pm (Vice Chairman White will attend the morning hearing and Council member Chambers will attend the afternoon hearing.)
October 6, 2010 – 7:30 am to 5:00 pm (Vice Chairman White will attend the morning hearing and Council member Chambers will attend the afternoon hearing.)

Executive Lemon has been asked to propose to the Council that individuals who missed the filing date to appeal their taxes may have their taxes abated. The Council concurred that everyone was notified of the filing deadline on their tax notices and abatements will not be allowed for those who missed the filing deadline.

INITIAL PROPOSAL FOR CONSIDERATION

- **White Rock Subdivision and Boundary Line Adjustment** – Chairman Zilles asked Chief Rod Hammer to clarify the state fire code requirements. Chief Hammer did so. Director Runhaar proposed a fifth condition of approval. Buttars recommended that the Fire Board meet and compose language for the county code addressing the fire suppression requirements for subdivisions such as these.

(Attachment 5)

ACTION: Motion by Council member Yeates to waive the rules and approve the White Rock Subdivision and Boundary Line Adjustment with the addition of Conditions of Approval #5 – Fire protection for all buildable lots shall be provided for in accordance with the 2009 International Fire Code and as approved by the Cache County Fire Chief. Chambers seconded the motion. The vote was unanimous, 7-0.

Council member Robison asked if this will be binding upon all similar subdivision requests until it is addressed in the county code? Chairman Zilles stated it will have to be.

Kelly Haramoto is considering purchasing one of the lots in question and asked if the well would be considered a suitable water supply? Chairman Zilles directed Haramoto to confer with Chief Rod Hammer and the Planning Department for proper information.

- **2010 Proposal – Cache County Council of Governments – Mayor Darrell Simmons – Smithfield** – Mayor Simmons commented he is representing the Cache County Council of Governments (CCCOG). The unanimous recommendation is to fund the following projects for improvements along 200 East:

400 North to 950 North, Logan
1000 North to 1250 North, Logan
2200 North to 2500 North, North Logan

(Attachment 6)

ACTION: Motion by Council member Petersen to approve the CCCOG recommendation for funding from the sales tax revenue collected for transportation capacity improvements (road tax) to the following projects on 200 East: 400 North to 950 North, Logan; 1000 North to 1250 North, Logan; 2200 North to 2500 North, North Logan. Chambers seconded the motion. The vote was unanimous, 7-0.

PUBLIC HEARINGS, APPEALS AND BOARD OF EQUALIZATION MATTERS

BOARD OF EQUALIZATION

- **Property Tax Hardship Applications** – Fourteen of the applications were considered for approval. One other was set aside pending further information and four others were retained to be considered at the October 12, 2010 County Council meeting. *(Details are on file in the office of the Cache County Auditor.)*

ACTION: Motion by Council member Robison to approve fourteen of the property tax hardship applications. Yeates seconded the motion. The vote was unanimous, 7-0.

INITIAL PROPOSAL FOR CONSIDERATION

- **Amendment of Resolution 2010-18 (Special Events) (NO ACTION TAKEN)**– Director Runhaar indicated he has re-formatted the special event application form to conform to other applications that are received in his office and after conferring with the County Clerk, he will bring this back to the Council as a new resolution rather than an amended one.
- **Discussion – Cloud Seeding 2010/2011 Program** – Executive Lemon said the report gives the long term average as 16% increase for eastern Box Elder/Cache County portion of the project and a 9% increase in April 1st snow water content in the 22 seasons seeded here. Lemon noted that any increase is worth the cost of the program.

ACTION: Motion by Vice Chairman White to approve Cache County's participation in the 2020/2011 Cloud Seeding Program. Yeates seconded the motion. The motion passed, 6 aye – Buttars, Chambers, Robison, White, Yeates & Zilles and 1 nay – Petersen.

- **2011 Budget Preparation – Establish Priorities** – Chairman Zilles asked Council members to state their budget priorities.
 - Petersen – Employee salary increase
 - Yeates – Employee salary increase
 - Robison – Employee salary increase and employee retention
 - Lemon – Volunteer Center funding; county engineer (Chairman Zilles commented that Lynn Zollinger is willing to work for the county as he is retired)
 - Chambers – Employee salary increase
 - Zilles – Use profit from fair to improve buildings at fairgrounds

Cache County Council
09-28-2010

Executive Lemon indicated that Cameron Jensen has done a great job of estimating property tax revenues.

OTHER BUSINESS

- ✓ **UAC Convention – November 10-12, 2010** – Janeen Allen has received a request for reservations for this convention from all Council members except Petersen and White.

ADJOURNMENT

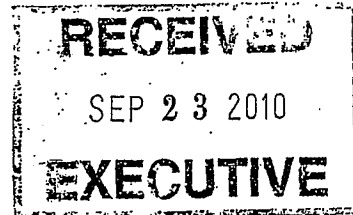
The Council meeting adjourned at 7:48 p.m.

ATTEST: Jill N. Zollinger
County Clerk

APPROVAL: Gordon A. Zilles
Chairman



Natural Resources Conservation Service
125 South State Street, Room 4010
Salt Lake City, UT 84138-1100
(801) 524-4550
FAX (801) 524-4403



September 22, 2010

Mr. M. Lynn Lemon
County Executive
Cache County
199 North Main, Main Floor
Logan, Utah 84321

*Janeen
Please copy
County Council
Thank you
Lynn*

Reference: Logan Northern Canal Reconstruction Environmental Impact Statement Project Objectives

Dear Mr. Lemon: *MLL 9/24/10*

As you know, the scoping period for the Natural Resources Conservation Service's (NRCS) Logan Northern Canal Reconstruction Environmental Impact Statement (EIS) closed on August 31, 2010. We received over 100 individual comment letters and are in the process of reviewing those comments so that the EIS document can focus on issues of the greatest concern to the public, local governments, and state and Federal agencies.

As part of the EIS process, we are beginning to screen potential project alternatives. NRCS will use the project purpose and need, requirements of the Emergency Watershed Protection (EWP) Program, and requirements of other cooperating Federal agencies (the U.S. Forest Service and U.S. Army Corps of Engineers) as the primary screening criteria. As the local project sponsor, we are asking Cache County to provide guidance on project objectives that the County would like the proposed action to accomplish or meet. These objectives must be compatible with the project purpose and need and the requirements of the EWP Program and should also be compatible with objectives that address requirements of the U.S. Forest Service Wasatch-Cache Forest Plan and the U.S. Army Corps of Engineers' Clean Water Act Section 404 Program.

NRCS intends to use the following primary criteria:

Purpose and Need:

- The proposed action is needed to restore irrigation water delivery to shareholders.
- The purpose of the proposed action is to restore full water right delivery capability to the canal system and maintain the historic stormwater conveyance function of the canal system.

Mr. M. Lynn Lemon
September 22, 2010
Page 2

Emergency Watershed Protection Program (Code of Federal Regulations Title 7, Part 624):

- Provide protection from additional flooding or soil erosion. (624.6(c))
- Reduce threats to life or property from a watershed impairment, including sediment and debris removal in floodplains and uplands. (624.6(c))
- Restore the hydraulic capacity to the natural environment to the maximum extent practical. (624.6(c))
- [Measures] Are economically, socially, and environmentally defensible and technically sound. (624.6(c) and 624.4(a))
- Emphasize measures that are the most economical and are to be accomplished using the least damaging practical construction techniques and equipment that retain as much of the existing characteristics of the landscape and habitat as possible. (624.6(e)).

U.S. Forest Service Wasatch-Cache Forest Plan:

Support watershed health and allow maintenance of Logan River flow consistent with the goals described in the Wasatch-Cache National Forest Plan (U.S. Forest Service Wasatch-Cache Forest Plan).

Clean Water Act Section 404:

Avoid and minimize impacts to waters of the United States (Clean Water Act Section 404).

The results of previous discussions with County representatives and stakeholders identified other objectives. According to NRCS guidance, alternatives may do more than just address the project need. "To the extent possible, alternatives should also prevent additional problems from occurring and take advantage of available opportunities. Alternatives may also achieve other sponsor, NRCS, and stakeholder objectives and should include measures that mitigate potential adverse effects and have potential to help sponsors address regulatory requirements" (National Environmental Compliance Handbook, Section B, Page 17).

We believe that the objectives that were previously identified are compatible with the EWP Program and can be used as secondary screening criteria. These objectives include the following:

1. The proposed action should provide secondary benefits such as water conservation, water quality improvement, energy conservation, and public safety benefits.

Mr. M. Lynn Lemon
September 22, 2010
Page 3

2. The proposed action should minimize temporary and permanent impacts to private and public property (including roadways).
3. The proposed action should not require specialized construction techniques and should create competitiveness among several contractors for work to be performed.
4. The proposed action should minimize unknown cost and time associated with acquisition of easements.

We would appreciate a response concurring with the four objectives above no later than September 30, 2010. We would also welcome additional objectives as long as they are compatible with the EWP Program and U.S. Forest Service and U.S. Army Corps of Engineers requirements.

*Not
Practical*

Please call me at (801) 524-4559 or Sue Lee of HDR Engineering at (801) 743-7811 if you have any questions or need additional information.

Sincerely,



BRONSON SMART
State Conservation Engineer

ALTERNATIVES

Janeen

*Please copy
County Council
Thank You
hym*

No Action

LNC POD, rebuild LNC in current alignment through landslide area

First Dam POD, pump to LHPS, route to LNC (via 89, 1500N, 3100N), pressure service south to western Canyon Road users; service to Eastern Canyon Road users

LNC POD, Canyon Road pipeline to LNC at 400N/600E; service to Canyon Road users

LHPS POD to Golf Course, split flow to LNC flow via US 89; service to Canyon Road users

LHPS POD to 1500N/1400N split flow crossing to LNC north, pressure pipe service, south to western Canyon Road users; service to eastern Canyon Road users

LHPS POD to 3100N crossing to LNC, pressure pipe service south to western Canyon Road users; service to eastern Canyon Road users



Jill N. Zollinger
Cache County Clerk
179 North Main Suite 102
Logan, UT 84321
Phone: 435.755.1460 | FAX: 435.755.1980
www.cachecounty.org/clerk

2010 Cache County Fair & Rodeo Report

As of September 27, 2010

	2010 Fair	<u>Budget</u>
		\$67,500.00
		<u>Revenue</u>
RAPZ/REST		\$ 5,000.00
Carnival		\$38,147.25
Commercial Booths		<u>\$32,073.00</u>
		\$75,220.25
	2010 Rodeo	<u>Budget</u>
		\$83,310.00
		<u>Revenue</u>
RAPZ/REST		\$ 5,000.00
Ticket Sales		\$74,353.00
Sponsorship		<u>\$31,103.00</u>
		\$110,456.00
Total Budgets 2010 Fair & Rodeo		\$150,810.00
Total Revenues 2010 Fair & Rodeo		\$185,676.25

HYDE PARK

to

NORTH LOGAN

Transportation Corridor

Environmental Impact Statement

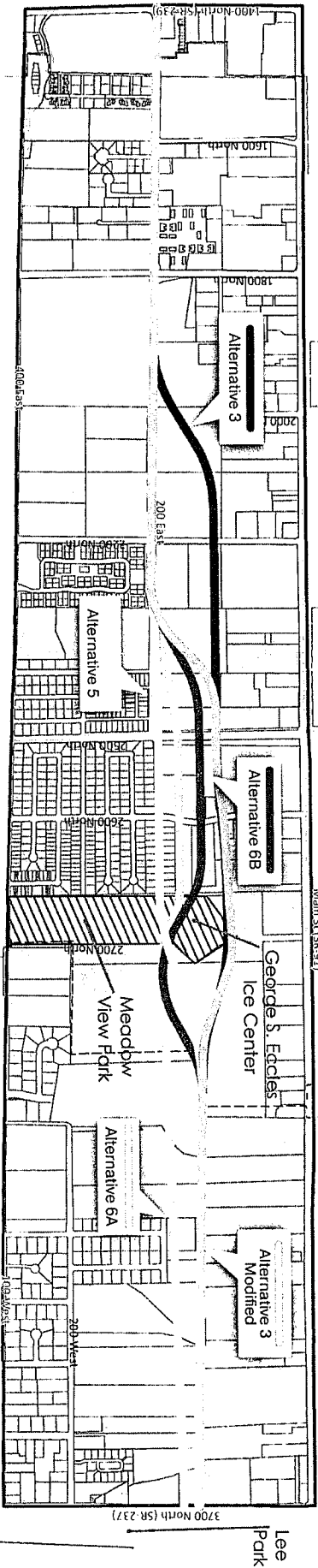


HYDE PARK



NORTH LOGAN CITY

HYDE PARK TO NORTH LOGAN
TRANSPORTATION CORRIDOR (200 EAST)
Environmental Impact Statement



ALIGNMENT ALTERNATIVES



Logan

North Logan

Hyde Park

Cedar Ridge Middle School
Playground



**HYDE PARK TO NORTH LOGAN
TRANSPORTATION CORRIDOR (200 EAST)**

Environmental Impact Statement

Impacts

Impacts**	Alternative				
	3	3 Modified	5	6A	6B
Noise Impacts	69	73	148	92	81
Wetlands (acres)	0.84	0.81	0.83	1.21	0.83
Historic Properties taken	1	1	0	0	1
George S. Eccles Ice Center (acres)	0.23	0.003	0.67	0.99	1.19
Meadow View Park (acres)	0	0	0.53	0.27	0.17
Right-of-Way	69 partial takes	74 partial takes	100 partial takes	77 partial takes	76 partial takes
	4 relocations	4 relocations	0 relocations	2 relocations	2 relocations
Section 4(f) Use	1	1	0	0	1
Section 4(f) <i>de minimis</i> Use	2	1	2	2	2

* Section 4(f) includes historic and recreational properties.

* *De minimis* determination(s) forthcoming

** Resources listed above are not inclusive of all resources evaluated in the environmental study.

**HYDE PARK TO NORTH LOGAN
TRANSPORTATION CORRIDOR (200 EAST)**

Environmental Impact Statement

Traffic Mobility

Roadway	Segment	Alternative				
		3	3 Modified	5	6A	6B
SR-91	1400 North-	-2%	-2%	-1%	-3%	-3%
	1800 North					
	1800 North-	-9%	-9%	-4%	-7%	-10%
	2200 North					
	2200 North-	-7%	-7%	-8%	-15%	-16%
	2500 North					
	2500 North-	-1%	-1%	-1%	0%	0%
	3700 North					
	Average	-5%	-5%	-4%	-6%	-7%

Based on the 2009 Cache MPO model; 2025 traffic projections

**HYDE PARK TO NORTH LOGAN
TRANSPORTATION CORRIDOR (200 EAST)**

Environmental Impact Statement

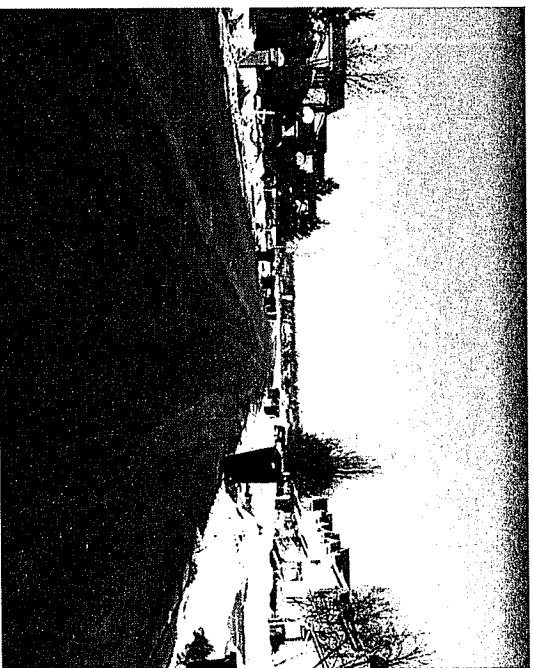
Public Input

September 14, 2010 Open House

- 34 Attendees
- 24 Comments Received

Concerns

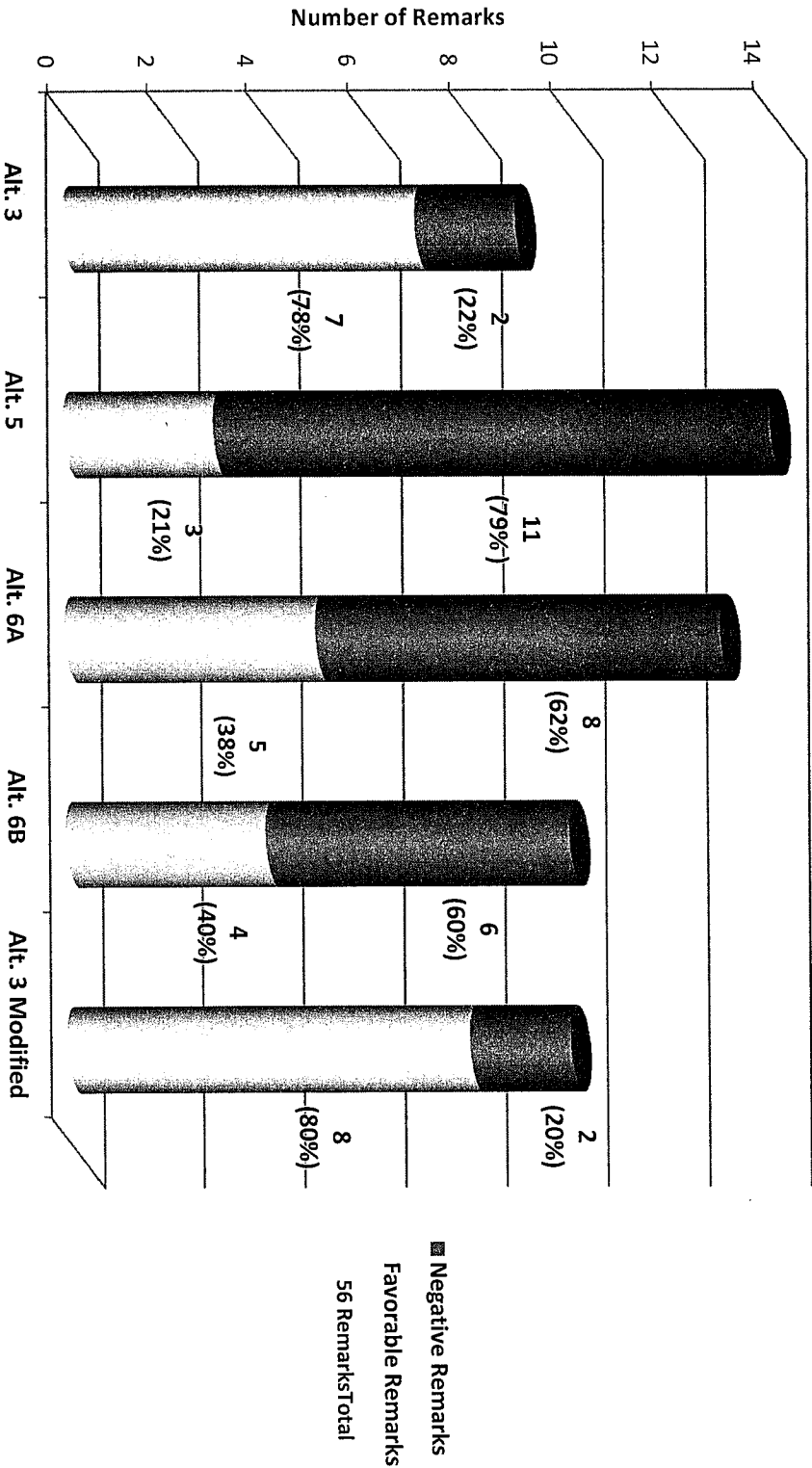
- Safety
- Removal of Charter School
- Property Acquisition and Remaining Land Values



**HYDE PARK TO NORTH LOGAN
TRANSPORTATION CORRIDOR (200 EAST)**

Environmental Impact Statement

Public Input



**HYDE PARK TO NORTH LOGAN
TRANSPORTATION CORRIDOR (200 EAST)**

Environmental Impact Statement

Schedule

Next Steps:

- Locally Preferred Alternative
- Final Environmental Impact Statement
 - *De minimis* determination
- Record of Decision

	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	2016	2017
Phase One Re-Evaluation							*								
Phase Three Final EIS															
Anticipated Project Completion															
Design, Right of Way Acquisition, Construction															

* Opportunity for input

**HYDE PARK TO NORTH LOGAN
TRANSPORTATION CORRIDOR (200 EAST)**

Environmental Impact Statement

Rodney Terry

UDOT Project Manager

801.622.1581

Jeff Jorgensen

North Logan City

435.752.1310

Loretta Markham

Lochner Project Manager

801.415.5848

Reed Elder

Hyde Park City

435.563.6507

http://www.cachempo.org/projects/200east_north.html

or

write to us via email: 200eastproject@utah.gov

HYDE PARK

to

NORTH LOGAN

Transportation Corridor

Environmental Impact Statement



HYDE PARK



NORTH LOGAN

REQUEST FOR INTRA-DEPARTMENTAL BUDGET TRANSFER

DEPARTMENT: ITS
 DATE: 21-Sep-10

Amount to be transferred -- (rounded to the nearest dollar) \$ 4,000

Transfer From ---

ACCOUNT	DESCRIPTION	Current Budget	Increase DR	Decrease CR	Amended Budget
104136330	education & training	\$ 7,000		\$ (500)	\$ 6,500
104136311	software purchases	\$ 7,000		\$ (3,500)	\$ 3,500
				\$ -	\$ -

Transfer To ---

104136230	travel	\$ 6,000	\$ 2,000		\$ 8,000
104136251	non capitalized equipment	\$ 61,000	\$ 2,000		\$ 63,000
				\$ -	\$ -
Totals			<u>\$ 4,000</u>	<u>\$ (4,000)</u>	

Net adjustment \$ -

Description of needs and purpose of transfer ---

to pay for travel and training expenses and to purchase hardware (monitors) for computers.



 Department Head

Recommendation: Approval Disapproval

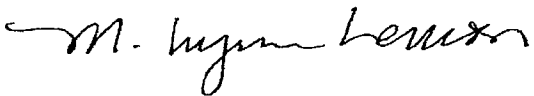
Date: 21-Sep-10



 Cache County Auditor

Recommendation: Approval Disapproval


Date: 21-Sep-10



 Cache County Executive

Consented by the Cache County Council meeting in regular session on the 28th day of September, 2010.





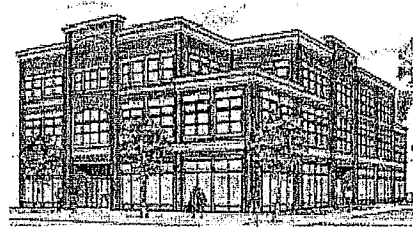
 Cache County Clerk

CACHE COUNTY CORPORATION DEVELOPMENT SERVICES DEPARTMENT

JOSH RUNHAAR, AICP
DIRECTOR/
ZONING ADMINISTRATOR

PAUL BERTSON
CHIEF BUILDING
OFFICIAL

179 NORTH MAIN, SUITE 305 LOGAN, UTAH 84321 ♦ (435)755-1630 ♦ FAX (435)755-1987



To: Cache County Council
From: Josh Runhaar, Development Services Director & Zoning Administrator
Date: September 21, 2010, 2010
Subject: Development Services Agenda Items

A request for the County Council to place the following on the September 28, 2010 Agenda:

ITEMS FOR CONSENT AGENDA

- (1) **White Rock Subdivision and Boundary Line Adjustment** – Vaughn Peterson is requesting approval from the County Council for a 2-lot subdivision and boundary line adjustment on 139.83 acres of property in the Agricultural Zone located at approximately 1880 North 7200 West, Petersboro.
Recommended Findings of Fact: Four (4)
Recommended Conditions of Approval: Four (4)
Planning Commission Recommendation: Approve with Conditions (6, 0)

ITEMS FOR INITIAL CONSIDERATION

- (2) **Amendment of Resolution 2010-18** – An amendment to the resolution of Cache County approving the special event application form and associated fees.

ITEMS FOR PENDING ACTION

None

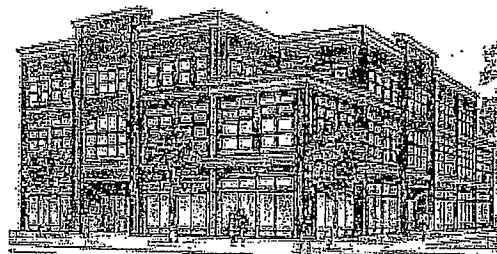
ITEMS TO SET A PUBLIC HEARING

None

Attachments:

- Application
- Staff Report
- Survey Plat
- Plat Map
- Minutes

CACHE COUNTY CORPORATION DEVELOPMENT SERVICES DEPARTMENT



JOSH RUNHAAR, AICP
DIRECTOR/
ZONING ADMINISTRATOR

PAUL BERNTSON
CHIEF BUILDING
OFFICIAL

179 NORTH MAIN, SUITE 305 LOGAN, UTAH 84321 ♦ (435)755-1630 ♦ FAX (435)755-1987

APPLICATIONS ARE DUE BY 3:00 PM ON THE DAY OF THE DEADLINE

PLEASE ALLOW STAFF 20-30 MINUTES TO PROCESS THE APPLICATION

LATE APPLICATIONS WILL BE HELD FOR THE NEXT MEETING'S AGENDA

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

RECEIVED
JUN 28 2010

PROJECT APPLICATION

REVIEW AUTHORITY

- CACHE COUNTY COUNCIL
- CACHE PLANNING COMMISSION
- BENSON PLANNING COMMISSION
- BOARD OF ADJUSTMENTS
- ADMINISTRATIVE REVIEW

TYPE OF APPLICATION BY:

- SUBDIVISION
- CONDITIONAL USE PERMIT
- ZONE CHANGE
- CODE AMENDMENT
- BOUNDARY LINE ADJUSTMENT

Date Received: <u>28 JUN 2010</u>	Received By: <u>CHICK</u>	Receipt Number: <u>4424/5228</u>	Application Number: <u>CHICK 162</u> #600 & \$500
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PROJECT INFORMATION	AGENT/OWNER INFORMATION
REQUEST TYPE <u>3-LOT sub BIA</u>	AGENT NAME _____
PROJECT NAME <u>White Rock</u>	ADDRESS _____
PROJECT ADDRESS <u>1280N 7200W</u> <u>Petersboro, UT, 84325</u>	TELEPHONE (DAY) _____ (CELL) _____
SERIAL NUMBER(S) <u>12-022-0005, 0023,</u> <u>0019, 0007</u>	OWNER NAME <u>Vaughn Peterson</u>
ZONE <u>Ag.</u>	ADDRESS <u>6705W. 1800N</u> <u>Petersboro, UT, 84325</u>
PROJECT LOCATION <u>Petersboro, UT</u>	TELEPHONE (DAY) <u>435-752-4927</u>

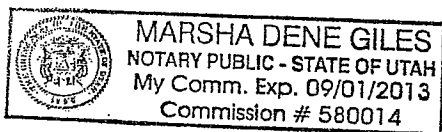
457-3089

State of Utah)

County of Cache)

On this 28 day of June, 2010, personally appeared before me, Vaughn Peterson, proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to on this instrument, and acknowledged that they executed the same.

Signed Vaughn Peterson
(Property Owner or Agent)



Marsha Dene Giles
Notary Public

**CACHE COUNTY CORPORATION
DEVELOPMENT SERVICES DEPARTMENT**

Project Name: **White Rock Subdivision
and BLA**

Agent: Vaughn Peterson

Request: 2-lot Subdivision and BLA

Type of Action: Recommend to County Council

Current Zoning: Agricultural (A-10)

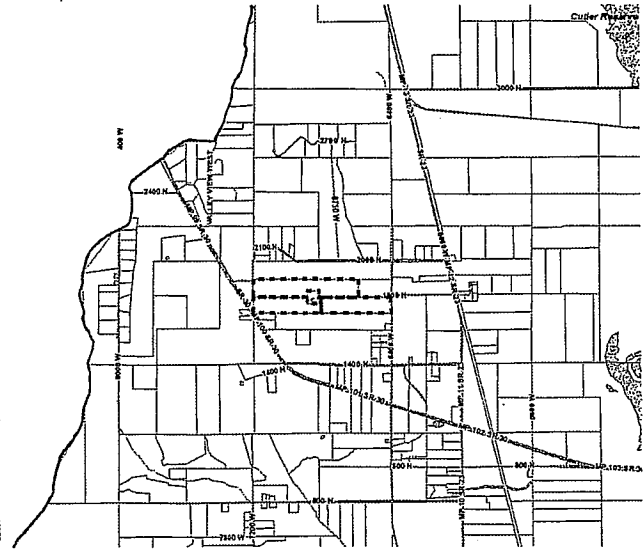
Project Address: 1880 North 7200 West
Petersboro, Utah 84325

Staff Recommendation: Approval with conditions

Tax ID: 12-022-0005, 12-022-0007,
12-022-0019, 12-022-0023

Surrounding Uses: North – Agricultural
South – Agricultural/Residential
East – Agricultural/Residential
West – Agricultural

Reviewed by: Christopher S. Harrild, Planner I



PURPOSE: To recommend approval of the preliminary and final plat for the White Rock Subdivision and Boundary Line Adjustment to the Cache County Council.

PROJECT SUMMARY

The proposal is to create a 2-lot Subdivision and Boundary Line Adjustment located at 1880 North 7200 West, Petersboro, in the Agricultural Zone on 139.83 acres of property. There are currently single family dwellings on the proposed plat on parcel #12-022-0023 (Lot 1) and #12-022-0019. Parcel #12-022-0005 is intended for residential development and #12-022-0007 (Lot 2), which is presently being farmed, will also be eligible for residential development.

Access:

- Access to parcel #12-022-0005 is from 7200 West and is an adequate 28' wide paved surface.
- Access to parcel #12-022-0019 and #12-022-0023 is via a private road (1800 North) with access to 6400 West.
- Access from 6400 West is adequate with a 20' wide gravel surface.
- The driveway currently used to access parcel #'s 12-022-0007, 12-022-0019, and 12-022-0023 is greater than 150' in length and as such the 2009 International Fire Code requires that it shall be a 20' drivable surface to within 150' of the structure and that an approved turnaround shall be constructed at the end of the driveway.
- The driveway shall meet all applicable requirements of the 2009 International Fire Code, minimum County standards, and any other applicable codes.

Water & Septic:

- Adequate, approved, domestic water rights will be in place at the time of final plat recordation for all building lots within the proposed subdivision.
- Parcel # 12-022-0005 is feasible for an on-site septic tank system. The soil will allow for standard trench systems with trench depth limited to 24 inches below natural grade.
- Parcel # 12-022-0023 has an existing septic system.
- Parcel #'s 12-022-0019 and 12-022-0007 were not evaluated at this time and any future development on these parcels shall require evaluation by the Bear River Health Department.

Service Provision:

- For parcel #12-022-0005, all refuse and recycling containers shall be placed along the east side of 7200 West for Monday collection.
- For parcel #'s 12-022-0007, 12-022-0023, and 12-022-0019, all refuse and recycling containers shall be placed along 6400 West for Monday collection.

CACHE COUNTY CORPORATION

DEVELOPMENT SERVICES DEPARTMENT

- The residents shall provide sufficient shoulder space for the residential refuse and recycle containers to sit four feet apart and be out of the travel lane.
- A school bus stop will be located at 6400 West 2000 North, approximately 9 blocks from the proposed subdivision.
- The proposed subdivision is being developed in an area requiring long response times and does not have an adequate water supply. The fire district highly recommends that residential fire sprinklers be installed in any residences constructed on these lots.

STAFF DETERMINATION

It is staff's determination that the White Rock Subdivision and Boundary Line Adjustment, a 2-lot subdivision and boundary line adjustment for property located at approximately 1880 North 7200 West with TIN #'s 12-0022-0005, 12-022-0007, 12-022-0019, and 12-022-0023 are in conformance with the Cache County Ordinance requirements for preliminary and final plat approval to the County Council. This determination is based on the following **findings of fact**:

1. The White Rock Subdivision and Boundary Line Adjustment has been revised and amended by the conditions of project approval to address the issues and concerns raised within the public and administrative records.
2. The White Rock Subdivision and Boundary Line Adjustment has been revised and amended by the conditions of project approval to conform to the requirements of Titles 16 and 17 of the Cache County Code and the requirements of various departments and agencies.
3. The White Rock Subdivision and Boundary Line Adjustment conforms to the preliminary and final plat requirements of §16.03.030 and §16.03.040 of the Cache County Subdivision Ordinance.
4. The White Rock Subdivision and Boundary Line Adjustment is compatible with surrounding land uses and will not interfere with the use and enjoyment of adjoining or area properties.

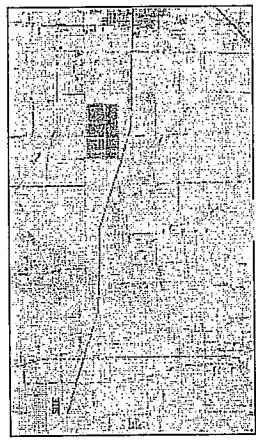
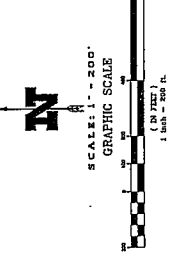
CONDITIONS OF APPROVAL

The following stipulations must be met for the developments to conform to the County Ordinance and the requirements of county service providers.

1. Prior to final plat recordation the proponent shall meet all applicable standards of the Cache County Ordinance.
2. Prior to final plat recordation adequate, approved, domestic water rights shall be in place for all building lots within the White Rock Subdivision and Boundary Line Adjustment.
3. At the collection points on 7200 West and 6400 West, an additional width of four (4) feet shall be required for the placement of refuse and recycle containers so they do not interfere with traffic.
4. The driveway shall meet all applicable requirements of the 2009 International Fire Code and any other applicable codes as adopted by Cache County. The driveway shall be a 20' drivable surface and an approved turnaround shall be constructed at the end of the driveway.



WHITE ROCK SUBDIVISION
AND BOUNDARY LINE ADJUSTMENT
LOCATED IN SECTION 19,
TOWNSHIP 12 NORTH, RANGE 1 WEST S.L.B. & M.
CACHE COUNTY, UTAH



LOUIE J. PETERSON
SURVEYOR'S CERTIFICATE
I, LOUIE J. PETERSON, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR, AND THAT I HAVE MADE A SURVEY OF THE TRACT OF LAND DESCRIBED IN THIS CERTIFICATE, AND THAT I AM A MEMBER IN GOOD STANDING OF THE BOARD OF LAND SURVEYORS, A DIVISION OF THE UTAH DEPARTMENT OF HERITAGE AND ARTS. I HAVE MADE A SURVEY OF THE TRACT OF LAND DESCRIBED IN THIS CERTIFICATE, AND I HAVE FOUND THAT THE SAID TRACT AND LOTS AND STREETS, HEREINAFTER TO BE KNOWN AS, WERE CORRECTLY SUBDIVIDED AND ALL STREETS ARE THE DIMENSIONS SHOWN.

ELECTRONIC COPY
8/27/10

LEGEND

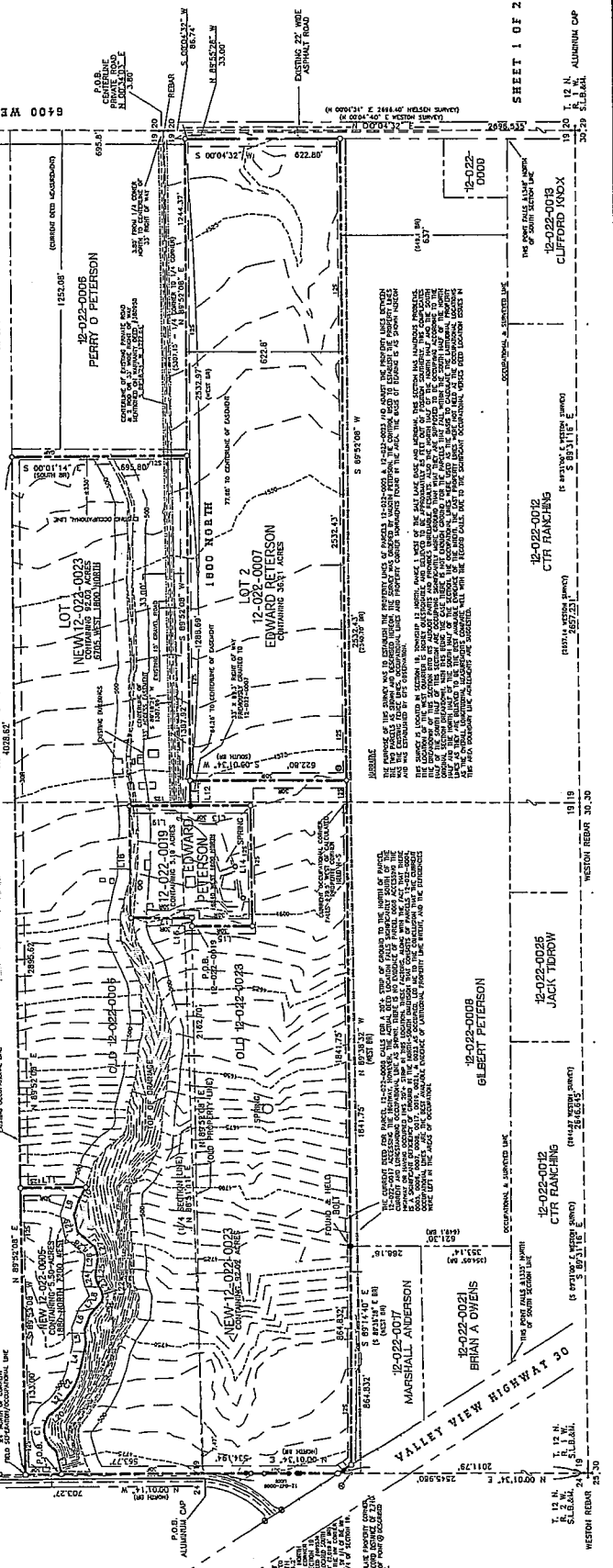
- EASEMENT/RIGHT OF WAY
- SECTION LINES
- PROPERTY LINES
- SETBACK LINES
- 30' FRONT SETBACK
- 30' REAR SETBACK
- 30' SIDE SETBACK
- 50' DRIVEWAY W/ SETBACK
- 50' DRIVEWAY W/O SETBACK
- 30' DRIVEWAY W/ SETBACK
- 30' DRIVEWAY W/O SETBACK
- 50' DRIVEWAY W/ SETBACK
- 50' DRIVEWAY W/O SETBACK

LEGEND

- o POUND NAIL POST
- o GALVANIZED IRON PIPE
- o 1/2" GALVANIZED IRON PIPE
- o 1/4" GALVANIZED IRON PIPE
- o 3/8" GALVANIZED IRON PIPE
- o 1/2" GALVANIZED IRON PIPE
- o 3/4" GALVANIZED IRON PIPE
- o 1" GALVANIZED IRON PIPE
- o 1 1/2" GALVANIZED IRON PIPE
- o 2" GALVANIZED IRON PIPE
- o 3" GALVANIZED IRON PIPE
- o 4" GALVANIZED IRON PIPE
- o 6" GALVANIZED IRON PIPE
- o 8" GALVANIZED IRON PIPE
- o 10" GALVANIZED IRON PIPE
- o 12" GALVANIZED IRON PIPE
- o 14" GALVANIZED IRON PIPE
- o 16" GALVANIZED IRON PIPE
- o 18" GALVANIZED IRON PIPE
- o 20" GALVANIZED IRON PIPE
- o 24" GALVANIZED IRON PIPE
- o 30" GALVANIZED IRON PIPE
- o 36" GALVANIZED IRON PIPE
- o 42" GALVANIZED IRON PIPE
- o 48" GALVANIZED IRON PIPE
- o 54" GALVANIZED IRON PIPE
- o 60" GALVANIZED IRON PIPE
- o 72" GALVANIZED IRON PIPE
- o 84" GALVANIZED IRON PIPE
- o 96" GALVANIZED IRON PIPE
- o 108" GALVANIZED IRON PIPE
- o 120" GALVANIZED IRON PIPE
- o 144" GALVANIZED IRON PIPE
- o 168" GALVANIZED IRON PIPE
- o 192" GALVANIZED IRON PIPE
- o 216" GALVANIZED IRON PIPE
- o 240" GALVANIZED IRON PIPE
- o 264" GALVANIZED IRON PIPE
- o 288" GALVANIZED IRON PIPE
- o 312" GALVANIZED IRON PIPE
- o 336" GALVANIZED IRON PIPE
- o 360" GALVANIZED IRON PIPE
- o 384" GALVANIZED IRON PIPE
- o 408" GALVANIZED IRON PIPE
- o 432" GALVANIZED IRON PIPE
- o 456" GALVANIZED IRON PIPE
- o 480" GALVANIZED IRON PIPE
- o 504" GALVANIZED IRON PIPE
- o 528" GALVANIZED IRON PIPE
- o 552" GALVANIZED IRON PIPE
- o 576" GALVANIZED IRON PIPE
- o 600" GALVANIZED IRON PIPE
- o 624" GALVANIZED IRON PIPE
- o 648" GALVANIZED IRON PIPE
- o 672" GALVANIZED IRON PIPE
- o 696" GALVANIZED IRON PIPE
- o 720" GALVANIZED IRON PIPE
- o 744" GALVANIZED IRON PIPE
- o 768" GALVANIZED IRON PIPE
- o 792" GALVANIZED IRON PIPE
- o 816" GALVANIZED IRON PIPE
- o 840" GALVANIZED IRON PIPE
- o 864" GALVANIZED IRON PIPE
- o 888" GALVANIZED IRON PIPE
- o 912" GALVANIZED IRON PIPE
- o 936" GALVANIZED IRON PIPE
- o 960" GALVANIZED IRON PIPE
- o 984" GALVANIZED IRON PIPE
- o 1008" GALVANIZED IRON PIPE
- o 1032" GALVANIZED IRON PIPE
- o 1056" GALVANIZED IRON PIPE
- o 1080" GALVANIZED IRON PIPE
- o 1104" GALVANIZED IRON PIPE
- o 1128" GALVANIZED IRON PIPE
- o 1152" GALVANIZED IRON PIPE
- o 1176" GALVANIZED IRON PIPE
- o 1200" GALVANIZED IRON PIPE

LINE NO.	LENGTH	BEARING
1	332.56'	S 89°31'12" W
2	587.51'	N 2°21'12" E
3	18.17'	E 1°11' N
4	10.13'	S 16°08' W
5	19.50'	S 16°08' W
6	18.17'	E 1°11' N
7	587.51'	N 2°21'12" E
8	332.56'	S 89°31'12" W
9	18.17'	E 1°11' N
10	10.13'	S 16°08' W
11	19.50'	S 16°08' W
12	18.17'	E 1°11' N
13	587.51'	N 2°21'12" E
14	332.56'	S 89°31'12" W
15	18.17'	E 1°11' N
16	10.13'	S 16°08' W
17	19.50'	S 16°08' W
18	18.17'	E 1°11' N
19	587.51'	N 2°21'12" E
20	332.56'	S 89°31'12" W
21	18.17'	E 1°11' N
22	10.13'	S 16°08' W
23	19.50'	S 16°08' W
24	18.17'	E 1°11' N
25	587.51'	N 2°21'12" E
26	332.56'	S 89°31'12" W
27	18.17'	E 1°11' N
28	10.13'	S 16°08' W
29	19.50'	S 16°08' W
30	18.17'	E 1°11' N
31	587.51'	N 2°21'12" E
32	332.56'	S 89°31'12" W
33	18.17'	E 1°11' N
34	10.13'	S 16°08' W
35	19.50'	S 16°08' W
36	18.17'	E 1°11' N
37	587.51'	N 2°21'12" E
38	332.56'	S 89°31'12" W
39	18.17'	E 1°11' N
40	10.13'	S 16°08' W
41	19.50'	S 16°08' W
42	18.17'	E 1°11' N
43	587.51'	N 2°21'12" E
44	332.56'	S 89°31'12" W
45	18.17'	E 1°11' N
46	10.13'	S 16°08' W
47	19.50'	S 16°08' W
48	18.17'	E 1°11' N
49	587.51'	N 2°21'12" E
50	332.56'	S 89°31'12" W

12-022-0004
LOUIE J. PETERSON



SHEET 1 OF 2

12-022-0019
CLIFFORD KOCH

12-022-0012
CTR FRANKENS

12-022-0005
JACK TEDROW

12-022-0019
CTR FRANKENS

12-022-0021
BRIAN A OWENS

12-022-0019
CTR FRANKENS

12-022-0008
GILBERT PETERSON

12-022-0019
CTR FRANKENS

12-022-0019
CTR FRANKENS

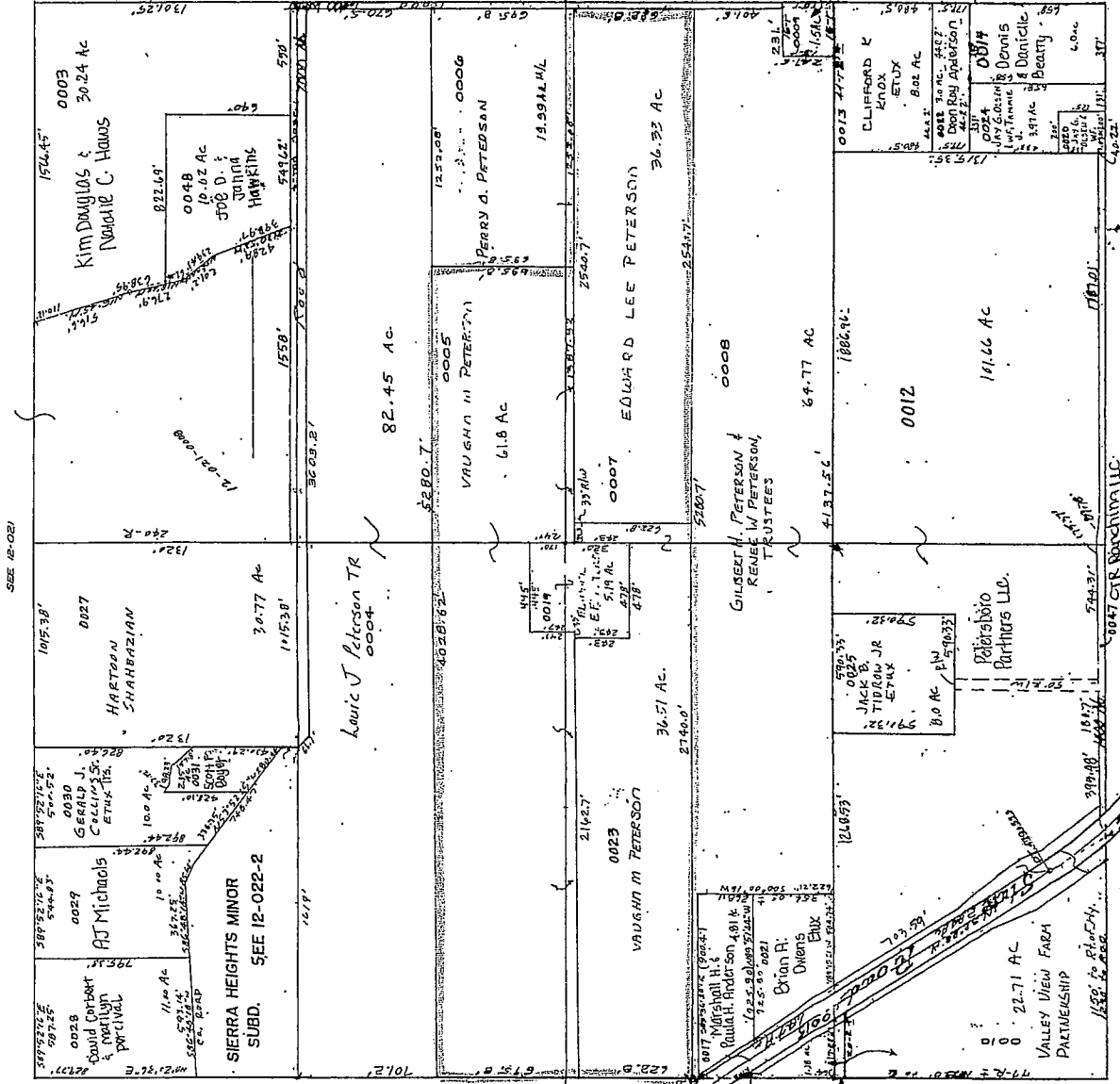
12-022-0019
CTR FRANKENS

12-022-0019
CTR FRANKENS

SECTION 19, TOWNSHIP 12 NORTH, RANGE 1 WEST.

SCALE 1 INCH = 6 CHAINS.

TAX UNIT 28



SEE 12-021

SEE 12-047

SEE 12-024

COUNTY ROAD

Cache County Planning Commission (CCPC)

Minutes for 02 September, 2010

Present: Josh Runhaar, Chris Harrild, Chris Sands, David Erickson, Clair Ellis, Leslie Larson, Curtis Dent, Lamont Godfrey, Jon White, Donald Linton

Start Time: 5:32:00 (Video time not shown on DVD)

Ellis welcomed; Erickson gave opening remarks.

5:33:00

Agenda

Passed

Minutes

July 29, 2010 - Passed

August 8, 2010 – Passed with noted changes on page 6.

5:37:00

Consent Agenda

#1 White Rock Subdivision (Vaughn Peterson)

Mallory Anderson I wondered where they were going to get the water from.

Runhaar as with all subdivisions in the county you can transfer water rights and then it will be wells.

Ms. Anderson there is a spring there but I don't think Peterson's name is on it.

Runhaar if they wanted to use the spring there the state would have to decided whether or not they would allow that. The state approves all water issues and they will have to approve that.

Ms. Anderson I would like to see all the people who use that water get together and make something of it. The state is in charge of it?

Runhaar yes.

Dent motioned for recommendation of approval; Larson seconded; Passed 6, 0.

Findings of fact:

1. The White Rock Subdivision and Boundary Line Adjustment has been revised and amended by the conditions of project approval to address the issues and concerns raised within the public and administrative records.
2. The White Rock Subdivision and Boundary Line Adjustment has been revised and amended by the conditions of project approval to conform to the requirements of Titles 16 and 17 of the Cache County Code and the requirements of various departments and agencies.

3. The White Rock Subdivision and Boundary Line Adjustment conforms to the preliminary and final plat requirements of §16.03.030 and §16.03.040 of the Cache County Subdivision Ordinance.
4. The White Rock Subdivision and Boundary Line Adjustment is compatible with surrounding land uses and will not interfere with the use and enjoyment of adjoining or area properties.

Conditions of approval:

The following stipulations must be met for the developments to conform to the County Ordinance and the requirements of county service providers.

1. Prior to final plat recordation the proponent shall meet all applicable standards of the Cache County Ordinance.
2. Prior to final plat recordation adequate, approved, domestic water rights shall be in place for all building lots within the White Rock Subdivision and Boundary Line Adjustment.
3. At the collection points on 7200 West and 6400 West, an additional width of four (4) feet shall be required for the placement of refuse and recycle containers so they do not interfere with traffic.
4. The driveway shall meet all applicable requirements of the 2009 International Fire Code and any other applicable codes as adopted by Cache County. The driveway shall be a 20' drivable surface and an approved turnaround shall be constructed at the end of the driveway.

5:41:00

#2 Blacksmith Fork River Estates (Rick Egan)

Harrild reviewed Mr. Rick Egan's request for a 2-lot subdivision and boundary line adjustment on approximately 56.08 acres of property in the FR-40 Zone located at approximately mile marker 11, State Highway 101, Logan Canyon. There are two legal lots on the north and south sides of the highway. There was an illegal subdivision and they have gone through to rectify the issues. They have proposed a subdivision on the southern parcel and then there will be building lots on the north parcel that will be seasonal. The major issue is access. UDOT has looked at this and has approved the access to these lots. There is an issue with the fire district. This area is not currently designated as Wildland Urban Interface

Staff and planning commission discussed the a variance granted by the Board of Adjustments and the natural barrier. There are two building lots and building capabilities will be limited to the two lots and the rest will be unbuildable. The building restrictions will go with the deed. Legal council will research the issues discussed and report back to the commission.

Ellis I'm not personally comfortable with this, but we can move it on to the council. We do want to be careful of setting a precedent, and during that time we can maybe have the attorney's office check the legality of this?

Linton yes, I can certainly do that. We will want to check on the collateral consequences and check for those and will get back with the council and this body next time.

Mr. Egan not that I can think of. We are just trying to make a piece of property that are family will enjoy.

Larson Clair, your concern then is with what the board of adjustments has already done or what we do tonight?

Ellis my question is because there of two legal lots there now, due to the a variance, can they subdivide it again and have a non-buildable lot as well.

Mayor Mike Hall, Chair
Mayor Darrell Simmons, Vice Chair

Cache County Council of Governments

September 15, 2010

Gordon Zilles, Chair
Cache County Council
199 N. Main,
Logan UT 84321

Dear Chairman Zilles:


On September 13, 2010, the Cache County Council of Governments (CCCOG) unanimously agreed to recommend to the Cache County Council funding in the amount of \$2,608,000 be awarded to 200 East projects in Logan and North Logan using countywide sales tax revenue collected for transportation capacity improvements. Of the ten applications received for road funding consideration, four of the applications were targeted to portions of 200 East in Logan and North Logan. These projects were all ranked the highest (see attached). Without knowing which phase would likely be favored by CCCOG given the competitive scoring process, Logan City submitted three separate funding applications for 200 East (400 No. to 950 No., Center St. to 300 So. & 1000 No. to 1250 No.) North Logan City submitted one for improvements on 200 East between 2200 No. and 2500 No. Logan City's local match totals \$70,316. North Logan's is \$13,440.

With Logan City's applications in the top three scoring positions, some dialog occurred about optimizing economies of scale by targeting the funds to portions of each of the top three ranked 200 East projects (rather than just fund the top scoring project through to construction). With the intent to make the projects more cost effective, Logan City came back to the CCCOG with a proposal to use the funds to complete the preliminary project work of engineering design and right-of-way purchase on what essentially amounts to the whole 200 East corridor in Logan (and some in North Logan). This capitalizes on economies of scale for engineering and right-of-way purchase activities. According to Logan City, this would leave them in a "construction ready" position as addition funding becomes available. It also would remove elements of uncertainty that are often the most risky and difficult part of moving projects forward.

Also, after analyzing the most effective cash flow, Logan City decided to withdraw funding consideration for the Center Street to 300 South project application. This project already has about \$6 Million in a combination of federal and Logan City's local match portion of \$965,821. The intent is to use what federal funds are available to complete at least a phase of this project. This project is nearing completion of a federal environmental analysis. Also, it was also decided to include a recommendation for \$200,000 to purchase right-of-way in the portion of 200 East in North Logan's application from 2200 No. to 2500 No. Ultimately, this revised funding proposal was accepted by the CCCOG.

In accordance with the CCCOG requirement as part of Utah State Code 59-12-2208, please accept this formal recommendation of funding for 2010 using countywide, voter approved sales tax revenue collected for the purpose of transportation capacity improvements. Please feel free to contact me if you have any questions.

Sincerely,

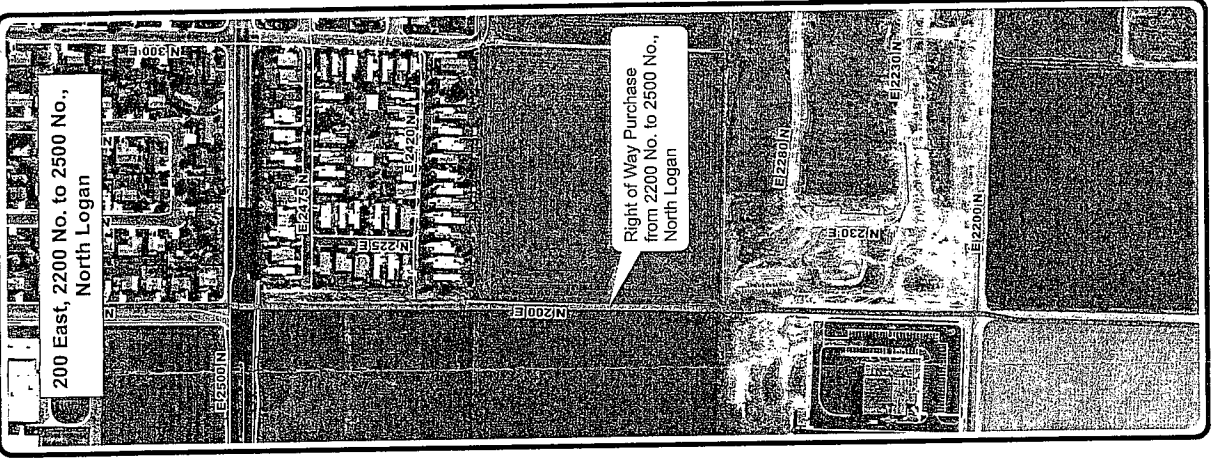
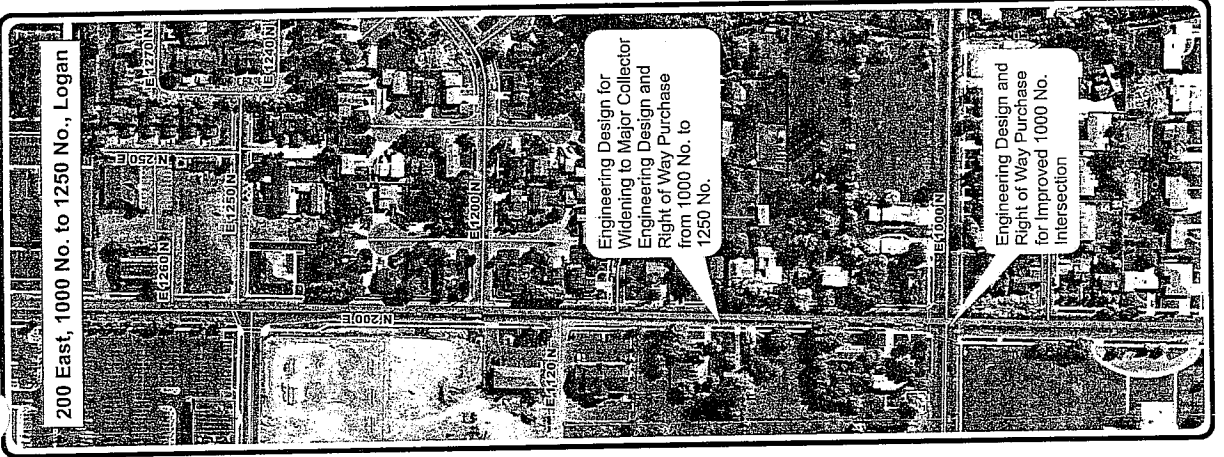
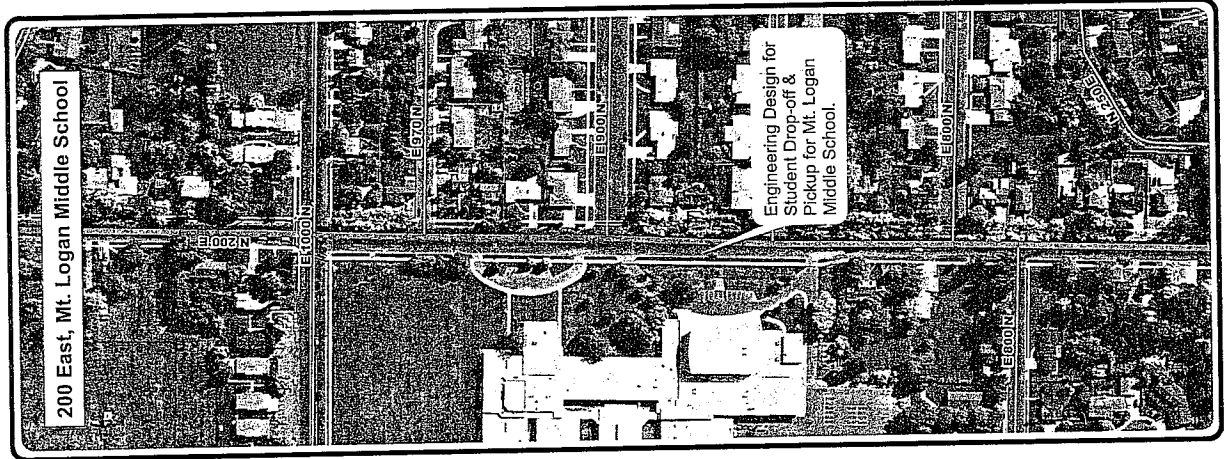
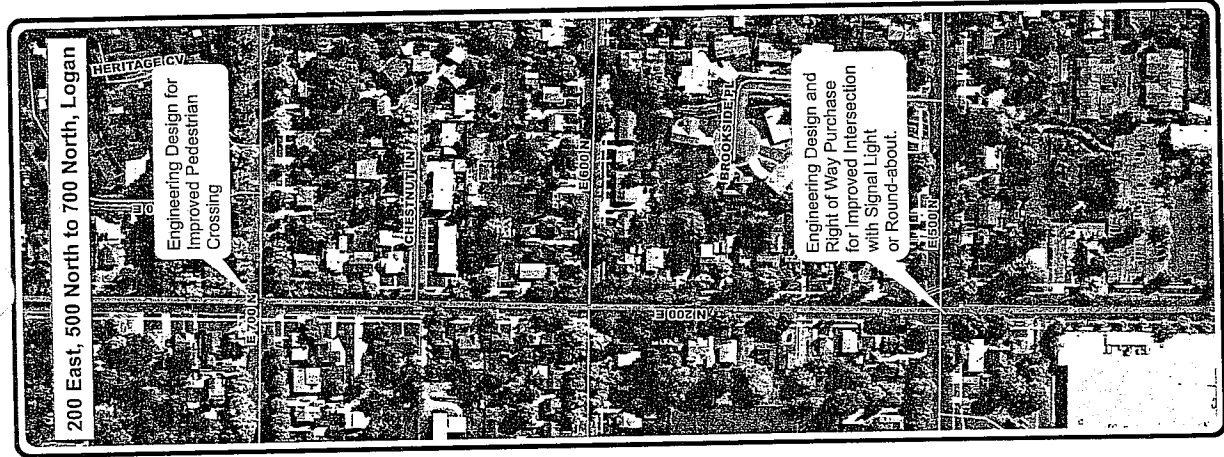


Mike Hall, Chair
Cache County Council of Governments

Enclosures

2010 Cache County Council of Governments Funding Recommendation		2010 Funding Assumption		2010 Fund
COG Member Scoring Results		Average	Request	Balance
Description	Jurisdiction	Score	Amount	Funding
200 East, 400 North to 950 North	Logan City	22.32	\$2,140,000	\$480,000
200 East, Center to 300 South	Logan City	21.50	\$5,594,795	\$0
200 East, 1000 North to 1250 North	Logan City	19.77	\$5,600,000	\$1,928,000
200 East, 2200 N. to 2500 N.	North Logan	19.45	\$2,128,000	\$200,000
1400 No. 600 West Traffic Signal	Logan City	18.05	\$1,443,900	\$0
2400 West	Amalga	14.56	\$415,831	\$0
1700 South Street	Cache County	14.14	\$3,242,872	\$0
3200 South	Cache County	13.10	\$2,031,800	\$0
550 North (AKA 2300 South)	Millville	11.50	\$1,108,894	\$0
600 East	Hyrum	11.25	\$708,559	\$0
Totals			\$24,414,651	\$2,608,000

2010 Cache County Council of Governments Recommendation to Cache County Council, September 28, 2010





To: Cache County Council of Governments (CCCOG)
 From: Mark Nielsen/Public Works
 Date: September 7, 2010
 Subject: Coordinated Spending of ¼ Cent Sales Tax Funding

At the CCCOG meeting to discuss the priorities for the different projects, the City of Logan was asked to submit a revised coordinated funding for the three 200 East projects that were rated as the top 3 projects. The proposal for the suggested CCCOG coordinated spending is presented below:

Current Proposed Project Funding:

Fund only the 200 East, 400 N to 950 N Project for \$2,140,000.

Proposed Alternative Project Funding (Only the top 3 projects):

Fund the following projects this year in the following amounts:

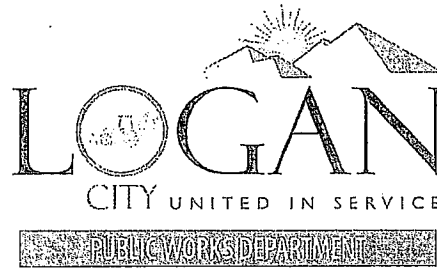
Project	Funded Amount	Total Requested Funding
200 East, 400 North to 950 North	\$480,000	\$2,140,000
200 East, Center St. to 300 South	\$0	\$5,594,795
200 East, 1000 North to 1250 North	\$1,928,000	\$5,600,000
Totals	\$2,408,000	\$13,334,795

Detailed Work Descriptions

The descriptions of the specific portions of these projects that are proposed in the alternative funding analysis are described below for each project.

200 East, 400 N to 950 N Project

It is doubtful that Logan can complete the contract document preparation, right of way acquisition, bid, and begin construction within this year. Therefore, completing the contract



document preparation and right of way acquisition reduces the unknowns and allows the future phase of construction to be estimated with much better accuracy.

200 East, Center to 300 South Project

This project is in conjunction with the Utah Department of Transportation and the Federal Highways Administration. Because of the additional NEPA requirements, the project environmental work is taking much longer than anticipated. In addition, the primary focus of this project is in two specific areas: one is the connection of 200 East at Center Street and two is the narrow road section between 200 South and 300 South. If these two areas are split out and the primary focus is connecting 200 East at Center Street, the City of Logan has the match necessary to use the federal funds and accomplish this project without additional assistance based on current construction estimates. Therefore, we have eliminated expenditures on this project and as the project progresses and we know better the costs for the 200 South to 300 South area we expect to have another proposal for the CCCOG in future years.

200 East, 1000 North to 1250 North Project

The design and property acquisition for this project are the pieces that have been included in this year's expenditures. This work can be accomplished this year and will allow better definition of construction costs for future year considerations in the CCCOG process.

Another possibility for this year would be to also include funding for the \$200,000 property acquisition for the North Logan portion of 200 East. That was not what was asked from the CCCOG, but it would keep that project from being delayed.

If you have any questions, please contact me at mark.nielsen@loganutah.org or 435-716-9151.

CCCOG Application - ROADS

¼ CENT SALES TAX FUNDING FOR TRANSPORTATION PROJECTS
Cache County Council of Governments (CCCOG)

COURTESY NOTICE OF INTENT-TO-APPLY ARE DUE JULY 1, 2010

Please email Jeff Gilbert (jeff.gilbert@cachecounty.org) and notify him of the project you intend to apply for CCCOG funding and the estimated request amount.

(Note: failure to provide notice by the deadline will NOT disqualify a projects application)

APPLICATIONS ARE DUE BY 5:00 PM ON AUGUST 2, 2010

Submit completed application(s) to: Cache County Executive, 199 N. Main, Logan UT

Your responses will be used to assign scores based on the CCCOG adopted Transportation Project Prioritization Process (available at www.cachempo.org/cccog).

1. DATE OF SUBMITTAL – August 2, 2010

2. PROJECT NAME

- a. *Title:* 200 East, 400 North to 950 North, Logan, Utah
- b. *Limits:* 400 North and 200 East to 1000 North and 200 East

3. PROJECT DESCRIPTION –

As part of the 200 East Environmental Assessment public input process, public comments were received regarding the stretch of 200 East between 400 North and 1000 North. Many residents provided concerns regarding the pedestrian crossings along 200 East and the peak time delays associated with students and pedestrians crossing 200 East. The City of Logan is proposing to make transportation improvements on 200 East between 400 North and 1000 North by improving the following:

- Intersection at 500 North and 200 East with a traffic signal or roundabout
- Intersection at 700 North and 200 East to improve pedestrian crossing safety
- Student drop off along 200 East in front of Mt. Logan Middle School and working with the Logan School District to find a better solution so students do not have to walk across the street or walk in designated CVTD areas only.

4. PROJECT MANAGEMENT

- a. *Sponsor Jurisdiction:* **City of Logan**
- b. *Contact person:* **Mark Nielsen**
- c. *Phone number:* **435-716-9151 (office) or 435-881-0724 (cell)**
- d. *FAX Number:* **435-716-9101**
- e. *Email Address:* **mark.nielsen@loganutah.org**

5. PROJECT COST ESTIMATE - Total: \$2,300,000 Local Match: \$160,000
PE: \$160,000 ROW: 350,000 Construction: \$1,820,000

6. Year Funding Needed - PE: N/A ROW: N/A Construction: 2011

7. REGIONAL SIGNIFICANCE OF PROJECT -
(Explain how project will benefit the region)

The 200 East corridor is a regional corridor that will develop from Millville, Utah to Smithfield, Utah in the future. These improvements along 200 East are planned because of the peak time congestion due to vehicle and pedestrian traffic associated with drop off and pickup at Mt. Logan Middle School and crossing 200 East. The 500 North intersection is part of the safe walking routes to Adams Elementary School.

ROAD PROJECT INFORMATION

1. Is project in an approved municipal transportation plan – Yes.

2. Describe purpose and need of project –

The purpose of the project is to reduce congestion and improve safety of vehicles and pedestrians along 200 East between 400 North and 950 North. The primary issues are located at the 500 North intersection, the 700 North intersection and 900 North to 1000 North in front of the middle school.

3. Congestion -

a. *What is the current cause of congestion in the project area (i.e. insufficient turn lanes, lack of signal coordination, etc.)*

The largest contributor to congestion is the drop off of students at the middle school and the students walking across 200 East wherever they are dropped off. The cars from parents cause backup because they cannot all fit in the drop off circle and the students walking across the street from the CVTD bus stop causes potential safety issues. Another cause of congestion is on-street parking near mid-block side streets and safe road access from residential driveways.

b. *What will this project do to alleviate congestion on this or other facilities -*

Our proposals are a traffic signal or other device to improve traffic flow at 500 North, improved pedestrian crossings at 700 North and 900 North and looking at getting the student drop off areas removed from 200 East and into a better location that can handle the traffic without impacting flow on 200 East.

4. Project Length in miles – **0.75 miles**

5. Project Data - (Average Daily Traffic (ADT) must be documented with traffic counts for existing road projects. The LTAP Center at USU can provide this service 797-2931).

	Current Year
Average Daily Traffic (ADT)	11,260
Planned Functional Class	Major Collector
Design Speed	25 mph

6. Utility Work -

a. *Describe utility work to be performed and indicate who will do work - (funds cannot be used for new utility construction. Municipalities can require utility company to relocate utilities.)*

The utility work to be performed will consist of relocating utilities to avoid conflicts with proposed street improvements.

7. Right-of-Way –

a. *What current right-of-way is already secured –*

Most of the right-of-way is already secured.

b. *What additional right-of-way is needed –* Some portions of existing parcels are anticipated at the 500 North intersection. The specific legal descriptions are not yet know.

8. Pedestrian / Bike / Trail Facilities –

a. *Explain how these types of facilities will be incorporated into project -*

The 200 East project between 400 North and 1000 North is to improve pedestrian crossing opportunities at 500 North and between 900 and 1000 North. The 200 East corridor will also be a bike route.

9. Plans/Sketches:

- a. *Proposed Improvements – Provide concept level engineering sketches both plan and section for proposed improvements. Show the transition from existing to the proposed final improvement. Include all proposed lane widths and other dimensions, pedestrian facilities, right-of-way acquisition, etc.*

Attachment 1 presents a plan view for the proposed 200 East Improvements.

- b. *Project Time Line – Provide an outline of the project development and a proposed timeline. The timeline should be detailed from the year funding is requested and show the amount of time needed to complete the various activities associated with the project.*

The proposed timeline is presented below:

Phase of Project	Anticipated Date of Completion
Design and Bid Documents	April 2011
Construction	November 2011

PROJECT COST ESTIMATE

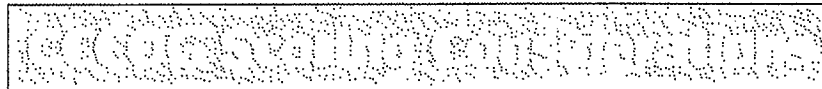
Item	Description	Quantity	Unit	Unit Price	Total Cost	
1.	For Signal at 500 N 200 E	1	LS	350,000	350,000	
Right-of-Way					-	
2.	Phone				-	
	Gas				-	
	Electric				-	
	Water				-	
	Sewer	1	LS	50,000	50,000	
	Cable TV				-	
	Rail Road				-	
	Fiber				-	
3.	Excavation	4500	CY	20	90,000	
	Borrow		CY	25	-	
	Granular Borrow	4700	CY	35	164,500	
4.					-	
Structures					-	
5.	Storm Drain	1	LS	100,000	100,000	
	Irrigation	1	LS	25,000	25,000	
6.					-	
Pavement	HMA	1300	TON	90	117,000	
	Sub-base	Untreated Base Course	4840	CY	40	193,600
7.	Trees		EA	350	-	
	Landscaping	Sprinkler	1	LS	5,000	5,000
	Grass	5000	SF	1	5,000	
8.					-	
Environmental					-	
Mitigation					-	
9.	Curb & Gutter	1000	LF	25	25,000	
	Concrete Drives	2000	SF	6	12,000	
	Sidewalk	5000	SF	6	30,000	
	ADA	20	EA	2,500	50,000	
10.					-	
Lighting					-	
11.	Traffic Control	1	LS	100,000	100,000	
Traffic Mitigation					-	
12.	Signals	1	EA	250,000	250,000	
	Traffic Control Devices	Signage	1	LS	10,000	10,000
	Marking	1	LS	10,000	10,000	
					-	
13.	Other Costs	Mobilization	1	LS	75,000	75,000
	Design Engineering	1	LS	130,000	130,000	
	Construction Engineering	1	LS	130,000	130,000	
					-	
14.	Contingency	Construction Estimate Contingency	1	LS	260,000	260,000
	Construction Change Orders	1	LS	130,000	130,000	
					-	
					-	

TOTAL COST

2,312,100



Preliminary Engineering	\$130,000
Environmental Work	\$0
Construction	\$1,690,000
Right of Way	\$350,000
Construction Engineering	\$130,000
Total Cost	\$2,300,000
Inflation Cost Factor (inflate to year of proposed construction)	Yrs. 0 @ 3%
Total Inflated Cost	\$2,300,000



Your responses to these item will be used by CCCOG voting members to assign a score to these categories of the criterion.

Cost-Effectiveness Criterion (#2): Identify any extraordinary cost savings expected for your project's ongoing operation and maintenance. Also, please justify your projects overall cost-benefit. If applicable, what is your projects cost per lane mile?

There are no extraordinary cost savings expected for this project. The best cost savings measure is to get the project out to bid as quickly as possible. Construction bids are typically coming in under the estimates and will provide the biggest savings possible. The cost per lane mile for this project is \$1,022,222 .

Compliance with Applicable Federal Laws or Regulations (#3): Will your project meet all applicable Federal laws and regulations?

The 200 East project will meet all Federal Laws and Regulations.

Community Economic Criterion (#4): Describe the overall economic impact of your project.

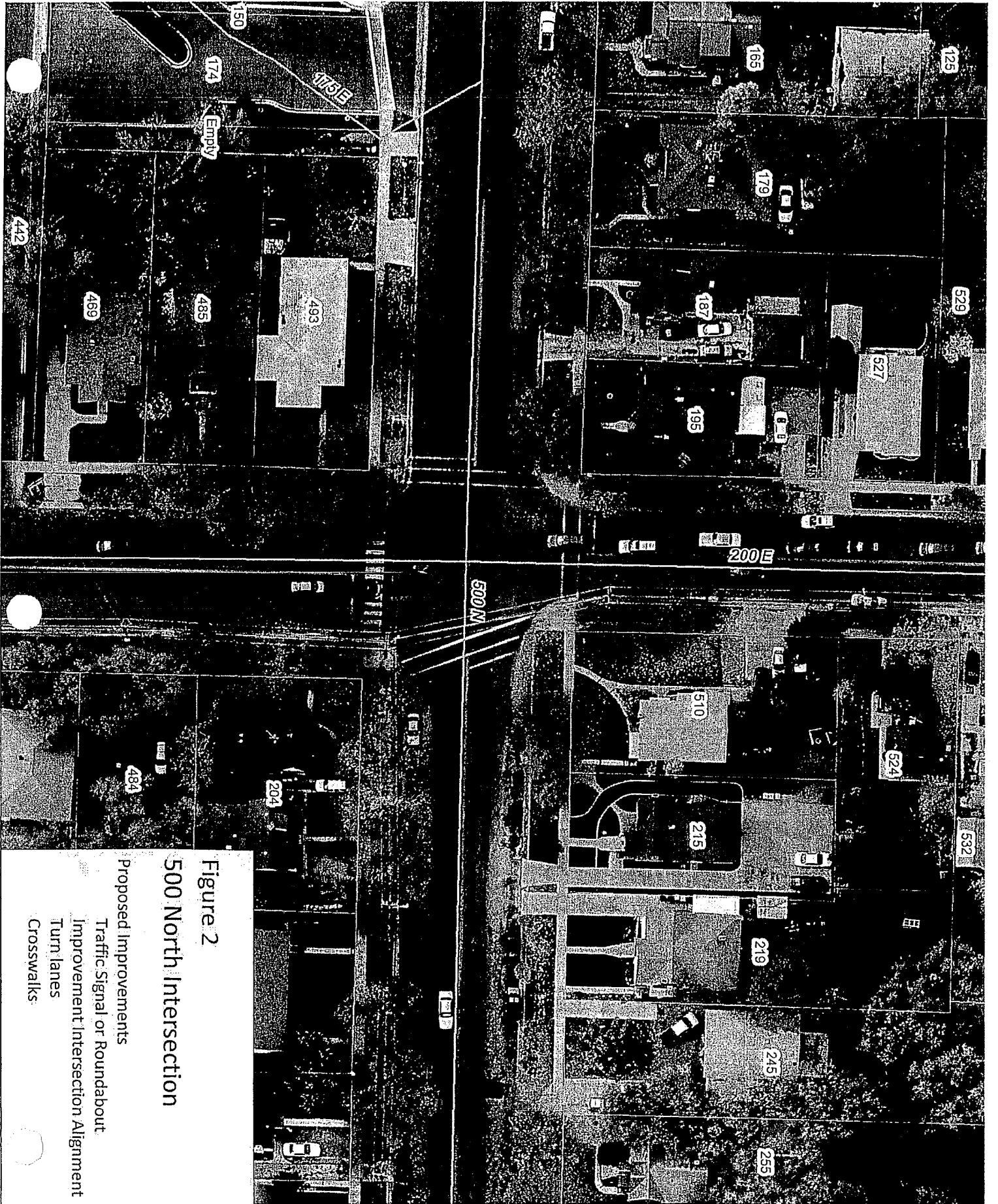
The 200 East corridor will be a significant alternative to Main Street only if we can remove existing bottlenecks through Logan. The 200 East corridor will be a great alternative for drivers to bypass Main and access most of the east side of Logan. This flexibility will improve economic development and the strength of existing businesses.

○ Attachment 1

Plans/Sketches







↑ N

Figure 2

500 North Intersection

- Proposed Improvements
- Traffic Signal or Roundabout
- Improvement Intersection Alignment
- Turn lanes
- Crosswalks



Figure 3
700 North Intersection

- Proposed Improvements
- Crosswalks
- Traffic gaps from 500 North Improvements

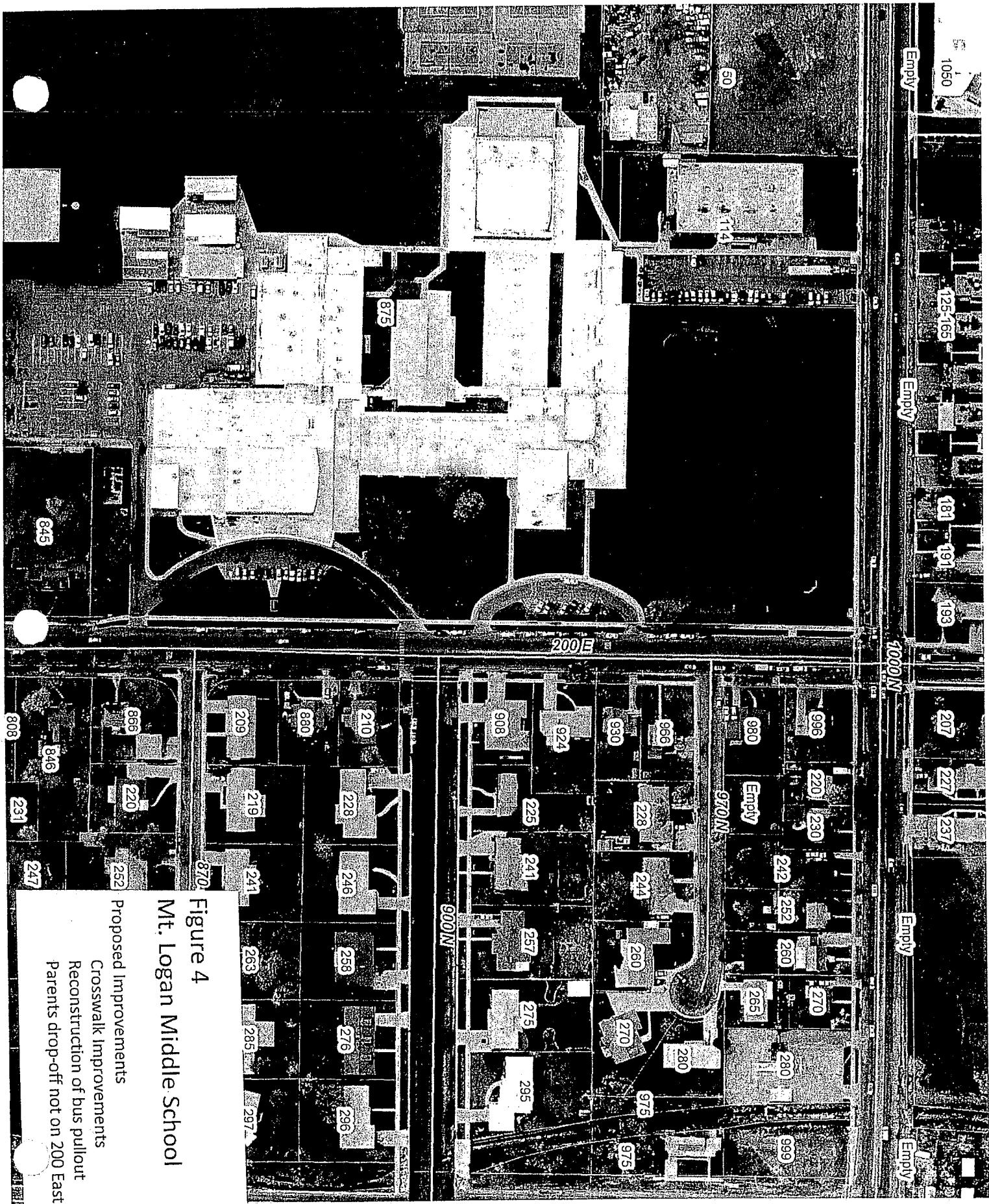


Figure 4
Mt. Logan Middle School

- Proposed Improvements
- Crosswalk Improvements
- Reconstruction of bus pullout
- Parents drop-off not on 200 East



CCCOG Application - ROADS

¼ CENT SALES TAX FUNDING FOR TRANSPORTATION PROJECTS Cache County Council of Governments (CCCOG)

COURTESY NOTICE OF INTENT-TO-APPLY ARE DUE JULY 1, 2010

Please email Jeff Gilbert (jeff.gilbert@cachecounty.org) and notify him of the project you intend to apply for CCCOG funding and the estimated request amount.

(Note: failure to provide notice by the deadline will NOT disqualify a projects application)

APPLICATIONS ARE DUE BY 5:00 PM ON AUGUST 2, 2010

Submit completed application(s) to: Cache County Executive, 199 N. Main, Logan UT

Your responses will be used to assign scores based on the CCCOG adopted Transportation Project Prioritization Process (available at www.cachempo.org/cccoag).

1. DATE OF SUBMITTAL – August 2, 2010

2. PROJECT NAME

- a. *Title:* 200 East, Center to 300 South, Logan, Utah
- b. *Limits:* Center Street and 200 East to 300 South and Center Street

3. PROJECT DESCRIPTION –

The City of Logan in cooperation with the Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT), is proposing to make transportation improvements to the 200 East corridor between Center Street and 300 South.

4. PROJECT MANAGEMENT

- a. *Sponsor Jurisdiction:* City of Logan
- b. *Contact person:* Mark Nielsen
- c. *Phone number:* 435-716-9151 (office) or 435-881-0724 (cell)
- d. *FAX Number:* 435-716-9101
- e. *Email Address:* mark.nielsen@loganutah.org

5. PROJECT COST ESTIMATE - Total: \$12,100,000 Local Match: \$6,505,205 PE: \$1,374,000 ROW: \$2,000,000 Construction: \$8,756,450

6. Year Funding Needed - PE: N/A ROW: N/A Construction: 2012

7. REGIONAL SIGNIFICANCE OF PROJECT -

(Explain how project will benefit the region)

The 200 East Project was initially developed as part of the Cache Valley Corridor Study (CVCS) over 10 years ago. In ranking the projects that were developed from the CVCS, the 200 East project provided the highest reduction in hours of congestion based on a study of 16 different projects. The 200 East project was also evaluated based on reduction in Main Street Travel time and was ranked first. This project consisted of constructing 200 East from 400 North in Logan to Millville. The 200 East project from Center Street to 300 South is one piece of this long-term project that helps congestion and travel time in the heaviest traveled areas in Logan. The 200 East project is also currently listed on the CMPO Transportation Improvement Plan (TIP) for the Logan Urbanized Area/Cache County.

ROAD PROJECT INFORMATION

1. Is project in an approved municipal transportation plan – Yes.
2. Describe purpose and need of project - The purpose of the project is to enhance transportation connectivity for both vehicular and non-motorized transportation, to correct geometric deficiencies, and to improve operational deficiencies to allow the 200 East corridor to function as a major collector as designated by the CMPO LRTP and the City of Logan TMP and to function as a regional transportation facility.

The transportation needs for the Project include a lack of vehicular and non-motorized connectivity for all modes of travel, geometric deficiencies, and operational deficiencies. The long-term plan of 200 East serving as a regional facility for Cache County between Millville and Smithfield requires modifications within Logan to allow this to happen in the future. These improvements will allow the portion through Logan to function as planned by the CMPO when the 200 East Corridor is completed north and south of Logan in the future.

This project will also provide bicycle connectivity between Merlin Olsen Park and the new bike/pedestrian trail along the Boulevard.

3. Congestion -
 - a. *What is the current cause of congestion in the project area (i.e. insufficient turn lanes, lack of signal coordination, etc.)*

This project will establish significantly improved through connections at 200 East and Center Street and improve the limited width roadway on 200 East between 200 South and 300 South. Currently the traffic stays on Main Street or 100 East because there is no direct connection at Center, but multiple turns are required to continue on 200 East past Center Street for both north and south bound traffic.

- b. *What will this project do to alleviate congestion on this or other facilities -*

This project will construct a direct connection for 200 East between 300 South and 400 North as well as improve the roadway cross-section between 200 South and 300 South to provide the vehicular as well as pedestrian and bicycle routes along 200 East.

4. Project Length in miles – **0.5 miles**
5. Project Data - (Average Daily Traffic (ADT) must be documented with traffic counts for existing road projects. The LTAP Center at USU can provide this service 797-2931).

	Current Year	CMPO Staff note: since this is a new road, the volume numbers used will be the parallel roadway that the project is intended to serve (Main Street). 35,250. As per scoring process procedure.
Average Daily Traffic (ADT)	500 VPD between Center and 300 S. 8,160 VPD north of Center	
Planned Functional Class	Major Collector	
Design Speed	25 mph	

6. Utility Work -
 - a. *Describe utility work to be performed and indicate who will do work - (funds cannot be used for new utility construction. Municipalities can require utility company to relocate utilities.)*

The utility work to be performed will consist of relocations of existing utilities to avoid conflicts with new roadway cross-sections.

7. Right-of-Way --

a. *What current right-of-way is already secured --*

The City of Logan has procured two lots of the total 13 parcels required. Five of these parcels would be a strip take and the other eight would be total parcel purchases.

b. *What additional right-of-way is needed -- Logan will need to acquire 11 more parcels or portions of parcels.*

8. Pedestrian / Bike / Trail Facilities --

a. *Explain how these types of facilities will be incorporated into project -*

The 200 East project will include 11 feet for a parking/bike lane in both directions. It will also provide connectivity to the Boulevard trail and will provide a pathway between Pioneer Park and Merlin Olsen Park.

9. Plans/Sketches:

a. *Proposed Improvements -- Provide concept level engineering sketches both plan and section for proposed improvements. Show the transition from existing to the proposed final improvement. Include all proposed lane widths and other dimensions, pedestrian facilities, right-of-way acquisition, etc.*

Attachment 1 presents the plan and sections for the proposed 200 East.

b. *Project Time Line -- Provide an outline of the project development and a proposed timeline. The timeline should be detailed from the year funding is requested and show the amount of time needed to complete the various activities associated with the project.*

The proposed timeline is presented below:

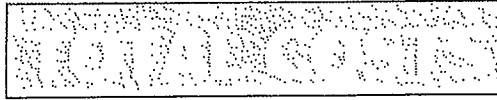
Phase of Project	Anticipated Date of Completion
Environmental Assessment	December 2010
Design and Bid Documents	July 2011
Right-of-Way Acquisition	February 2012
Construction	November 2012

PROJECT COST ESTIMATE

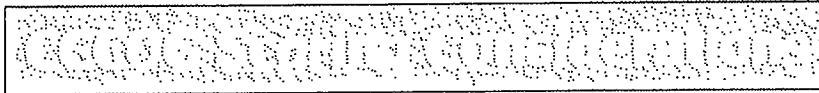
Item	Description	Quantity	Unit	Unit Price	Total Cost
1.	13 Properties, full and partial	1	LS	2,000,000	2,000,000
Right-of-Way	acquisitions				-
2.	Phone				-
	Gas				-
	Electric				-
	Water				-
	Sewer	1	LS	300,000	300,000
	Cable TV				-
	Rail Road				-
Utilities	Fiber				-
3.	Excavation	7800	CY	20	156,000
	Borrow	21000	CY	25	525,000
	Granular Borrow	4970	CY	30	149,100
4.	Retaining Wall	18000	SF	60	1,080,000
	Pedestrian X-ng Under Center St	1	LS	300,000	300,000
	Ped. X-ing Under 100 E	1	LS	280,000	280,000
	Canal Box Culvert	1	LS	170,000	170,000
	Railing	1200	LF	45	54,000
5.	Storm Drain	1	LS	250,000	250,000
	Irrigation	1	LS	100,000	100,000
6.					-
6.	HMA	3700	TON	90	333,000
	Sub-base	Untreated Base Course	4840	CY	35
7.	Trees	30	EA	350	10,500
	Sprinkler	1	LS	50,000	50,000
	Grass	31200	SF	1	31,200
8.					-
8.	Environmental Assessment	1	LS	750,000	750,000
	Mitigation				-
9.	Curb & Gutter	5300	LF	25	132,500
	Concrete Drives	7000	SF	6	42,000
	Sidewalk	21200	SF	6	127,200
	ADA	32	EA	2,500	80,000
10.					-
Lighting					-
11.	Traffic Control	1	LS	340,000	340,000
Traffic Mitigation					-
12.	Signals	1	EA	250,000	250,000
	Signage	1	LS	15,000	15,000
	Marking	1	LS	13,000	13,000
Traffic Control Devices					-
13.	Mobilization	1	LS	540,000	540,000
	Design Engineering	1	LS	624,000	624,000
	Construction Engineering	1	LS	624,000	624,000
	UDOT Services	1	LS	624,000	624,000
14.	Construction Estimate Contingency	1	LS	1,000,000	1,000,000
	Construction Change Orders	1	LS	650,000	650,000
	UDOT Red Flag	1	LS	315,000	315,000
Contingency					-

TOTAL COST

12,084,900



Preliminary Engineering	\$624,000
Environmental Work	\$750,000
Construction	\$8,102,000
Right of Way	\$2,000,000
Construction Engineering	\$624,000
Total Cost	\$12,100,000
Inflation Cost Factor (inflate to year of proposed construction)	Yrs. 1 @ 3%
Total inflated Cost	\$12,463,000



Your responses to these item will be used by CCCOG voting members to assign a score to these categories of the criterion.

Cost-Effectiveness Criterion (#2): Identify any extraordinary cost savings expected for your project's ongoing operation and maintenance. Also, please justify your projects overall cost-benefit. If applicable, what is your projects cost per lane mile?

There are no extraordinary cost savings expected for this project. The best cost savings measure is to get the project out to bid as quickly as possible. Construction bids are typically coming in under the estimates and will provide the biggest savings possible. The cost per lane mile for this project is \$8,000,000.

Compliance with Applicable Federal Laws or Regulations (#3): Will your project meet all applicable Federal laws and regulations?

The 200 East project will meet all Federal Laws and Regulations and UDOT will review the design to verify compliance prior to allowing the project to go to bid.

Because of federal funding for a portion of this project, UDOT will administer all design and construction contracts.

Community Economic Criterion (#4): Describe the overall economic impact of your project.

200 East will provide an alternative to Main Street and will help to alleviate congestion on Main Street. The more flexibility motorists have to avoid congestion on Main Street, the more new economic development will occur and the existing businesses will be stronger.

Attachment 1

Plans/Sketches

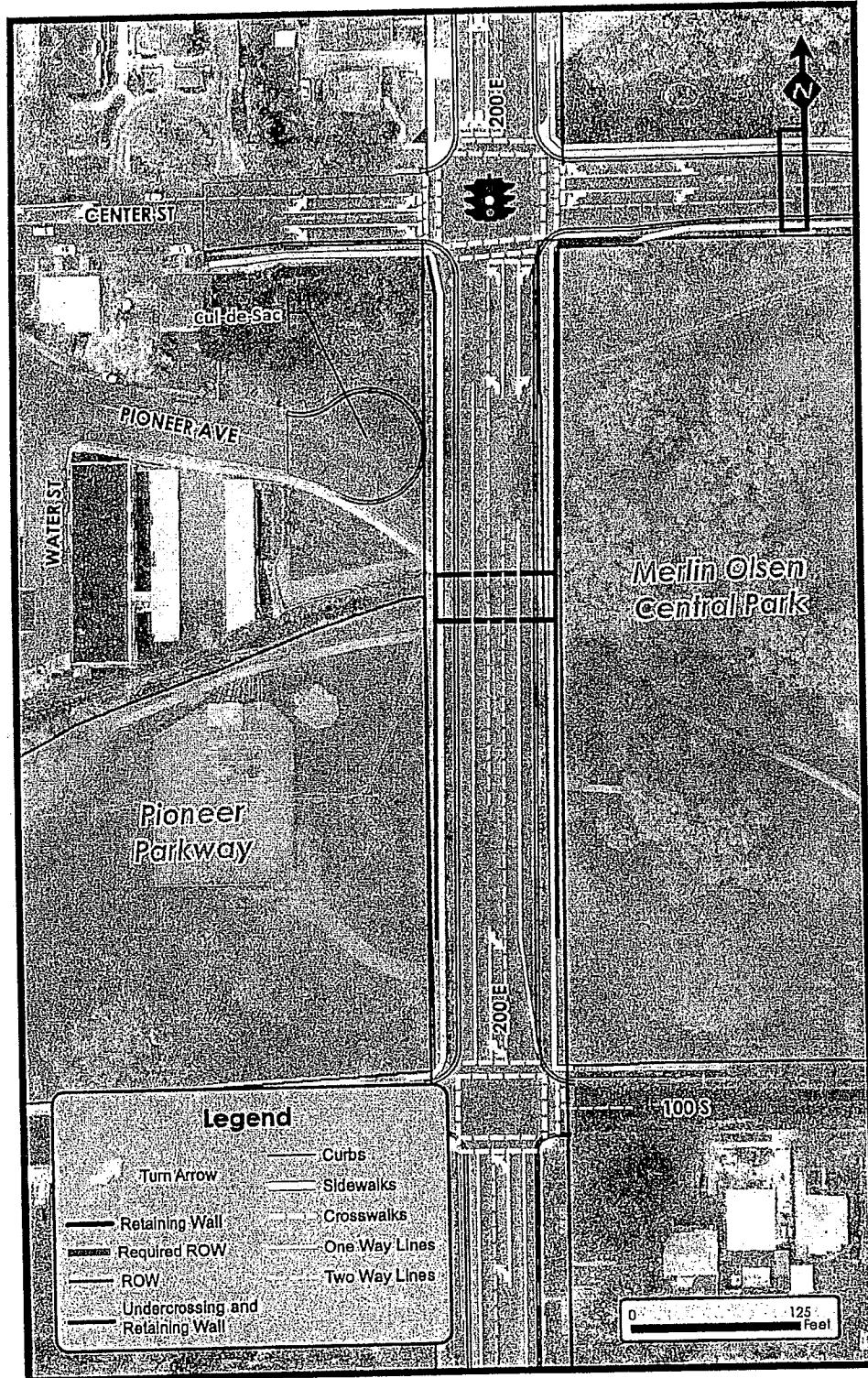


Figure 2.4-2, Proposed Intersection Design

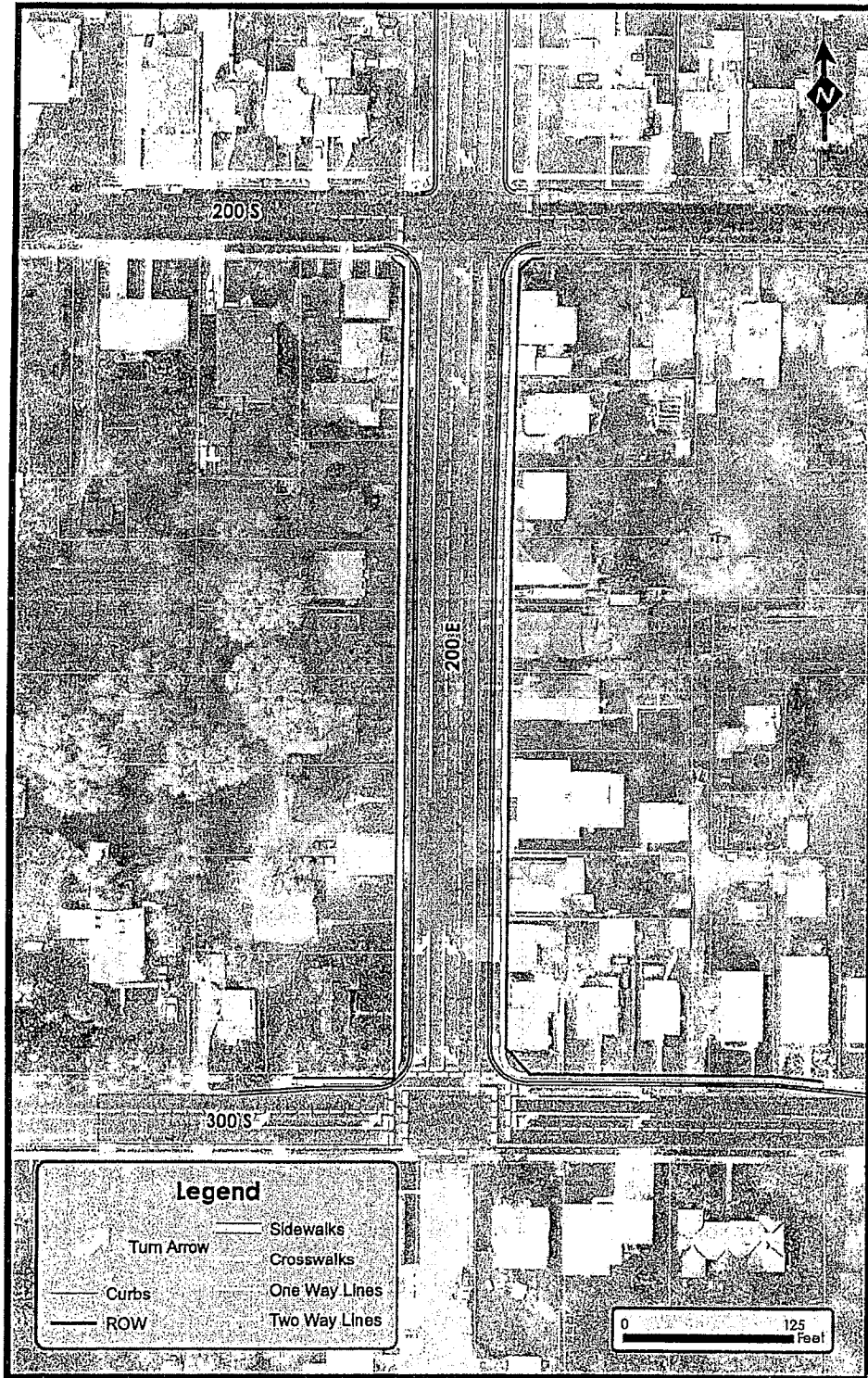


Figure 2.4-6, Proposed Roadway Alignment 200 South to 300 South

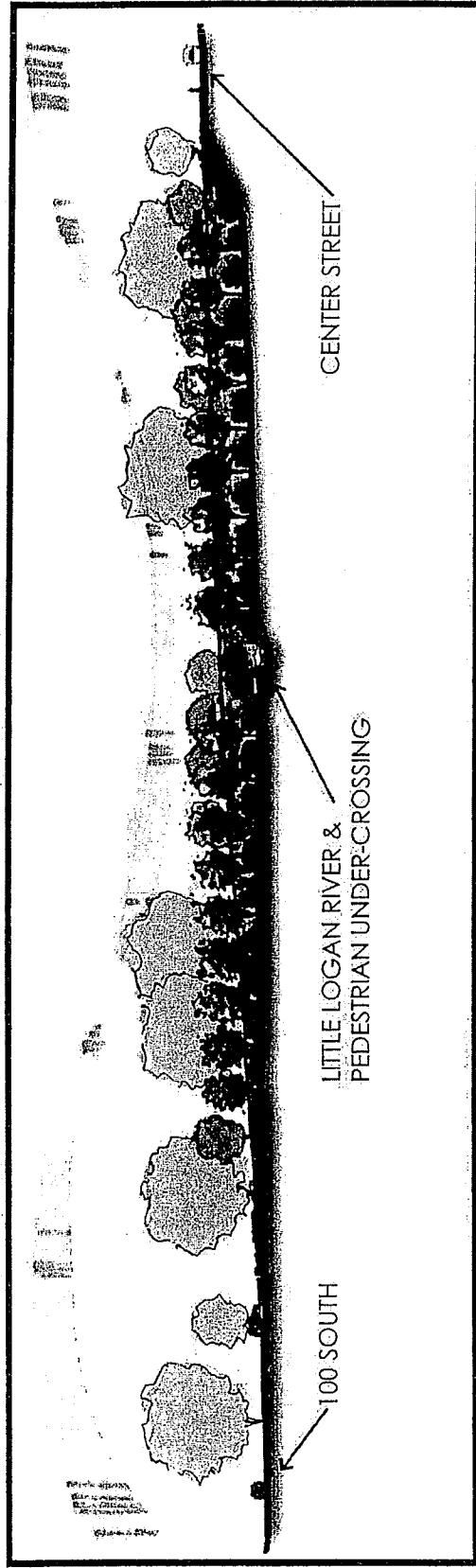


Figure 2.4-3, Proposed Roadway Profile

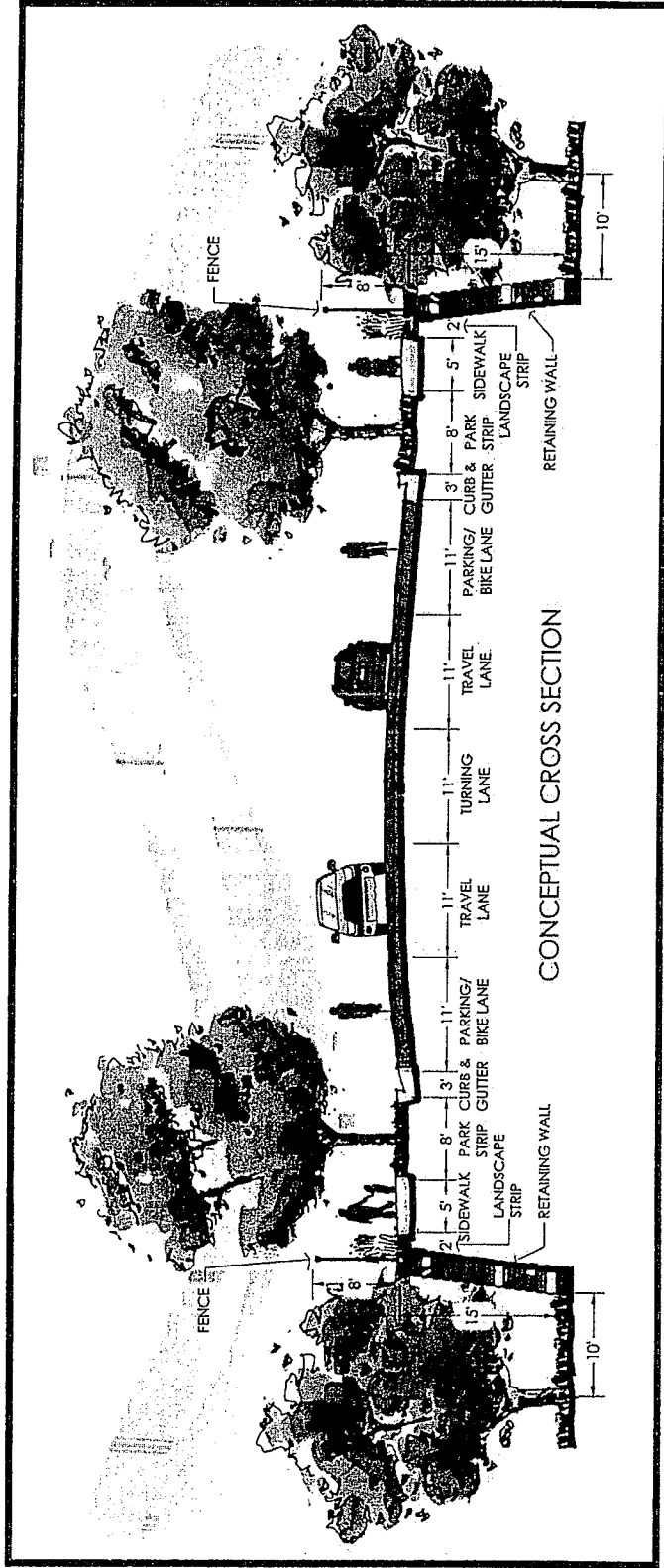


Figure 2.4-4, Proposed Cross-section Center Street to 100 South

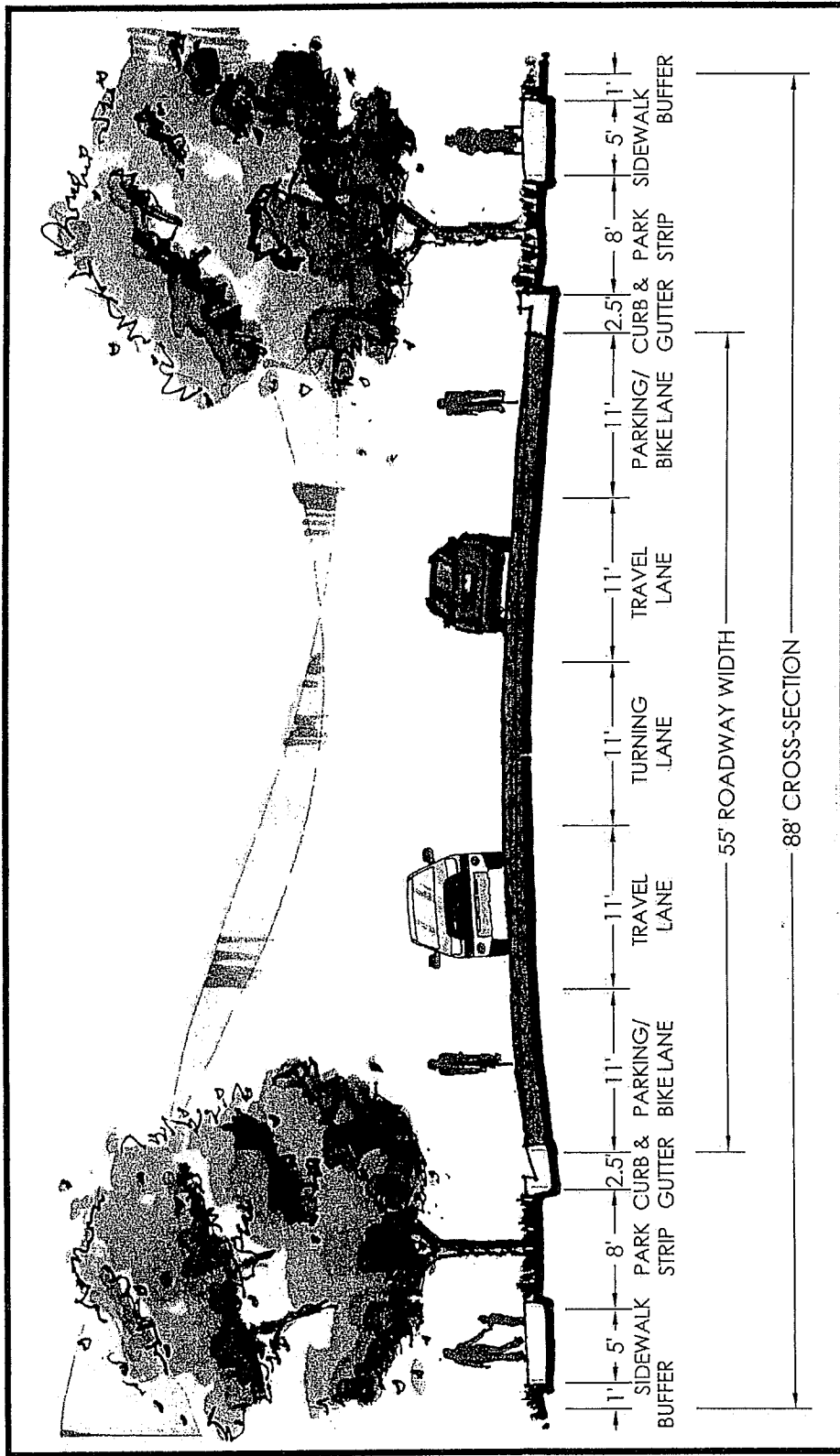


Figure 2.4-5, Proposed Cross-section 200 South to 300 South



CCCOG Application - ROADS

¼ CENT SALES TAX FUNDING FOR TRANSPORTATION PROJECTS
Cache County Council of Governments (CCCOG)

COURTESY NOTICE OF INTENT-TO-APPLY ARE DUE JULY 1, 2010

Please email Jeff Gilbert (jeff.gilbert@cachecounty.org) and notify him of the project you intend to apply for CCCOG funding and the estimated request amount.

(Note: failure to provide notice by the deadline will NOT disqualify a projects application)

APPLICATIONS ARE DUE BY 5:00 PM ON AUGUST 2, 2010

Submit completed application(s) to: Cache County Executive, 199 N. Main, Logan UT

Your responses will be used to assign scores based on the CCCOG adopted Transportation Project Prioritization Process (available at www.cachempo.org/ccco).

1. DATE OF SUBMITTAL – August 2, 2010

2. PROJECT NAME

- a. *Title:* 200 East, 1000 North to 1250 North, Logan, Utah
- b. *Limits:* 1000 North and 200 East to 1250 North and 200 East

3. PROJECT DESCRIPTION –

As part of the 200 East Environmental Assessment several deficiencies were identified from 1000 North to 1250 North on 200 East to handle the future Major Collector traffic flow. The City of Logan is proposing to make transportation improvements on 200 East between 1000 North and 1250 North by improving the following:

- Intersection at 1000 North and 200 East with a traffic signal or roundabout including turn lanes and crosswalks
- Obtaining right of way to widen road to meet Major Collector cross-section
- Construct road cross section and intersection improvements.

4. PROJECT MANAGEMENT

- a. *Sponsor Jurisdiction:* **City of Logan**
- b. *Contact person:* **Mark Nielsen**
- c. *Phone number:* **435-716-9151 (office) or 435-881-0724 (cell)**
- d. *FAX Number:* **435-716-9101**
- e. *Email Address:* **mark.nielsen@loganutah.org**

5. PROJECT COST ESTIMATE - Total: \$5,700,000 Local Match: \$100,000
PE: \$278,000 ROW: 1,650,000 Construction: \$3,772,000

6. Year Funding Needed - PE: N/A ROW: 2011 Construction: 2012

7. REGIONAL SIGNIFICANCE OF PROJECT -
(Explain how project will benefit the region)

The 200 East corridor is a regional corridor that will develop from Millville to Smithfield in the future. These improvements along 200 East are planned because of specific areas of 200 East within Logan that are not at the future capacity requirements as identified in the CMPO long range plan. This area will experience traffic increases as the 200 East project through North Logan and Hyde Park is completed.

ROAD PROJECT INFORMATION

1. Is project in an approved municipal transportation plan – Yes.
2. Describe purpose and need of project –

The purpose of the project is to increase capacity along 200 East between 1000 North and 1250 North. The primary issues are the 1000 North intersection and widening the roadway between 1000 North and 1250 North.

3. Congestion -
 - a. *What is the current cause of congestion in the project area (i.e. insufficient turn lanes, lack of signal coordination, etc.)*
-
The 1000 North signal has no signal coordination and there are no turn lanes because of the narrow road width.
 - b. *What will this project do to alleviate congestion on this or other facilities -*
Our proposals are a traffic signal or other device to improve traffic flow at 1000 North and providing with for a standard 3-lane road and parking in accordance with CMPO cross-sections.
4. Project Length in miles – **0.3 miles**
5. Project Data - (Average Daily Traffic (ADT) must be documented with traffic counts for existing road projects. The LTAP Center at USU can provide this service 797-2931).

	Current Year
Average Daily Traffic (ADT)	11,260
Planned Functional Class	Major Collector
Design Speed	25 mph

6. Utility Work -
 - a. *Describe utility work to be performed and indicate who will do work - (funds cannot be used for new utility construction. Municipalities can require utility company to relocate utilities.)*

The utility work to be performed will consist of relocating utilities to avoid conflicts with proposed street improvements.
7. Right-of-Way –
 - a. *What current right-of-way is already secured –*
Most of the right-of-way is already secured.
 - b. *What additional right-of-way is needed –* Some portions of existing parcels are anticipated at the 1000 North intersection and approximately 14 feet wide strip from 1000 North to 1250 North. The specific legal descriptions are not yet known.
8. Pedestrian / Bike / Trail Facilities –
 - a. *Explain how these types of facilities will be incorporated into project -*
The 200 East project will become a bicycle route in the future when 200 East is connected from Millville to Smithfield.

9. Plans/Sketches:

- a. *Proposed Improvements – Provide concept level engineering sketches both plan and section for proposed improvements. Show the transition from existing to the proposed final improvement. Include all proposed lane widths and other dimensions, pedestrian facilities, right-of-way acquisition, etc.*

Attachment 1 presents a plan view for the proposed 200 East Improvements.

- b. *Project Time Line – Provide an outline of the project development and a proposed timeline. The timeline should be detailed from the year funding is requested and show the amount of time needed to complete the various activities associated with the project.*

The proposed timeline is presented below:

Phase of Project	Anticipated Date of Completion
Design and Bid Documents	April 2011
Right of Way Acquisition	April 2012
Construction	TBD based on funding

PROJECT COST ESTIMATE

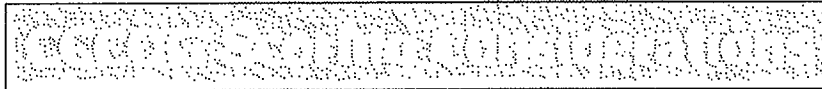
Item	Description	Quantity	Unit	Unit Price	Total Cost
1.	full and partial acquisitions	1	LS	1,650,000	1,650,000
Right-of-Way	along west side of 200 E				-
2.	Phone				-
	Gas				-
	Electric				-
	Water				-
	Sewer	1	LS	600,000	600,000
	Cable TV				-
	Rail Road				-
	Fiber				-
3.	Excavation	8700	CY	20	174,000
	Borrow	3000	CY	25	75,000
	Granular Borrow	4700	CY	30	141,000
4.					-
					-
					-
					-
5.	Storm Drain	1	LS	100,000	100,000
	Irrigation	1	LS	25,000	25,000
6.					-
					-
Pavement	HMA	3700	TON	90	333,000
	Sub-base	Untreated Base Course	4840	CY	35
7.	Trees	30	EA	350	10,500
	Sprinkler	1	LS	20,000	20,000
	Grass	24000	SF	1	24,000
8.					-
					-
					-
					-
9.	Curb & Gutter	3000	LF	25	75,000
	Concrete Drives	7000	SF	6	42,000
	Sidewalk	15000	SF	6	90,000
	ADA	10	EA	2,500	25,000
10.					-
					-
11.	Traffic Control	1	LS	225,000	225,000
					-
12.	Signals	1	EA	250,000	250,000
	Signage	1	LS	10,000	10,000
	Marking	1	LS	10,000	10,000
					-
13.	Mobilization	1	LS	225,000	225,000
	Design Engineering	1	LS	278,000	278,000
	Construction Engineering	1	LS	278,000	278,000
14.	Construction Estimate Contingency	1	LS	550,000	550,000
	Construction Change Orders	1	LS	278,000	278,000
					-
					-

TOTAL COST

5,657,900



Preliminary Engineering	\$278,000
Environmental Work	\$0
Construction	\$3,494,000
Right of Way	\$1,650,000
Construction Engineering	\$278,000
Total Cost	\$5,700,000
Inflation Cost Factor (inflate to year of proposed construction)	Yrs. 1 @ 3%
Total Inflated Cost	\$5,871,000



Your responses to these item will be used by CCCOG voting members to assign a score to these categories of the criterion.

Cost-Effectiveness Criterion (#2): Identify any extraordinary cost savings expected for your project's ongoing operation and maintenance. Also, please justify your projects overall cost-benefit. If applicable, what is your projects cost per lane mile?

There are no extraordinary cost savings expected for this project. The best cost savings measure is to get the project out to bid as quickly as possible. Construction bids are typically coming in under the estimates and will provide the biggest savings possible. The cost per lane mile for this project is \$6,333,000 .

Compliance with Applicable Federal Laws or Regulations (#3): Will your project meet all applicable Federal laws and regulations?

The 200 East project will meet all Federal Laws and Regulations.

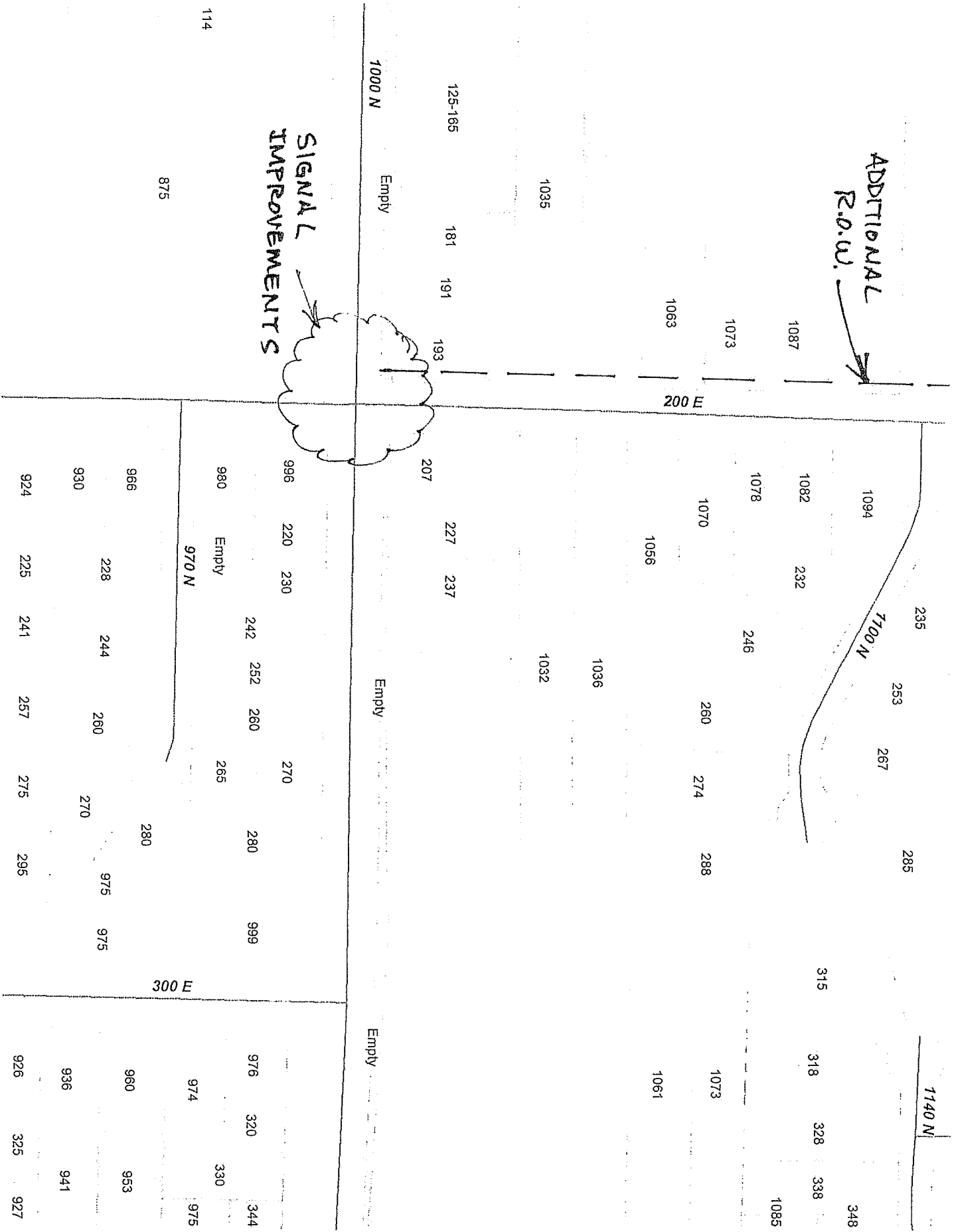
Community Economic Criterion (#4): Describe the overall economic impact of your project.

The 200 East corridor will be a significant alternative to Main Street only if we can remove existing bottlenecks through Logan. 200 East will be a great alternative for drivers to bypass Main and access most of the east side of Logan from Millville to Smithfield. This flexibility will improve economic development and the strength of existing businesses.

Attachment 1
Plans/Sketches

ADDITIONAL
R.O.W. →

SIGNAL
IMPROVEMENTS →



CCCOG Application - ROADS

¼ CENT SALES TAX FUNDING FOR TRANSPORTATION PROJECTS Cache County Council of Governments (CCCOG)

COURTESY NOTICE OF INTENT-TO-APPLY ARE DUE JULY 1, 2010

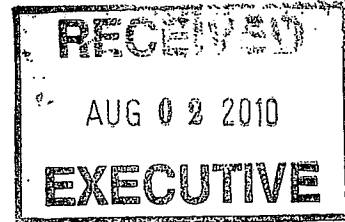
Please email Jeff Gilbert (jeff.gilbert@cachecounty.org) and notify him of the project you intend to apply for CCCOG funding and the estimated request amount.

(Note: failure to provide notice by the deadline will NOT disqualify a projects application)

APPLICATIONS ARE DUE BY 5:00 PM ON AUGUST 2, 2010

Submit completed application(s) to: Cache County Executive, 199 N. Main, Logan UT

Your responses will be used to assign scores based on the CCCOG adopted Transportation Project Prioritization Process (available at www.cachempo.org/cccog).



1. **DATE OF SUBMITTAL** – August 2, 2010
2. **PROJECT NAME**
 - a. *Title:* 200 East Roadway Improvements
 - b. *Limits:* 2200 N. to 2500 N.

3. **PROJECT DESCRIPTION** –

Construct a two lane roadway with median from 2200 N to 2500 N with a roundabout at 2200 N.

4. **PROJECT MANAGEMENT**

- a. *Sponsor Jurisdiction:* North Logan
- b. *Contact person:* Jeff Jorgensen
- c. *Phone number:* 435.752.1310
- d. *FAX Number:* 435.752.1357
- e. *Email Address:* jeff@northlogancity.org

5. **PROJECT COST ESTIMATE** - *Total:* \$2,271,000 *Local Match:* \$143,000 (6.7%)+ *New Utilities*

PE: \$135,000 *ROW:* \$ 200,000 *Construction:* \$1,936,000

6. **Year Funding Needed** - *PE:* 2010 (Approved by County Council 2009) *ROW:* 2010
Construction: 2011

7. **REGIONAL SIGNIFICANCE OF PROJECT** -

The following are benefits to the region:

- Reducing congestion on SR-91 (Main St.) while also improving vehicular and pedestrian safety.
- Mobility between North Logan and Logan will be improved both for pedestrians and motorists.
- Support Local Economic and Development goals.

ROAD PROJECT INFORMATION

1. Is project in an approved municipal transportation plan - Yes
2. Describe purpose and need of project – The purpose of the project is to improve mobility and provide transportation infrastructure that also supports economic development with the area.
The needs are: 1) To reduce traffic congestion on SR-91 2) improve mobility within the area 3) enhance local and regional connectivity of North Logan and neighboring communities and 4) support local economic and development goals.
3. Congestion -
 - a. *What is the current cause of congestion in the project area (i.e. insufficient turn lanes, lack of signal coordination, etc.)*
At this time, 200 East does not go from 2200 North to 2500 North. Without this connection there is no sufficient alternative to Main Street.
 - b. *What will this project do to alleviate congestion on this or other facilities -*
By constructing a road parallel with SR-91 congestion, safety and conflict points will be improved.
4. Project Length in miles – 0.43
5. Project Data - (Average Daily Traffic (ADT) must be documented with traffic counts for existing road projects. The LTAP Center at USU can provide this service 797-2931).

	Current Year
Average Daily Traffic (ADT)	0 (current) 8,500 (2025)
Planned Functional Class	Minor Arterial
Design Speed	35 MPH

6. Utility Work -
 - a. *Describe utility work to be performed and indicate who will do work - (funds cannot be used for new utility construction. Municipalities can require utility company to relocate utilities.)*
The City will install water and sewer according to the City Master Plan at the City expense. The City plans to bid at the same time as the street project with different Bid Schedule for the utilities as done on the previous 200 E project.
7. Right-of-Way –
 - a. *What current right-of-way is already secured –*
At the intersection of 2200 North and 200 East the City has acquired right-of-way. 200 East from 2200 N to 2500 N is an existing 66' right-of-way.
 - b. *What additional right-of-way is needed –*
An additional thirty-three feet is needed to meet the ninety-nine foot right-of-way cross section. This dependent on the final 200 EIS.
8. Pedestrian / Bike / Trail Facilities –
 - a. *Explain how these types of facilities will be incorporated into project -*
Sidewalks for Pedestrians/Trail Facilities and dedicated bike lanes as part of the roadway.
9. Plans/Sketches:
 - a. *Proposed Improvements —See Attached Documents*
 - b. *Project Time Line –*
 - Final EIS—Fall 2010*
 - Engineering—Winter 2010*
 - Construction Begin—Spring 2011*
 - Construction Complete—Fall 2011*

PROJECT COST ESTIMATE

Item	Description	Quantity	Unit Price	Total Price
1. Right-of-way	A	40,000 SF	\$ 5.00 SF	\$ 200,000.00
2. Utilities	Phone			
	Gas			
	Electric			
	Water	1 LS	\$ 88,319.00	\$ 88,319.00
	Sewer	1 LS	\$ 52,630.00	\$ 52,630.00
	Cable TV			
	Rail Road			
	Fiber			
3. Earthwork	Excavation	10,500 CY	\$ 4.65	\$ 48,825.00
	Import	400 CY	\$ 14.23	\$ 5,690.00
	Topsoil	850 CY	\$ 8.63	\$ 7,331.00
4. Structures	ADA Ramp	14 EA	\$ 756.78	\$ 10,610.46
	Bike Ramp	8 EA	\$ 366.00	\$ 2,928.00
5. Drainage	Storm Drain	1 LS	\$ 32412.05	\$ 32412.05
	Irrigation	1 LS	\$ 39,812.00	\$ 39,812.00
6. Pavement Sub-base	Asphalt (6-inch)	157,000 SF	\$ 2.64	\$ 414,480.00
	Borrow (13-inch)	6,300 CY	\$ 8.73	\$ 54,967.50
	UTBC (10-inch)	157,000 SF	\$ 0.44	\$ 69,080.00
	Geo Grid	1 LS	\$ 39,377.50	\$ 39,377.50
7. Landscaping	Landscaping	1 LS	\$ 77,650.00	\$ 77,650.00
	Irrigation	1 LS	\$ 102,950.00	\$ 102,950.00
	Decorative Conc.	3,500 SF	\$ 6.05	\$ 21,175.00
8. Environmental Mitigation				
9. Curb, Gutter, Sidewalk	Curb and Gutter	5,690 LF	\$ 9.45	\$ 53,770.50
	Curb other	4,900 LF	\$ 7.38	\$ 36,137.50
	Sidewalk	39000 SF	\$ 2.40	\$ 93,600.00
	Washed Rock	350 CY	\$ 23.13	\$ 8,093.75
10. Lighting	Street Lighting	1 LS	\$ 268,895.00	\$ 268,895.00
11. Traffic Mitigation				
12. Traffic Control Devices	Signals			
	Signage	1 LS	\$ 9,190.00	\$ 9,190.00
	Marking	1 LS	\$ 19,284.70	\$ 19,284.70
13. Other Costs	General	1 LS	\$ 64,969.50	\$ 64,969.50
	Demolition	1 LS	\$ 9,877.00	\$ 9,877.00
	Concrete Driveway	2,800 SF	\$ 2.95	\$ 8,260.00
14. Contingency	Contingency	1 LS	15.0% of Total	\$ 246,000.00

TOTAL COSTS

Preliminary Engineering	\$135,000
Environmental Work	\$0
Construction	\$1,886,000
Right of Way	\$200,000
Construction Engineering	\$50,000
Total Cost	\$2,271,000
Inflation Cost Factor (inflate to year of proposed construction)	Yrs. 1 @ 3%
Total Inflated Cost	\$2,339,130

CCCOG Scoring Considerations

Your responses to these items will be used by CCCOG voting members to assign a score to these categories of the criterion.

Cost-Effectiveness Criterion (#2): Identify any extraordinary cost savings expected for your project's ongoing operation and maintenance. Also, please justify your project's overall cost-benefit. If applicable, what is your project's cost per lane mile?

Recently the City worked with the property owner at 200 E & 2200 N intersection to donate the property for the intersection and the tie-in to 2200 N. The city continues to work with property owners to provide a win-win situation through the corridor area. The City has agreed to reduce the built cross-section from four lanes to a two lane arterial to reduce costs yet provide the necessary alternative to Main Street.

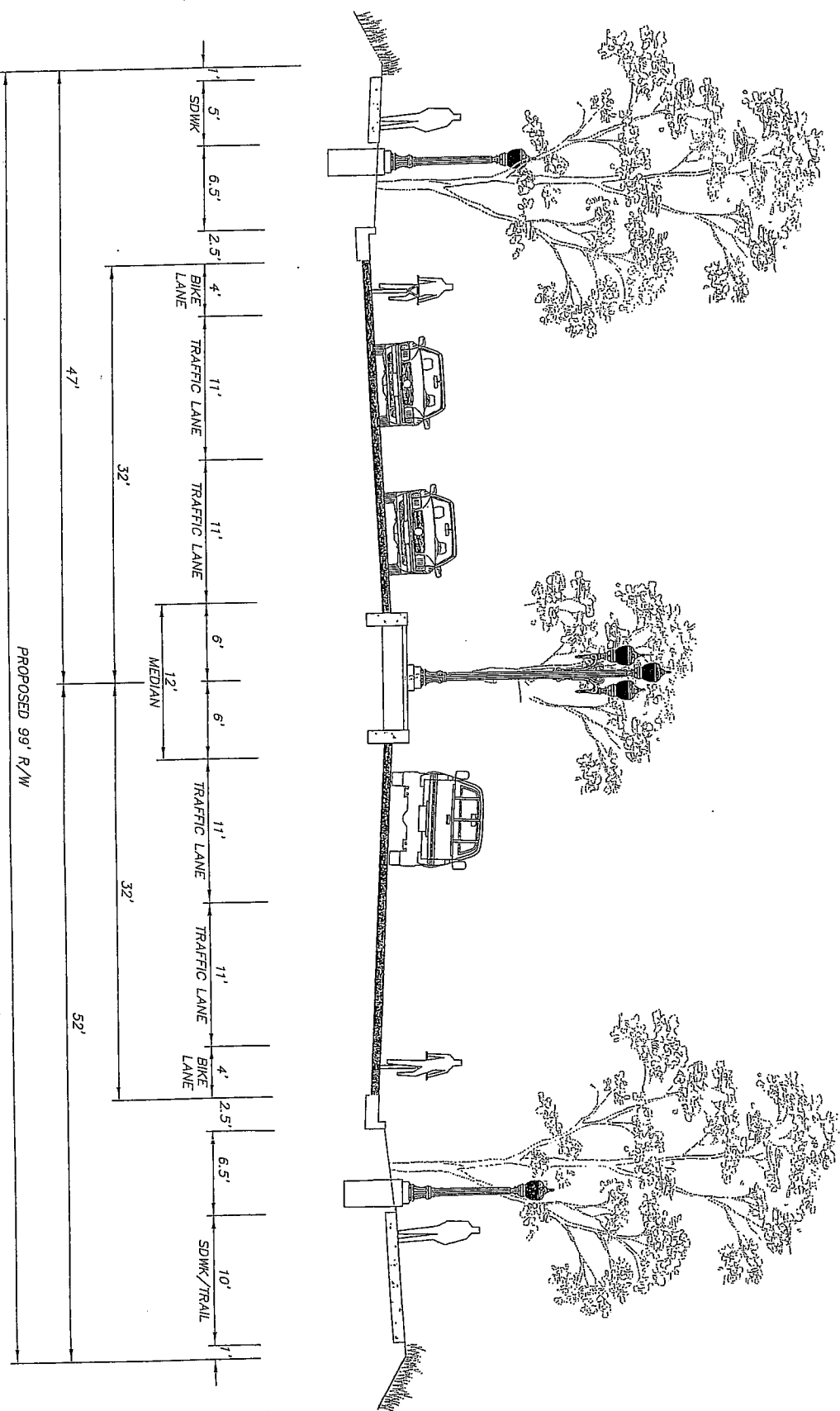
Compliance with Applicable Federal Laws or Regulations (#3): Will your project meet all applicable Federal laws and regulations?

Yes, the City will design and construct the road to Federal Highway & UDOT Standards to meet the criteria established in the EIS.

Community Economic Criterion (#4): Describe the overall economic impact of your project.

Constructing this minor arterial to 2500 N will help alleviate traffic congestion on Main Street especially from 1400 North to 2500 North. This construction will also create a commercial corridor for future economic development for North Logan City

PLotted August 2, 2012 at 10:15 AM. All dimensions are in feet and inches. All dimensions are in feet and inches. All dimensions are in feet and inches.



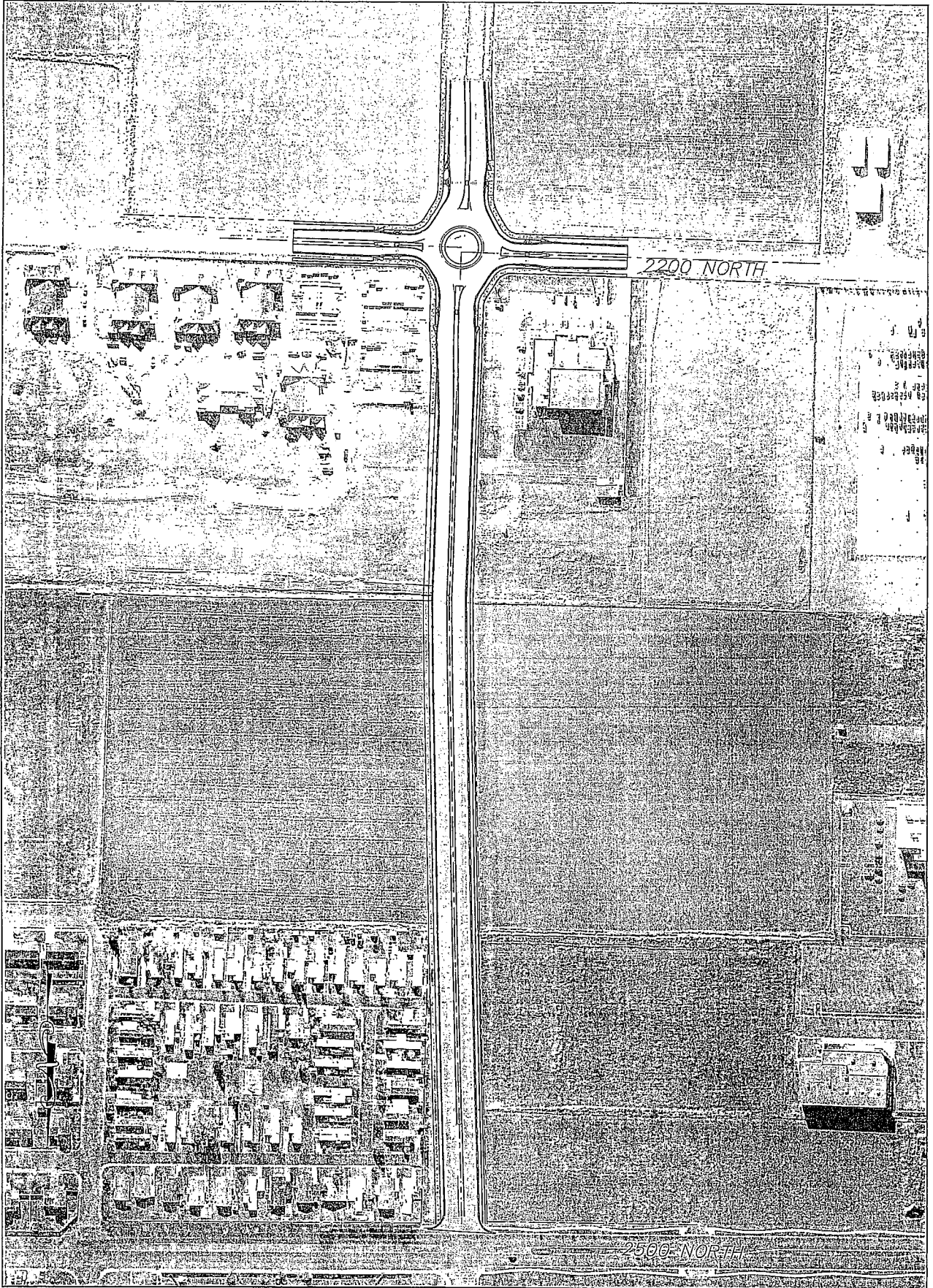
PROPOSED 99' R/W

DATE	4/25/13/0099
SCALE	AS SHOWN
PROJECT NUMBER	435713/0099
PROJECT LOCATION	200 East Master Plan
PROJECT DESCRIPTION	2200 North to 2500 North
PROJECT CLIENT	NORTH LOGAN, UTAH
PROJECT ENGINEER	
PROJECT ARCHITECT	
PROJECT LANDSCAPE ARCHITECT	
PROJECT CIVIL ENGINEER	
PROJECT SURVEYOR	
PROJECT GEOTECHNICAL ENGINEER	
PROJECT ELECTRICAL ENGINEER	
PROJECT MECHANICAL ENGINEER	
PROJECT ENVIRONMENTAL ENGINEER	
PROJECT OTHER	
PROJECT NUMBER	435713/0099
PROJECT LOCATION	200 East Master Plan
PROJECT DESCRIPTION	2200 North to 2500 North
PROJECT CLIENT	NORTH LOGAN, UTAH
PROJECT ENGINEER	
PROJECT ARCHITECT	
PROJECT LANDSCAPE ARCHITECT	
PROJECT CIVIL ENGINEER	
PROJECT SURVEYOR	
PROJECT GEOTECHNICAL ENGINEER	
PROJECT ELECTRICAL ENGINEER	
PROJECT MECHANICAL ENGINEER	
PROJECT ENVIRONMENTAL ENGINEER	
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PROJECT CIVIL ENGINEER	
PROJECT SURVEYOR	
PROJECT GEOTECHNICAL ENGINEER	
PROJECT ELECTRICAL ENGINEER	
PROJECT MECHANICAL ENGINEER	
PROJECT ENVIRONMENTAL ENGINEER	
PROJECT OTHER	

200 EAST MASTER PLAN
2200 NORTH TO 2500 NORTH
NORTH LOGAN, UTAH

TYPICAL X-SECTION EXHIBIT

NO.	DATE	DESCRIPTION



1	
DATE:	2/2018
DESIGNER:	UTAH PUBLIC WORKS
CHECKED BY:	L. ANDERSON
PROJECT:	200 EAST ST. 2200 TO 2500 NORTH
SHEET:	1 OF 1

200 EAST MASTER PLAN
2200 NORTH TO 2500 NORTH
 NORTH LOGAN, UTAH

MASTER PLAN EXHIBIT

NO.	DATE	DESCRIPTION