PROJECT INFORMATION
2018-2: 400 North Right-of-way Acquisition, Logan City

FINAL CTAC SCORING RECOMMENDATION

<table>
<thead>
<tr>
<th>Congestion Score</th>
<th>Advance Corridor Preservation Score</th>
<th>Safety Score</th>
<th>Final CTAC Scoring Criteria Score</th>
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<tr>
<td>15 Possible</td>
<td>9 Possible</td>
<td>15 Possible</td>
<td>39 Possible</td>
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<tr>
<td>10</td>
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INITIAL APPLICATION/PLAN REVIEW FINDINGS
Technical Review for CCCOG Applications: This review has been provided by the CMPO, County staff, and consulting engineers (CRS & JUB Engineers) to determine the eligibility and outline technical considerations for each project. All reviews are done to maintain compliance with the Local Transportation Funds Program Manual and best engineering and transportation practices.

Initial application/plan review determination: Project has minor deficiencies. Correct prior to CCCOG recommendation.

Initial other findings, observations and technical considerations:
- COG Executive Committee approval of any final relocation costs will be required (information item)
- Need clarification if the amount of Right-of-way is enough for improvements to the rail crossing that will likely be needed (crossing arms etc, signals etc).

REQUEST FOR ADDITIONAL INFORMATION REVIEW
Applicants were given an opportunity to provide additional information in response to the initial review findings.

Subsequent staff review determination: Project Appears to meet all COG requirements

- Information provided by applicant adequately responded to all substantial and minor issues identified (see attached applicant response memo and plan/documentation updates at http://cachempo.org/?page_id=1731).

Final Project Eligibility Review

| Regionally Significant Transportation Facility | X | NO | N/A |
| Arterial, Collector, or Logan-Cache Airport  |   |    |     |
| Spot Improvement ($200,000 Limit)             |   | X  |     |
| Rural Set Aside (Outside MPO Boundaries)      |   | X  |     |
| Included within the CMPO Transportation Plan  | X | NO | N/A |
| Multi-Jurisdictional Letters of Support       | X | NO | N/A |
| Pavement Design                               | X | NO | N/A |
| New Road or full depth reconstruction         |   |    |     |
| 90% Design for Construction Projects          | X | NO | N/A |
| 30% Design for Right-of-Way Projects          | X | NO | N/A |
| Detailed Cost Estimate                        | X | NO | N/A |
| Bids, Opinion of Probable Cost, non-COG betterments |   |    |     |
August 1, 2018

Cache Technical Advisory Committee
Attn: Jeff Gilbert
199 North Main Street
Logan Utah, 84321

Dear CTAC,

This letter is in response to the Cache Technical Advisory Committee’s comments regarding the submitted application from Logan City for COG funds to facilitate Right of Way acquisition along 400 North from 600 to 800 West. A response for each of the comments is provided below.

**Plan-Set Review**

1. “*It appears that property acquisition has been limited to the 102-foot ROW and full property “takes” have been separated from the ROW acquisition. Construction and slope easements have not been considered as part of this proposal but may be required for construction of the project.*”

   a. This project is currently at a 30% design status with road alignment being the primary concern. As this project moves forward and final plans are completed final requirements for slope and construction easements will be determined. Until final design is done we are proceeding with the 102-foot ROW for the road section with nothing added for slope or construction easements. Logan City is aware that if additional ROW acquisition is required beyond 102-feet this will be at the city’s cost.

**Opinion of Probable Cost Review**

1. “*Additionally, a “Cost-to-Cure” cost has been included to repair existing facilities that will be damaged as part of this project. Included in these costs is $500.00 per month for 12 months associated with buyout of the existing lease along with a $5,000.00 relocation cost that the County Executive Committee is required to approve.*”

   a. Logan City is aware that County Executive Committee approval is required for relocation costs. Valley View Estates’ parcel will not be subject to a full take, however, a number of residents who lease space for their mobile homes will be required to move. This relocation of multiple mobile homes on one parcel causes the need for relocation costs as part of the Right-of-Way acquisition.

2. “*In addition to relocation costs, they have requested $15,000.00 to purchase the trailers. It is unclear what will be done with these trailers, but there may be some resale value of each trailer that has not been accounted for.*”
a. When it is determined what mobile homes will need to be relocated a determination will be made based on appraised value of mobile home, owners desire to retain the mobile home, and ability to resell the mobile home. As the project moves forward with final construction plans we will then be able to make the determination as to the final number and status of impacted mobile homes.

3. “There also appear to be some properties, that may require full property “takes”. There is no clarification in this application whether full property “takes” have been included or not.”

a. A total of seven (7) different parcels are affected by this Right of Way acquisition proposal. One of these parcels is already owned by Logan City. Four (4) of the affected parcels are held by a single owner, Eliason Packing Company. With the proposed road alignment one of Eliason Packing Company’s parcels would be split into two pieces. Preliminary conversations have been held with the owners of Eliason Packing Company regarding the option of adding the remainder of the split parcel into the adjoining parcels. This would alleviate the need for a full property take on this parcel. For this application, no full property takes have been included.

Additional Findings and Technical Considerations

1. County Executive Committee approval of final relocation costs will be required.

   a. Please refer to the first explanation under “Opinion of Probable Cost Review”.

2. “Need clarification if the amount of Right-of-Way is enough for improvements to the rail crossing that will likely be needed.”

   a. Due to having only 30% plans at this time Logan City is unable to accurately determine exactly what property will be required at the railroad crossing on 600 West. With the proposed 102-foot ROW there is room for possible right turn lanes, and other improvements through the elimination and reduction of parking, and park strips. We anticipate future costs to be associated with the purchase of right-of-way or easements from Union Pacific Railroad Company. If additional funds are needed to obtain these from the railroad those funds will be sought during the construction portion of this project. Logan City is aware that unless granted additional funds during the construction portion of this project all cost overages will be the responsibility of the city.

If you have any other questions or concerns please feel free to contact our office.

Sincerely,

Samuel Odd
Logan City
Project Manager
samuel.odd@loganutah.org
CACHE COUNTY COUNCIL OF GOVERNMENTS
CACHE TECHNICAL ADVISORY COMMITTEE

Technical Review for CCCOG Applications: This review has been provided by the CMPO, County staff, and consulting engineers (CRS & JUB Engineers) to determine the eligibility and outline technical considerations for each project. All reviews are done to maintain compliance with the Local Transportation Funds Program Manual and best engineering and transportation practices.

Project: 2018-2 Logan City 400 North
Purchase Right-of-Way

Project Eligibility Review

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**Project has minor deficiencies. Correct prior to CCCOG recommendation.**

Additional Findings and Technical Considerations:

1) County Executive Committee approval of final relocation costs will be required.
2) Need clarification if the amount of Right-of-way is enough for improvements to the rail crossing that will likely be needed (crossing arms etc, signals etc.).

3) 
4) 
5) 
6) 

Detailed reviews provided by consulting engineer attached.
July 23, 2018

Jeff Gilbert  
Cache Metropolitan Planning Organization  
179 North Main, Suite 300  
Logan, Utah 84321

Re: Logan 400 North COG Application Review

Dear Jeff:

This memo is a summary of our review of the Logan 400 North Right of Way (ROW) submittal for COG funding. The review procedure followed the steps outlined in the attached Checklist. A significant portion of the checklist applies to Construction projects and did not apply to the review of this ROW submittal.

Project Eligibility

The project is not included on UDOT’s Functional Classification Maps. However, we feel it meets the four required requirements listed on the application. The project is identified on the Cache County Regional Transportation plan as a Phase 1 project, but it was not included on the City’s Transportation Master Plan from 2011 shown on the City’s website. The roadway will create a direct connection from 1000 West to Main Street which are both on UDOT’s functional classification.

Plan-Set Review

After a review of the submitted ROW application and plan-set for 400 North in Logan City, we feel the packet meets the 30% design requirement. The request is for a new 102 foot right of way. This cross section is not shown in the City’s standards found on their website but does match a standard cross sections outlined in the City’s Master Plan. It appears that property acquisition has been limited to the 102-foot ROW and full property “takes” have been separated from the ROW acquisition. Construction and slope easements have not been considered as part of this proposal but may be required for construction of the project. It should be noted that there are “Cost to Cure” tasks which are required outside of the 102-foot ROW. These tasks are required to restore existing facilities that are located inside the proposed ROW. These facilities include an existing road, landscaping, waterline, irrigation, etc.

Opinion of Probable Cost Review

The cost associated with acquiring ROW has been broken out for each property. Additionally, a “Cost-to-Cure” cost has been included to repair existing facilities that will be damaged as part of this project. Included in these cost is $500.00 per month for 12 month cost associated with buyout of the existing lease along with a $5,000.00 relocation cost that the County Executive Committee is required to approve. In addition to relocation costs, they have requested $15,000.00 to purchase the trailers. It is
unclear what will be done with these trailers, but there may be some resale value of each trailer that has not been accounted for. There also appear to be some properties, that may require full property “takes”. There is no clarification in this application whether full property “takes” have been included or not.

Unit costs appear to be reasonable for ROW acquisition. Logan City is proposing a 14 percent cash contribution of $157,552.50 of the total $966,800.00 estimated cost of the project. However, costs may need to be adjusted based on the comments listed in this memorandum.

The $208,000.00 cost associated with relocation of eight homeowners will need to be reviewed by the County Executive Committee as outlined on the attached checklist.

Sincerely,
CRS Engineers

Max Pierce, P.E.
Project Manager
(435) 374-4670
max.pierce@crsengineers.com
Cache County Council of Governments (COG)

Project Oversight & Cache County Stewardship Assistance

Consultant Scope Checklist

PROJECT NAME:  Logan 400 North

PROJECT SPONSOR:  Logan City

Definitions:

- Project Sponsor – A city or county government who has applied for COG funding. In the case of multiple agencies submitting a combined application it would be the lead sponsor.
- Oversight Consultant – A consultant selected by Cache County to provide an oversight review of a project funded by the COG and to provide support to the COG staff.
- Sponsor Consultant – A consultant selected by the Project Sponsor to design and/or provide construction engineering management services for a project funded by the COG.
- Betterment – should we define it here or just later?

Project Application Screening

The project application and plan set review is to help COG staff and COG members ensure that application and plans are complete and meet COG standards as provided in the Local Transportation Fund Program Manual (see [http://cachempo.org/wordpress/wp-content/uploads/2018/05/Local-Transportation-Funds-Program-Manual-2018-Executive-Committee-Approved.pdf](http://cachempo.org/wordpress/wp-content/uploads/2018/05/Local-Transportation-Funds-Program-Manual-2018-Executive-Committee-Approved.pdf)).

Application and Buildable Plan-set Checklist

- [ ] Verify that plans are to 90% design for construction projects and 30% for ROW only projects (if engineering is required).
- [ ] Provide a sampling (spot check) review of the design. Check if something is being oversized or undersized (e.g. retaining walls, pipes, culverts, etc).
- [ ] Verify that project has been designed, reviewed and stamped by licensed professional engineers.
- [ ] Verify what design standard is being followed and that it is being met. A minimum is to adhere to Cache County road standards.
- [ ] Review geotechnical report/pavement design.
- [ ] Review structural design.
Review eligible versus non-eligible costs.

- Verify that the betterments have been correctly identified.

Eligible items include:

- All roadway construction activities that are associated with constructing the roadway pavement section (including bike lanes).
- Any required utility system relocations (does not include utility upgrades or improvements).
- Sidewalks or shared use paths (within same project limits and contribute to transportation function).
- Road right-of-way purchase (limited to width needed for road pavement and sidewalks or pathways).
- Drainage system improvements (required as a result of the project, but does not include curb and gutter).
- Residential or business relocation costs required by roadway improvement (requires approval of the COG Executive Committee on a case-by-case basis at time of application).
- Roadway safety elements (e.g. guardrail, signals, cross-walks, signage and pavement marking etc).
- Site environmental cleanup or remediation costs will be considered on a case-by-case basis by the COG Executive Committee for eligibility.

Non-eligible items include (to be considered a betterment):

- Curb, gutter or decorative landscaping (beyond that required for soil stabilization with native seeding).
- Right of way cost beyond that needed to accommodate the actual road cross-section (the local jurisdiction must pay the cost difference of remnant property or full property “takes”).
- Project design or COG application development costs.
- Utility system upgrades.
- Roadway lighting.

Review Opinion of Probable Cost.

- Verify that betterments are broken out separately.
- Verify that necessary project costs are accounted for, including but not limited to:
  - Construction costs
  - Utility relocations
  - ROW acquisitions and easements
- Design Engineering (applicable as match)
- Construction Engineering Management services
- Permitting
- Project Sponsor cost match

☐ Review right-of-way (ROW) needs and process.
  ☑ Verify appropriate amount of ROW width being acquired for construction.
  ☑ Verify full takes and partial takes being acquired and verify what portion of it will be needed for the project. Verify that the additional amount is included as a betterment.
  ☑ Verify that the ROW is consistent with the COG ROW purchase policy (see COG program manual).
  ☑ Verify that relocation costs have been approved by the County Executive Committee.

Deliverables:

☐ One DRAFT application/plan review memo for each project with a list of concerns/recommendations based on checklist items. In addition, the draft memo should provide the following:

1. Professional opinion of issues related to the overall functionality of the design.
2. Professional opinion of the project independent utility (if part of a phased project)
3. Professional opinion as to design elements that fail to incorporate “best design practices”.