



NIBLEY CITY COUNCIL MEETING AGENDA

Thursday, August 24, 2023 – 6:30 p.m.

In accordance with Utah Code Annotated 52-4-207 and Nibley City Resolution 12-04, this meeting may be conducted electronically. The anchor location for the meeting will be Nibley City Hall, 455 West 3200 South, Nibley, Utah. The public may also participate in the meeting via the Zoom meeting link provided at www.nibleycity.com. Public comment should be submitted to cheryl@nibleycity.com by 6:30 p.m. and will be read into the public record.

1. Opening Ceremonies (Councilmember Larsen)
2. Call to Order and Roll Call (Chair)
3. Approval of the August 10, 2023, City Council Meeting Minutes and the Current Agenda (Chair)
4. Planning Commission Report
5. Public Comment Period¹ (Chair)
6. **Public Hearing:** 1200 West Roadway Improvements; Including the General Concept of the Project, Estimated Cost of the Project and the Financial Responsibility of Nibley City
7. **Discussion and Consideration:** Ordinance 23-32—Rezone Parcel 03-0017-0019 & 03-0017-0020, located at 1405 W 3200 S from Agricultural (A) to Residential (R-2A) (First Reading)
8. **Discussion and Consideration:** Resolution 23-10—Amending the Consolidated Fee Schedule; Adopting Solid Waste Rates (First Reading)
9. **Discussion and Consideration:** Resolution 23-11—Supporting the Board Apportionment of the Cache Valley Transit District in Compliance With Utah Code 17B-2a-807 (First Reading)
10. **Discussion & Consideration:** Landscape Easement along 1200 West
11. Council and Staff Report

Adjourn

¹ Public input is welcomed at all City Council Meetings. 15 minutes have been allotted to receive verbal public comment. Verbal comments shall be limited to 3 minutes per person. A sign-up sheet is available at the entrance to the Council Chambers starting 15 minutes prior to each council meeting and at the rostrum for the duration of the public comment period. Commenters shall identify themselves by name and address on the comment form and verbally for inclusion in the record. Comment will be taken in the order shown on the sign-up sheet. Written comment will also be accepted and entered into the record for the meeting if received prior to the conclusion of the meeting. Comments determined by the presiding officer to be in violation of Council meeting rules shall be ruled out of order.

In compliance with the Americans With Disabilities Act, reasonable accommodations for individuals with disabilities will be provided upon request. For assistance, please call (435) 752-0431

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Agenda Item #6

Description	Public Hearing: 1200 West Roadway Improvements- General Concept, Estimated Cost, Nibley City Financial Responsibility
Presenter	Tom Dickinson, City Engineer
Staff Recommendation	Encourage public participation and input on the 1200 West Roadway Improvements- COG application for Phase 5 and for funding shortfall of Phase 4
Reviewed By	Mayor, City Manager, City Engineer

Background:

The natural extension of SR 252 (1000 West) in Logan, is the 1200 West corridor through Nibley and into Hyrum. Nibley has been diligently planning and executing a plan that has been on the City's Transportation Plan for decades to accommodate the traffic. The goal of the City is to provide the Citizens of Nibley as well as all the Citizens of Cache County, with an effective north/south alternate route, to the two major highways on the South end of the Valley. The purpose of this project is to add traffic calming measures to existing intersections and roadways, as well as construct the final piece of 1200 West, that will connect the roadway from the northern border of Nibley to the southern border.

Once complete, the 1200 West corridor will provide a great economic benefit to the area. This corridor will have access to the Hyrum JBS plant and will have a connection close to Nibley's developing and existing commercial and industrial zones. Continuing north, it will then connect to Logan's 1000 West industrial corridor and connect to some of the County's largest employers. This will significantly increase regional connectivity in the area and allow Cache County residents a more direct route to work. Finishing and improving the connection in Nibley will help provide a greater North – South connection through the county. Once the entire route is complete, it will provide a connection from Hyrum to North Logan and the airport. It will provide a connection to SR 101, US 89/91, SR 252, SR 30 and Airport Rd. The improvements will allow commercial and industrial business the ability to move freight and people more effectively than they currently do along the western side of the valley. When the western corridor is complete, it would be the only connection connecting Hyrum to North Logan besides Main Street/SR 165. It will also be the only complete

route from Hyrum to the airport, other than Main Street. This through road will help divert traffic from local highways. This route will also provide a more direct route from the airport to Blacksmith Fork Canyon and Hyrum State Park.

The City Council has been involved in the 1200 West project on several levels for many years and has held multiple open sessions, discussed design alternatives and approved design contract modifications. Specifically with Phase 5 of the project, the council has had multiple open sessions to discuss design alternatives. Of major concern to the Council was the need for a roundabout at 2600 South intersection. Funds were made available for CRS to conduct a detailed study of the intersection to justify the need. The report was completed, presented to Council and direction was given to move forward with the roundabout design. Also of concern was the desire of the Council to balance the necessity of effectively moving traffic at a speed of 35 mph, while maintaining as much safety for pedestrians as possible. Multiple traffic calming options were presented to the council. The Council reviewed the options, and gave staff direction on which ones to implement at what locations along the corridor.

PHASES 1 & 2

Phases 1 and 2 of the project begin at approximately 3300 South extending to 2980 South and include road widening with a roundabout at 3200 South. These phases of the project were completed late 2022.

PHASES 3 & 4

Phases 3 and 4 begin at approximately 2980 South extending to 2500 South and include roadway improvements, a roundabout at 2600 South, and protected two-way bike lanes. Roadway improvements include two 11-ft wide vehicle travel lanes and a protected 11-ft wide two-way bike lane separated from vehicular lanes with jersey style barriers. The roadway will be posted at 35 mph per the Transportation Master Plan and COG requirements.

In 2022, the Cache County Council of Governments (COG) awarded Nibley City \$3,435,000 toward the construction of Phases 3 and 4. The City is responsible for covering the cost of construction items that are not eligible for COG funding such as curb, gutter, and waterline improvements and must match an additional \$290,000 (8.47%) of the COG award.

Phases 3 and 4 were bid for construction this year. The City budgeted \$3.5M in fiscal year 2023/24. The City received 3 bids from qualified contractors with the low bid from Staker Parson. Due to construction cost escalation, the City was only able to award Phase 3 of the project (roundabout at 2600 South).

Total cost of phases 3 and 4:

Construction	\$3,766,791
Right of Way	\$427,270
Design	\$230,773
Total	\$4,295,136
City req'd match 8.47%	\$363,798
Total COG funding needed	\$3,931,338 – total project cost less 8.47% match
2022 COG Award	\$3,435,000
<u>COG Shortfall</u>	<u>\$496,338</u>

The City has applied for additional funding from COG to cover the construction shortfall. If successful, the funding will be available in November 2023 to construct Phase 4 in spring 2024.

PHASE 5

Phase 5 begins at approximately 2500 South and extends to 2350 South near the Firefly Estates project. Phase 5 includes roadway improvements and a protected two-way bike lane through the remainder of the corridor. This phase also completes the protected bike lane from the 3200 South roundabout to Phase 4 at approximately 2980 South. Roadway improvements include two 11-ft wide vehicle travel lanes and a protected 11-ft wide two-way bike lane separated from vehicular lanes with jersey style barriers. The roadway will be posted at 35 mph per the Transportation Master Plan and COG requirements.

The COG awarded partial funding of Phase 5 in 2022, but the City elected to forgo the award to allow other communities to complete their projects that were considered for funding that year. City.

The City recently made application to COG to construct Phase 5 of the project. If successful, construction of this phase will be bid in January/February 2024 and completed in November 2024.

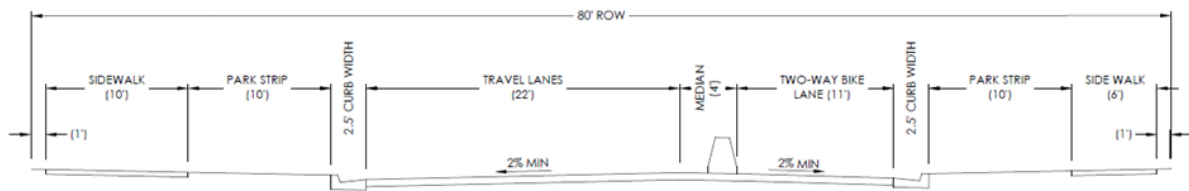
The expected cost of this project was estimated using bid prices from the recently bid phases 3 & 4. Using pricing from recent bids increases the accuracy of the estimate and decreases the likelihood of having another shortfall similar to that experienced in Phases 3 & 4.

Estimated cost of Phase 5:

Construction	\$1,810,914
Right of Way	\$0
Design	\$73,099
Construction Management	\$108,655
Total	\$1,992,668
City req'd match 8.0%	\$159,413
2023 COG Request	\$1,833,255

Roadway Phases and Cross-section:



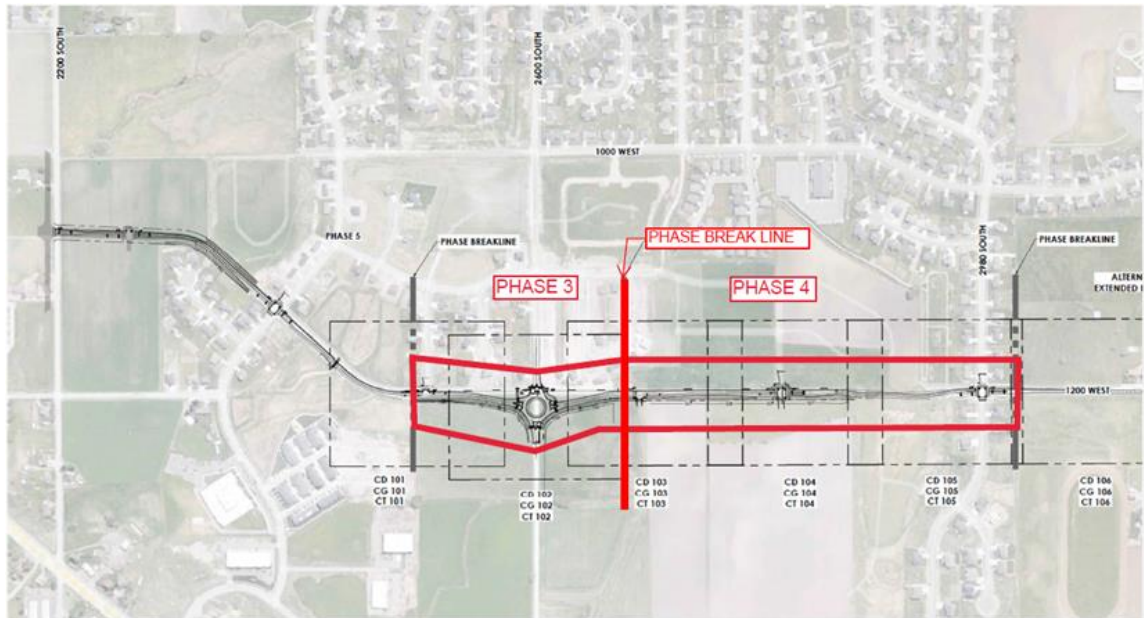


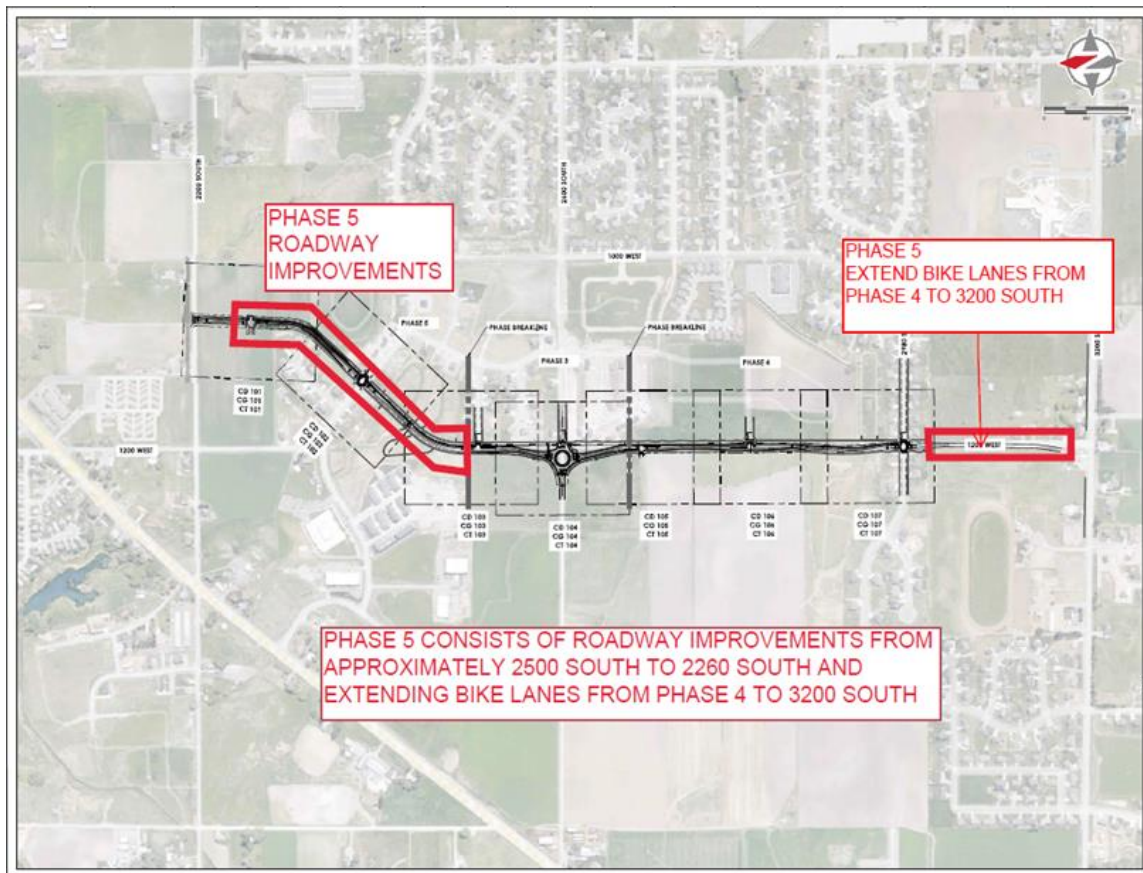
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EXAMPLE CROSS SECTION

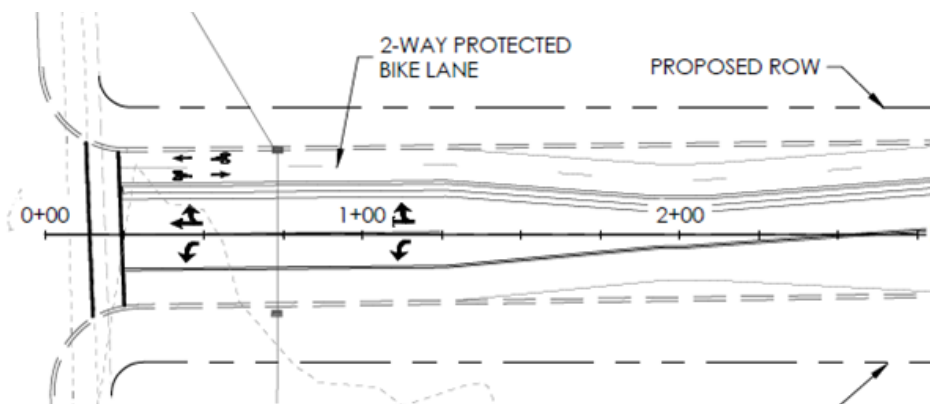
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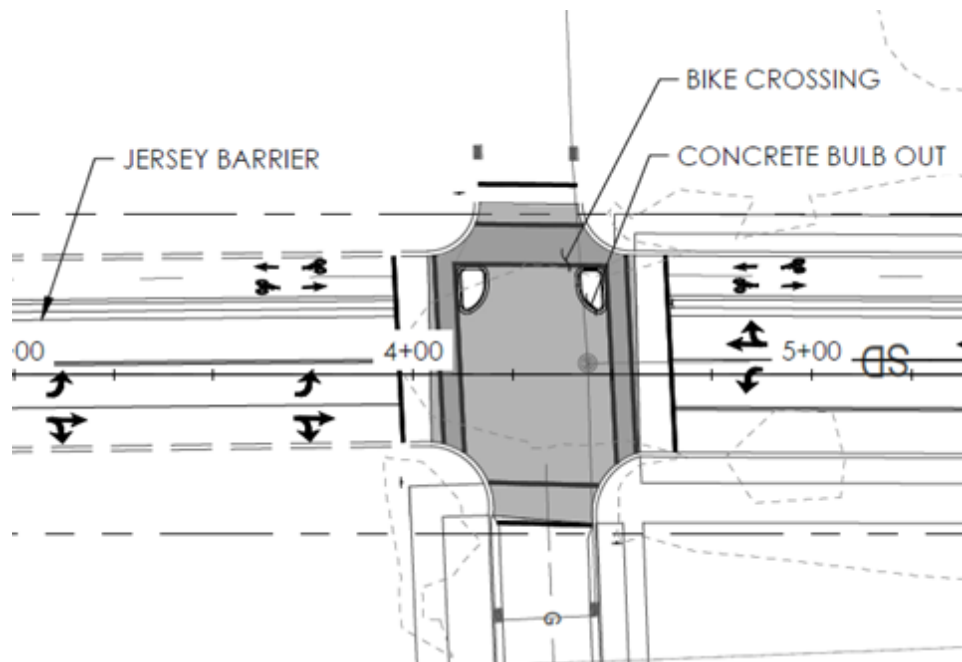
THIS CROSS SECTION SHOWS ALL STANDARD COMPONENTS OF THE CROSS SECTION IN THE DESIRED ORDER AND LOCATION ALONG THE RIGHT OF WAY.
*COMPONENTS VARY IN WIDTH ALONG THE PROJECT.





Traffic Calming



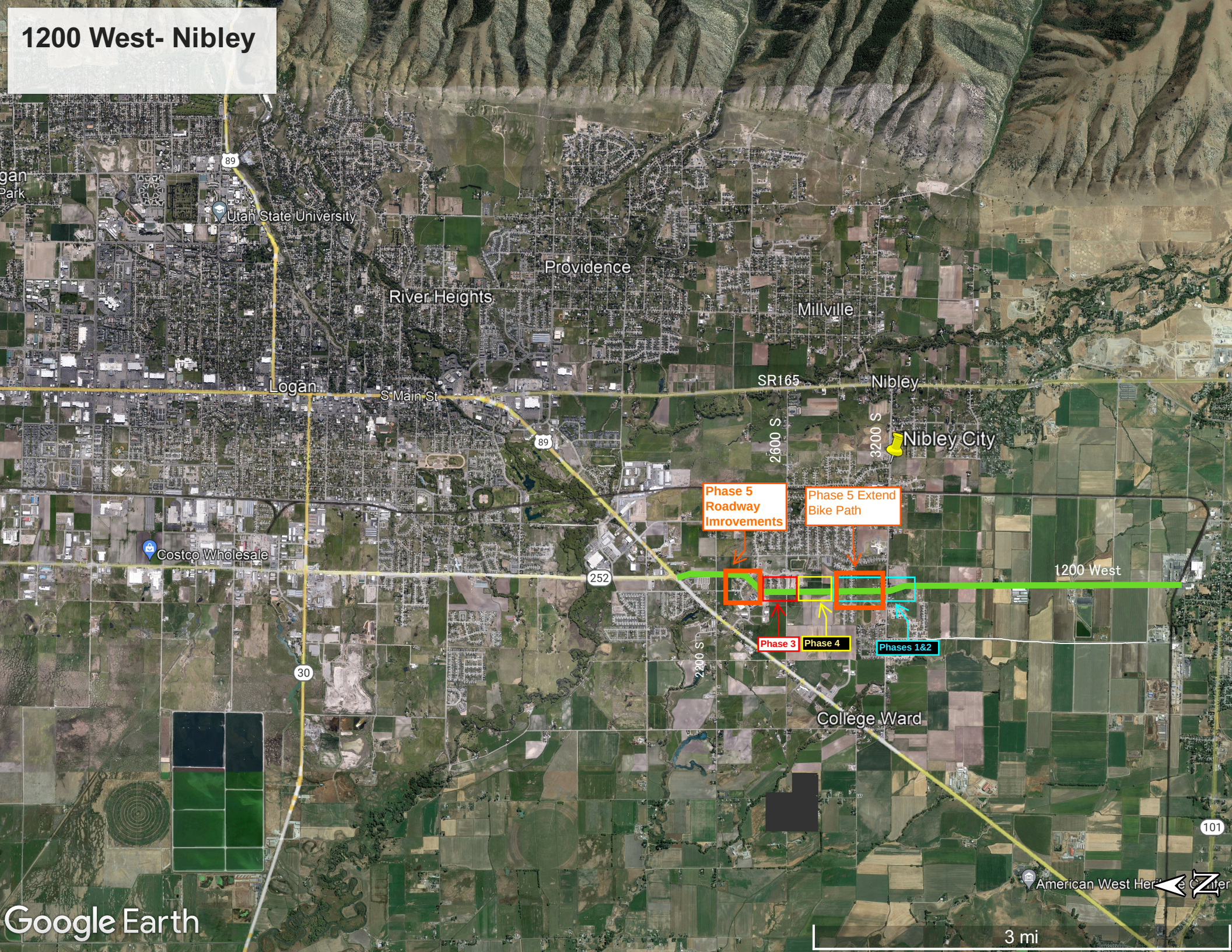


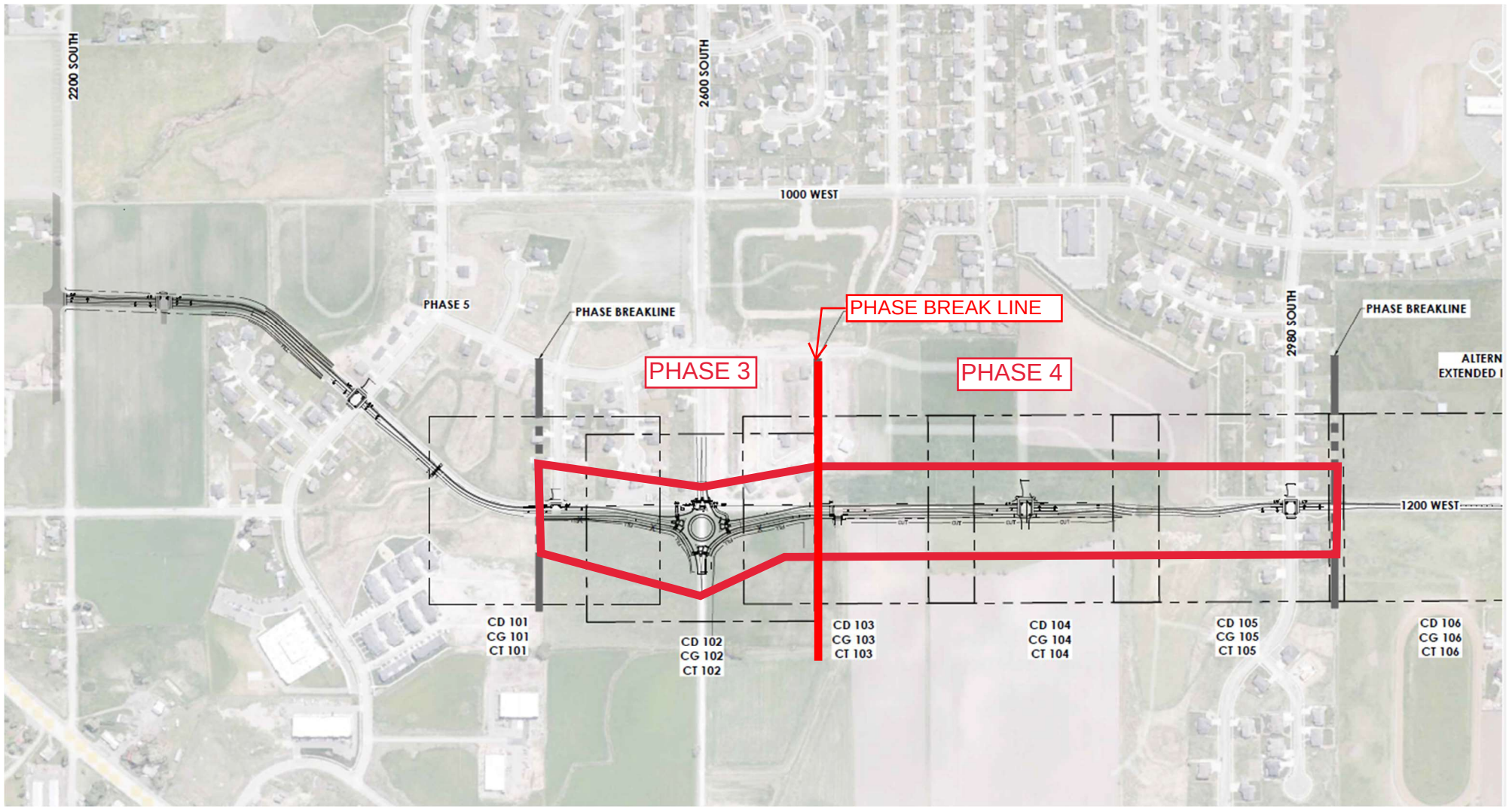
Recommendation:

Encourage public input and comment on Phases 3 & 4 request for COG monies to cover the funding shortfall

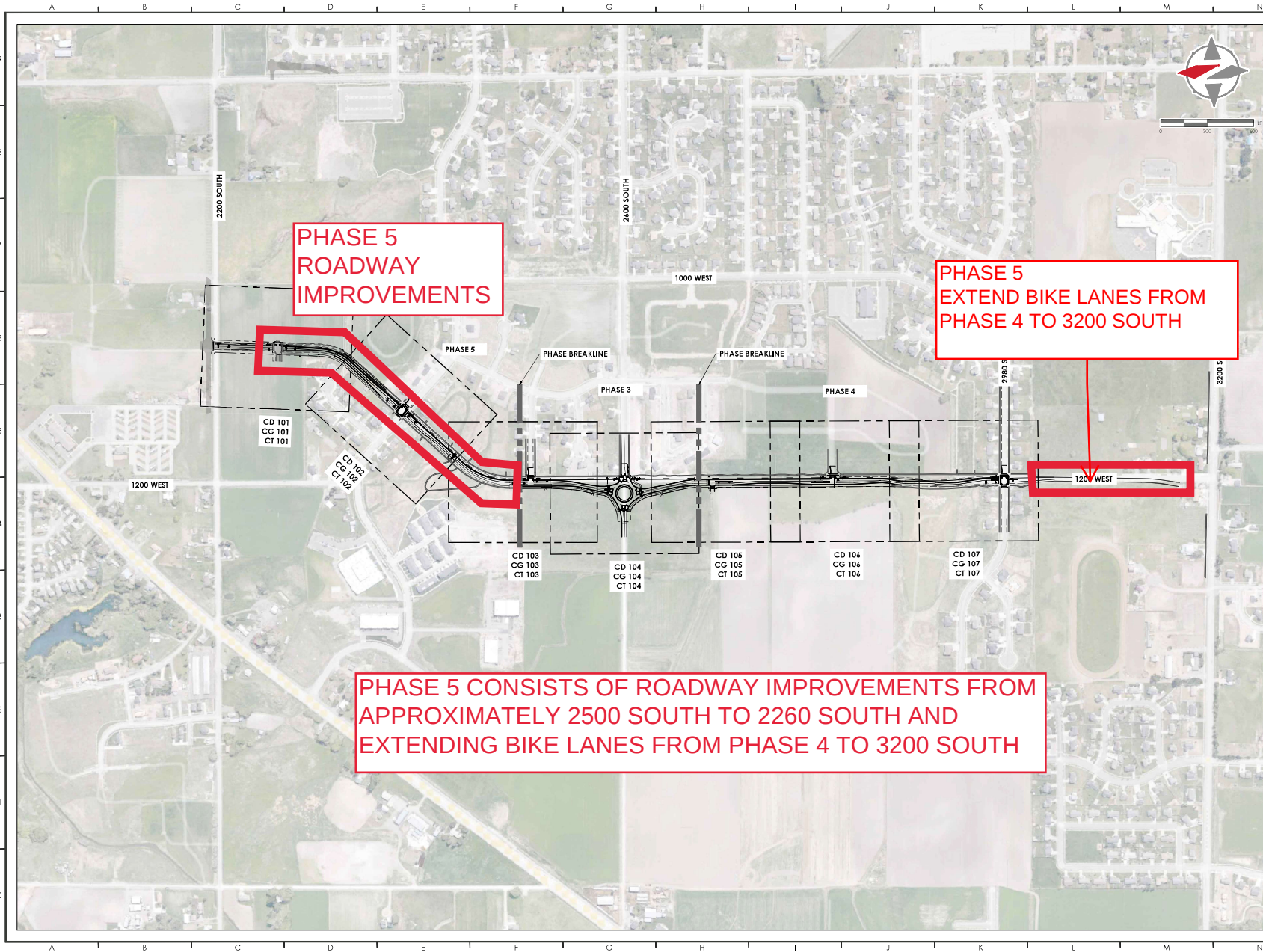
Encourage public input and comment on Phase 5 of the 1200 West Roadway Improvements project general concept, estimated cost, and Nibley City's financial responsibility.

1200 West- Nibley





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CONTACT INFORMATION

CRS ENGINEERS
Answers to Infrastructure®
45 EAST 200 NORTH, SUITE 107
LOGAN, UT 84321
P: 435.374.4670

REVISIONS

LEGAL NOTICE

THE INFORMATION CONTAINED IN THIS DRAWING IS THE PROPERTY OF CRS ENGINEERS AND IS NOT TO BE REPRODUCED, MODIFIED, OR USED FOR ANY OTHER PROJECT OR EXTENSION OF THIS PROJECT EXCEPT BY AGREEMENT WITH CRS ENGINEERS.

DESIGN



PRINCIPAL IN CHARGE
MANAGER: M. PIERCE
REVIEWER: J. AMES
DRAFTER: B. SMURTHWAITE

PROJECT

2020-0022
23 AUGUST 2022

1200 WEST REDESIGN

1200 W

OVERALL PROJECT LAYOUT AND SHEET LIMITS
4 OF 29
G004

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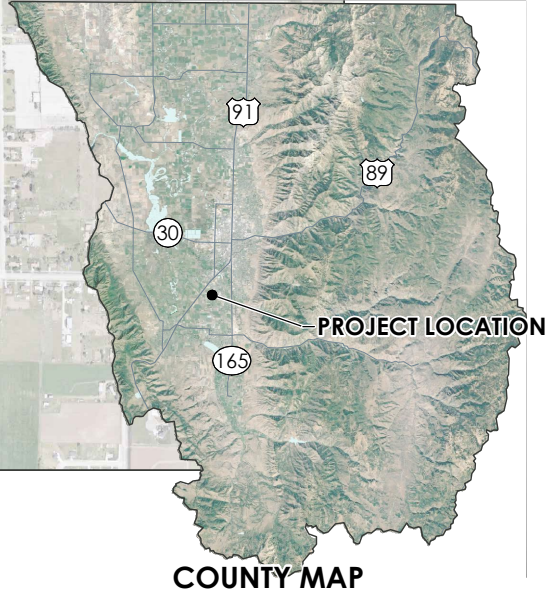
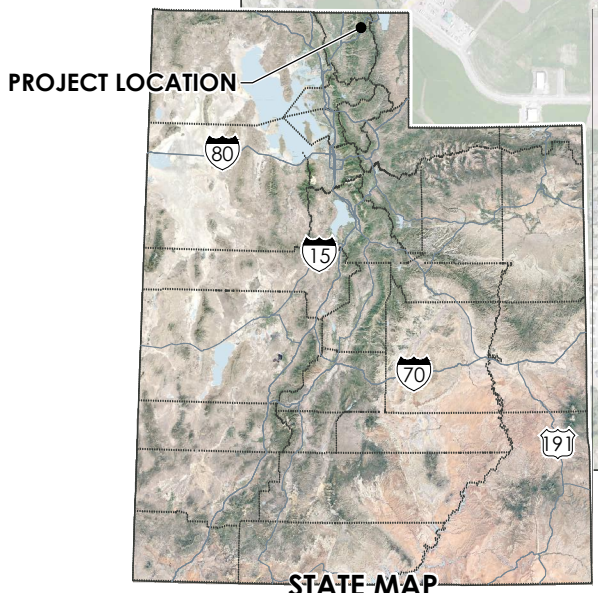
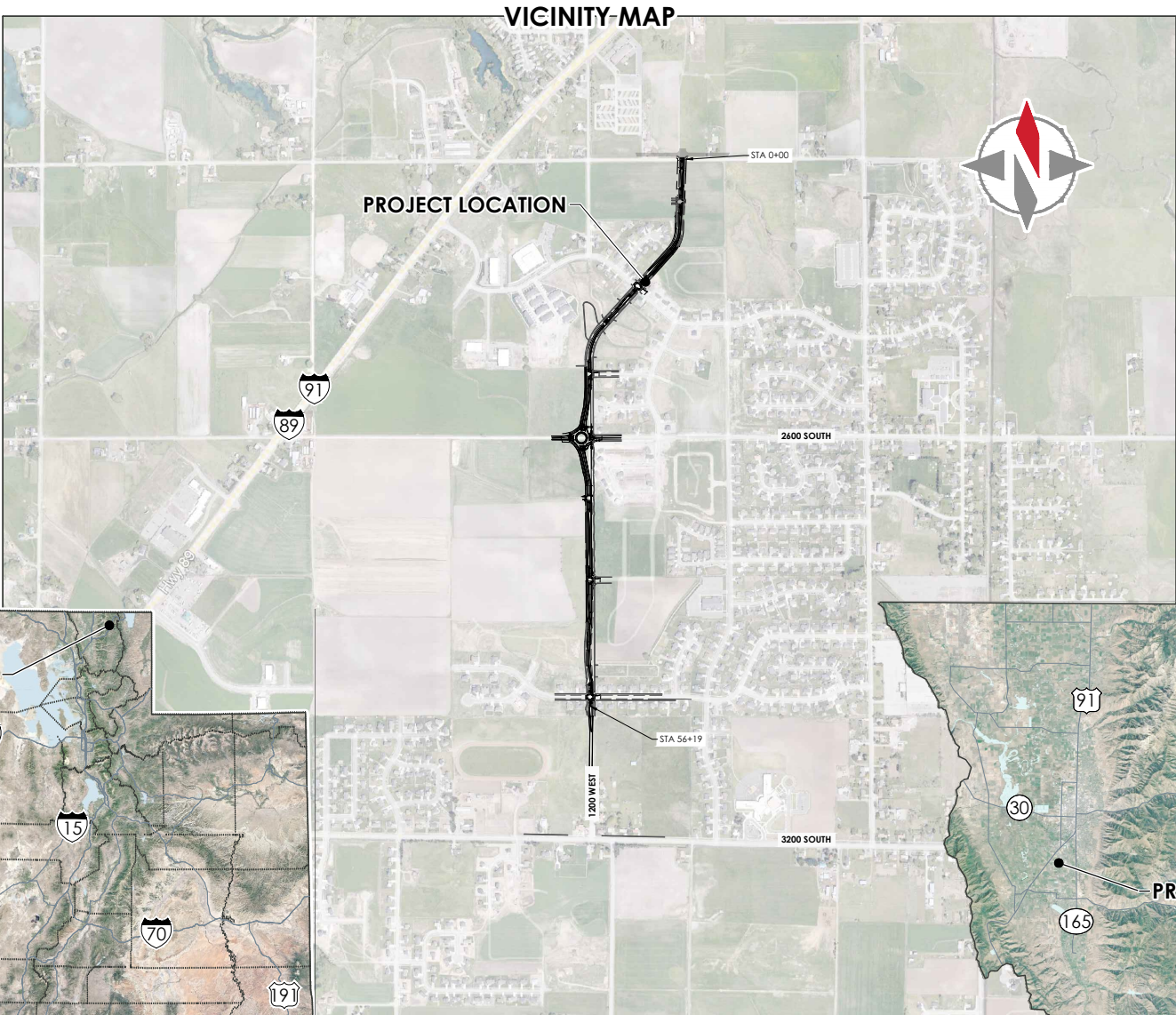
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NIBLEY CITY

1200 WEST REDESIGN

PROJECT PHASE 90% | ISSUED: 23 AUGUST 2022



CONTACT INFORMATION

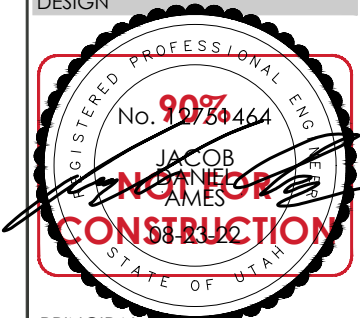
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DESIGN



PRINCIPAL : M. FIRST
MANAGER : M. PIERCE
REVIEWER : J. AMES
DRAFTER : B. SMURTHWAITE

PROJECT

2020-0022
23 AUGUST 2022

1200 WEST REDESIGN

NIBLEY, UTAH, 84321

11:41 AM TUESDAY 23 AUGUST 2022 | P:\2020-0022 NIBLEY CITY-1200W ROADWAY EXTENSION\DRAWINGS\SHEETS\NO PHASES\G001-03 TITLE & NOTES & GENERAL MAP.DWG

THE CONTRACTOR SHALL CAREFULLY READ ALL OF THE NOTES AND SPECIFICATIONS. THE CONTRACTOR SHALL BE SATISFIED AS TO THEIR TRUE MEANING AND INTENT AND SHALL BE RESPONSIBLE FOR COMPLYING WITH EACH.

GENERAL NOTES:

- OWNER:

NIBLEY CITY
455 WEST 3200 SOUTH
NIBLEY, UTAH 84321
PHONE: (435) 752-0431
CONTACT: D. FARAR
- ENGINEER:

CRS ENGINEERS
45 E 200 N
Suite 107
Logan, UT, 84321
(435)374-4670
CONTACT: M. PIERCE
- 1) ALL IMPROVEMENTS SHALL BE CONSTRUCTED IN STRICT ACCORDANCE WITH ALL JURISDICTIONAL AUTHORITIES.

2) CONTRACTOR SHALL COMPLY WITH THE STANDARDS INDICATED ABOVE AND WITHIN THE CONSTRUCTION DOCUMENTS. THE CONTRACTOR SHALL NOTIFY ALL AGENCIES, OWNERS, ENGINEERS, AND UTILITY COMPANIES 5 DAYS PRIOR TO A PRE-CONSTRUCTION MEETING.

3) IT IS INTENDED THAT THESE PLANS AND SPECIFICATIONS REQUIRE ALL LABOR AND MATERIALS NECESSARY AND PROPER FOR THE WORK CONTEMPLATED AND THAT THE WORK BE COMPLETED IN ACCORDANCE WITH THEIR TRUE INTENT AND PURPOSE. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY REGARDING ANY DISCREPANCIES OR AMBIGUITIES WHICH MAY EXIST IN THE PLANS OR SPECIFICATIONS. THE ENGINEER'S INTERPRETATION THEREOF SHALL BE CONCLUSIVE.

4) WHERE THE PLANS OR SPECIFICATIONS DESCRIBE PORTIONS OF THE WORK IN GENERAL TERMS BUT NOT IN COMPLETE DETAIL, IT IS UNDERSTOOD THAT ONLY THE BEST GENERAL PRACTICE IS TO PREVAIL AND THAT ONLY MATERIALS AND WORKMANSHIP OF THE FIRST QUALITY ARE TO BE USED.

5) THE CONTRACTOR SHALL BE SKILLED AND REGULARLY ENGAGED IN THE GENERAL CLASS AND TYPE OF WORK CALLED FOR IN THE PROJECT PLANS AND SPECIFICATIONS. THEREFORE, THE OWNER IS RELYING UPON THE EXPERIENCE AND EXPERTISE OF THE CONTRACTOR, IT SHALL BE EXPECTED THAT PRICES PROVIDED WITHIN THE CONTRACT DOCUMENTS SHALL INCLUDE ALL LABOR AND MATERIALS NECESSARY AND PROPER FOR THE WORK CONTEMPLATED AND THAT THE WORK BE COMPLETED IN ACCORDANCE WITH THEIR TRUE INTENT AND PURPOSE.

6) THE CONTRACTOR SHALL BE COMPETENT, KNOWLEDGEABLE, AND HAVE SPECIAL SKILLS ON THE NATURE, EXTENT, AND INHERENT CONDITIONS OF THE WORK TO BE PERFORMED. CONTRACTOR SHALL ALSO ACKNOWLEDGE THAT THERE ARE CERTAIN PECULIAR AND INHERENT CONDITIONS EXISTENT IN CONSTRUCTION OF PARTICULAR FACILITIES, WHICH MAY CREATE, DURING THE CONSTRUCTION PROGRAM, UNUSUAL OR PECULIAR SAFETY CONDITIONS, WHICH CONDITIONS COULD BE HAZARDOUS TO PERSONS, PROPERTY AND THE ENVIRONMENT. CONTRACTOR SHALL BE AWARE OF SUCH PECULIAR RISKS AND HAVE THE SKILL AND EXPERIENCE TO FORESEE AND TO ADOPT PROTECTIVE MEASURES TO ADEQUATELY AND SAFELY PERFORM THE CONSTRUCTION WORK WITH RESPECT TO SUCH HAZARDS.

7) THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS AND LICENSES REQUIRED FOR THE CONSTRUCTION AND COMPLETION OF THE PROJECT, AND SHALL PERFORM ALL WORK IN ACCORDANCE WITH THE REQUIREMENTS AND CONDITIONS OF ALL PERMITS AND APPROVALS APPLICABLE TO THIS PROJECT. THE CONTRACTOR SHALL ENSURE THAT THE NECESSARY RIGHTS-OF-WAY, EASEMENTS, AND/OR PERMITS ARE SECURED PRIOR TO CONSTRUCTION.

8) CONTRACTOR SHALL OBTAIN AN ENCROACHMENT PERMIT WHERE APPLICABLE FOR ANY WORK DONE WITHIN RIGHTS-OF-WAY OR EASEMENTS FROM NIBLEY CITY. CONTRACTOR SHALL NOTIFY CITY, COUNTY, AND/OR STATE, 24 HOURS IN ADVANCE OF COMMENCING THE WORK, OR AS REQUIRED BY SAID PERMITS.

9) THE CONTRACTOR SHALL, AT THE TIME OF BIDDING, AND, THROUGHOUT THE PERIOD OF THE CONTRACT, BE LICENSED IN THE STATE OF UTAH AND SHALL BE BONDBABLE FOR AN AMOUNT EQUAL TO OR GREATER THAN THE AMOUNT BID AND TO DO THE TYPE OF WORK CONTEMPLATED IN THE PLANS AND SPECIFICATIONS.

10) CONTRACTOR SHALL INSPECT THE SITE OF THE WORK PRIOR TO BIDDING TO SATISFY THEMSELVES BY PERSONAL EXAMINATION OR BY SUCH OTHER MEANS AS THEY MAY PREFER, OF THE LOCATION OF THE PROPOSED WORK, AND OF THE ACTUAL CONDITIONS OF, AND AT, THE SITE OF WORK. IF, DURING THE COURSE OF THEIR EXAMINATION, A BIDDER FINDS FACTS OR CONDITIONS WHICH APPEAR TO THEM TO BE IN CONFLICT WITH THE LETTER OR SPIRIT OF THE PROJECT PLANS AND SPECIFICATIONS, THEY SHALL CONTACT THE ENGINEER FOR ADDITIONAL INFORMATION AND EXPLANATION BEFORE SUBMITTING THEIR BID. SUBMISSION OF A BID BY THE CONTRACTOR SHALL CONSTITUTE ACKNOWLEDGMENT THAT, IF AWARDED THE CONTRACT, THEY HAVE RELIED AND ARE RELYING ON THEIR OWN EXAMINATION OF (1) THE SITE OF THE WORK, (2) ACCESS TO THE SITE, AND (3) ALL OTHER DATA AND MATTERS REQUISITE TO THE FULFILLMENT OF THE WORK AND ON THEIR OWN KNOWLEDGE OF EXISTING FACILITIES ON AND IN THE VICINITY OF THE SITE OF THE WORK TO BE CONSTRUCTED UNDER THIS CONTRACT. THE INFORMATION PROVIDED BY THE OWNER OR THE ENGINEER IS NOT INTENDED TO BE A SUBSTITUTE FOR, OR A SUPPLEMENT TO THE INDEPENDENT VERIFICATION BY THE CONTRACTOR TO THE EXTENT SUCH INDEPENDENT INVESTIGATION OF SITE CONDITIONS IS DEEMED NECESSARY OR DESIRABLE BY THE CONTRACTOR. CONTRACTOR SHALL ACKNOWLEDGE THAT THEY HAVE NOT RELIED SOLELY UPON OWNER OR ENGINEER FURNISHED INFORMATION REGARDING SITE CONDITIONS IN PREPARING AND SUBMITTING THEIR BID.

11) THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, BARRICADES, SIGNS, FLAGMEN OR OTHER DEVICES NECESSARY FOR PUBLIC SAFETY.

12) THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE ALL WATER, POWER, SANITARY FACILITIES AND TELEPHONE SERVICES AS REQUIRED FOR THE CONTRACTORS USE DURING CONSTRUCTION.

13) THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE OWNER AND/OR ENGINEER.

14) THE CONTRACTOR SHALL EXERCISE DUE CAUTION AND SHALL CAREFULLY PRESERVE BENCH MARKS, CONTROL POINTS, SECTION CORNERS, REFERENCE POINTS AND ALL SURVEY STAKES, AND SHALL BEAR ALL EXPENSES FOR REPLACEMENT AND/OR ERRORS CAUSED BY UNNECESSARY LOSS OR DISTURBANCE.

15) THE CONTRACTOR AGREES THAT:

A) THEY SHALL BE RESPONSIBLE TO CLEAN THE JOB SITE AT THE END OF EACH DAY.

B) THEY SHALL BE RESPONSIBLE TO REMOVE AND DISPOSE OF ALL TRASH, SCRAP AND UNUSED MATERIAL AT THEIR OWN EXPENSE IN A TIMELY MANNER.

C) THEY SHALL BE RESPONSIBLE TO MAINTAIN THE SITE IN A NEAT, SAFE AND ORDERLY MANNER AT ALL TIMES.

D) THEY SHALL BE RESPONSIBLE TO KEEP MATERIALS, EQUIPMENT, AND TRASH OUT OF THE WAY OF OTHER CONTRACTORS SO AS NOT TO DELAY THE JOB. FAILURE TO DO SO WILL RESULT IN A DEDUCTION FOR THE COST OF CLEAN UP FROM THE FINAL PAYMENT.

E) THEY SHALL BE RESPONSIBLE FOR THEIR OWN SAFETY, TRAFFIC CONTROL, PERMITS, RETESTING AND RE-INSPECTIONS AT THEIR OWN EXPENSE.

16) THE CONTRACTOR SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOBSITE CONDITIONS DURING

- THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE AND GROSS NEGLIGENCE OF THE OWNER OR THE ENGINEER.
- 17) DUST CONTROL SHALL BE PROVIDED AT ALL TIMES, AT THE CONTRACTOR'S EXPENSE, TO MINIMIZE ANY DUST NUISANCE AND SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF NIBLEY CITY.

18) WHEN CONSTRUCTION STAKING IS REQUIRED THE CONTRACTOR SHALL NOTIFY THE ENGINEER/LAND SURVEYOR 1 WEEK IN ADVANCE OF THE NEED FOR STAKING. ANY STAKING REQUESTED BY THE CONTRACTOR OR THEIR SUBCONTRACTORS THAT IS ABOVE AND BEYOND STANDARD STAKING NEEDS, INCLUDING RE-STAKING WILL BE SUBJECT TO A CONTRACTOR CHANGE ORDER AND THE IMPACT COSTS OF WORK PERFORMED

19) FOR ALL WORK WITHIN PUBLIC RIGHTS-OF-WAYS OR EASEMENTS, THE CONTRACTOR SHALL PRESERVE THE INTEGRITY AND LOCATION OF ANY AND ALL PUBLIC UTILITIES AND PROVIDE THE NECESSARY CONSTRUCTION TRAFFIC CONTROL. CONTRACTOR SHALL, THROUGH THE ENCROACHMENT PERMIT PROCESS, VERIFY WITH THE NECESSARY REGULATORY AGENCIES, THE NEED FOR ANY TRAFFIC ROUTING PLAN. IF PLAN IS REQUIRED, CONTRACTOR SHALL PROVIDE PLAN AND RECEIVE PROPER APPROVALS PRIOR TO BEGINNING CONSTRUCTION.

20) THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATELY SCHEDULING INSPECTION AND TESTING OF ALL FACILITIES CONSTRUCTED UNDER THIS CONTRACT. ALL TESTING SHALL CONFORM TO THE REGULATORY AGENCY'S STANDARD SPECIFICATIONS. ALL RE-TESTING AND/OR RE-INSPECTION SHALL BE PAID FOR BY THE CONTRACTOR.

21) IF EXISTING FEATURES NEED TO BE DISTURBED AND/OR REMOVED FOR THE PROPER PLACEMENT OF IMPROVEMENTS TO BE CONSTRUCTED BY THESE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING FEATURES FROM DAMAGE. COST OF REPLACING OR REPAIRING EXISTING FEATURES SHALL BE INCLUDED IN THE BID PRICE FOR ITEMS REQUIRING REMOVAL AND/OR REPLACEMENT.

22) CONTRACTOR SHALL MAINTAIN A NEATLY MARKED SET OF FULL SIZE AS BUILT DRAWINGS FROM THE TIME OF PROJECT COMMENCEMENT TO FINAL COMPLETION. AS BUILT DRAWINGS SHALL CLEARLY IDENTIFY ANY FIELD CHANGES, ACCOMMODATIONS, REVISIONS OR OTHER ALTERATIONS TO THE PROJECT THAT OCCURRED DURING CONSTRUCTION. PRIOR TO FINAL ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL PROVIDE TO THE CITY A COPY OF THE FIELD REDLINES ALONG WITH A SEPARATE AS BUILT PLAN THAT INCLUDES SURVEYED DOCUMENTATION OF ALL REDLINED CHANGES THAT IS STAMPED AND CERTIFIED BY A REGISTERED PLS.

23) WORK IN EASEMENT AND/OR RIGHTS-OF-WAY IS SUBJECT TO THE APPROVAL AND ACCEPTANCE OF THE REGULATORY AGENCY RESPONSIBLE FOR OPERATION AND/OR MAINTENANCE OF SAID EASEMENT AND/OR RIGHTS-OF-WAY.

24) NO ALLOWANCE WILL BE MADE FOR DISCREPANCIES OR OMISSIONS THAT CAN BE EASILY OBSERVED. VERIFY ALL EXISTING CONDITIONS BEFORE BIDDING, AND ANSWER ANY QUESTIONS BEFORE CONSTRUCTION.

25) FURNISH, MAINTAIN, AND RESTORE ALL MONUMENTS AND MONUMENT REFERENCE MARKS WITHIN THE PROJECT SITE. CONTACT THE CITY OR COUNTY SURVEYOR FOR MONUMENT LOCATIONS AND CONSTRUCTION DETAILS.

26) PROVIDE A CONSTRUCTION SCHEDULE IN ACCORDANCE WITH CITY, COUNTY, AND STATE REGULATIONS FOR WORKING IN THE PUBLIC WAY.

27) FURNISH ALL MATERIALS TO COMPLETE THE PROJECT.

28) TRAFFIC CONTROL IS TO CONFORM TO THE CURRENT MUTCD AND UDOT STANDARDS.

29) CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ADJACENT SURFACE IMPROVEMENTS.

30) ALL EXISTING ASPHALT WILL BE SAW CUT IN NEAT STRAIGHT LINES BY THE CONTRACTOR PRIOR TO EXCAVATION.

31) STRIPING WILL BE PER THE PLANS AND/OR AS DIRECTED BY THE OWNER'S REPRESENTATIVE. STRIPING TO INCLUDE HANDICAP INSIGNIAS, SIGNS, CROSS-HATCHING, DIRECTION ARROWS, ETC. AS SHOWN OR AS DIRECTED.

32) ALL CHANGE ORDERS RESULTING IN A COST OR TIME INCREASE, OTHER THAN WEATHER RELATED TIME EXTENSIONS, SHALL BE APPROVED IN WRITING BY THE CITY PROJECT MANAGER PRIOR TO PERFORMING ANY WORK ASSOCIATED WITH THE CHANGE ORDER. FIELD CHANGES ARE CONSIDERED TO BE NO-COST OR NO-TIME CHANGES TO THE PROJECT UNLESS THE CONTRACTOR SUBMITS A CHANGE ORDER FOR ADDITIONAL COST OR TIME PRIOR TO DOING THE WORK.

33) THE CONTRACTOR SHALL PROVIDE REASONABLE STAFF AND EQUIPMENT ON THE PROJECT SITE FOR AT LEAST 8 HOURS A DAY, 40 HOURS IN A WEEK FROM THE DATE OF COMMENCEMENT TO THE DATE OF FINAL ACCEPTANCE IN ORDER TO COMPLETE THE WORK PER THE PROJECT SCHEDULE. IF ADEQUATE STAFF AND EQUIPMENT IS NOT ONSITE DURING A GIVEN DAY / WEEK, THE CITY SHALL NOTIFY THE CONTRACTOR BY MEANS OF A "CURE LETTER" DOCUMENTING THE SAME, AND THE CONTRACTOR SHALL RESPOND WITH INFORMATION DOCUMENTING HOW THE SCHEDULE WILL BE KEPT. INSUFFICIENT RESPONSE TO A CURE LETTER MAY RESULT IN TERMINATION OF THE PROJECT CONTRACT.

GENERAL CLEARING AND GRADING NOTES:

- 1) CLEARING, GRUBBING AND DISPOSAL OF VEGETATIVE MATERIAL NEEDS TO BE IN ACCORDANCE WITH STATE AND COUNTY REGULATIONS, WHICH APPLY TO SOLID WASTE.

2) CONTRACTOR SHALL PERFORM EARTHWORK IN ACCORDANCE WITH NIBLEY CITY STANDARD SPECIFICATIONS AND CONSTRUCTION STANDARDS, EROSION, SEDIMENT, RE-VEGETATION REQUIREMENTS, AND THE SWPPP PLAN AS REQUIRED BY THE STATE OF UTAH, DEPARTMENT OF ENVIRONMENTAL QUALITY AND DIVISION OF AIR QUALITY. THE CONTRACTOR WILL ALSO PERFORM EARTHWORK IN ACCORDANCE WITH TECHNICAL SPECIFICATIONS OUTLINED IN THE CONSTRUCTION STANDARDS AND THE RECOMMENDED EARTHWORK SPECIFICATIONS FOUND IN THE GEOTECHNICAL REPORT PROVIDED BY CMT ENGINEERING LABORATORIES DATED ~~?????? ??, ????~~.

3) SEDIMENTATION BMP'S SHOWN ON THE EROSION CONTROL AND SEDIMENT CONTROL PLANS (STORM WATER POLLUTION PREVENTION PLAN) TO BE INSTALLED WITHIN THE SAME WORKING DAY THE LAND DISTURBANCE OCCURS.

4) DUST CONTROL BMP'S ARE TO BE ON SITE AND IMPLEMENTED AS SOON AS LAND DISTURBANCE OCCURS.

5) THE EXISTING TOPOGRAPHY SHOWN ON THESE PLANS IS BASED ON DRAWINGS AND A TOPOGRAPHIC SURVEY PERFORMED BY ~~CRS ENGINEERS~~?. IF THE EXISTING GRADE IS DIFFERENT FROM WHAT IS SHOWN ON THE GRADING PLAN, STOP WORK AND CONTACT ~~CRS ENGINEERS~~?. WORK IS TO REMAIN STOPPED UNTIL THE ENGINEER PROVIDES A WRITTEN NOTICE TO RESUME WORK.

6) THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE STREETS, STORM DRAINS, CHANNELS, DITCHES, AND SWALES FREE FROM DEBRIS, SOIL, MUD, OR OTHER MATERIALS THAT WOULD CAUSE A PUBLIC SAFETY CONCERN OR VIOLATE ANY CITY, STATE, OR FEDERAL LAWS. STREET SWEEPING SHALL BE PERFORMED DAILY, OR MORE FREQUENTLY AS REQUESTED BY THE CITY, TO REMOVE CONSTRUCTION RELATED DEBRIS FROM ROADWAYS TRAVELED BY THE GENERAL PUBLIC.

7) BMP'S ARE TO BE IN PLACE AND MAINTAINED UNTIL WRITTEN NOTIFICATION IS RECEIVED FROM NIBLEY CITY.

8) IF DISTURBANCE OCCURS OUTSIDE THE LIMITS OF DISTURBANCE, WORK WILL STOP AND REMAIN STOPPED UNTIL A WRITTEN RESPONSE IS RECEIVED FROM THE ENGINEER.

9) THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL VEGETATION AND DELETERIOUS MATERIALS FROM THE SITE UNLESS NOTED OTHERWISE.

10) NATURAL VEGETATION AND SOIL COVER SHALL NOT BE DISTURBED PRIOR TO ACTUAL CONSTRUCTION OF A

REQUIRED FACILITY OR IMPROVEMENT. MASS CLEARING OF THE SITE IN ANTICIPATION OF CONSTRUCTION SHALL BE AVOIDED. CONSTRUCTION TRAFFIC SHALL BE LIMITED TO ONE APPROACH TO SITE. THE APPROACH SHALL BE DESIGNATED BY THE OWNER.

GENERAL UTILITY NOTES

- 1) THE LOCATIONS OF UNDERGROUND FACILITIES SHOWN ON THESE PLANS ARE BASED ON FIELD SURVEYS AND LOCAL UTILITY COMPANY RECORDS. IT SHALL BE THE CONTRACTORS FULL RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES TO LOCATE THEIR FACILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION. NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY CONTRACTORS WORK FORCE.

2) START AT THE LOW END OF ALL GRAVITY FED LINES AND WORK UPHILL. FAILURE TO COMPLY WITH THIS NOTE SHALL RELEASE THE CIVIL ENGINEER OF ALL LIABILITY.

3) CONTRACTOR SHALL LAYOUT AND POTHOLE FOR ALL POTENTIAL CONFLICTS WITH UTILITY LINES ON OR OFF SITE AS REQUIRED PRIOR TO ANY CONSTRUCTION.

4) STORM DRAIN - SEE NIBLEY CITY STANDARDS & SPECIFICATIONS FOR ALL DETAILS & SPECIFICATIONS GOVERNING THE CONSTRUCTION & INSPECTION OF THE STORM DRAIN & APPURTENANCES WITHIN THE PUBLIC RIGHT-OF-WAY AS SHOWN ON THIS PLAN. SEE THE DETAILS PROVIDED ON THIS SET OF DRAWINGS FOR ALL OTHER STORM DRAIN CONSTRUCTION. APWA STANDARDS WILL BE USED IN THE ABSENCE OF ANY STANDARDS AND DETAILS.

5) ALL DIMENSIONS AND GRADES OF EXISTING STORM DRAIN PIPES, BOX CULVERTS, STRUCTURES, ETC. SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER IF ANY DISCREPANCIES EXIST. PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO THE DIMENSIONS OR GRADES SHOWN INCORRECTLY ON THESE PLANS, IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.

6) THESE PLANS SHOW THE LOCATION OF POWER, NATURAL GAS, AND COMMUNICATIONS UTILITIES, BUT ARE NOT DESIGN DRAWINGS FOR THE RELOCATION OR REMOVAL OF EXISTING DRY UTILITIES, NOR FOR ANY NEW DRY UTILITY STUBS. CONTRACTOR IS TO SUBMIT SITE PLAN TO DRY UTILITIES FOR DESIGN OF SERVICE CONNECTIONS TO BUILDING. ACTUAL CONSTRUCTION OF SAID SERVICES TO BE DONE BY RESPECTIVE UTILITY PROVIDERS.

7) TO PROVIDE ADEQUATE TIME TO RESOLVE ISSUES THAT MAY ARISE DUE TO CONFLICTS THAT MAY BE ENCOUNTERED, CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTHS OF UNDERGROUND UTILITIES AND FACILITIES IN THE FIELD BY POTHOLING A MINIMUM OF 300 FEET AND 2 WEEKS IN ADVANCE OF UNDERGROUND RELATED CONSTRUCTION ACTIVITIES IN THE AREA. IF A CONFLICT IS IDENTIFIED THAT CAUSES DELAYS RESULTING FROM THE CONTRACTOR'S NEGLIGENCE TO POTHOLE IN ADVANCE, ALL REASONABLE COSTS ASSOCIATED WITH THE DELAY IN RESOLVING THE CONFLICT SHALL BE BORN BY THE CONTRACTOR EXCLUSIVELY. ALL DIMENSIONS, GRADES, AND UTILITY DESIGNS SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER IF ANY DISCREPANCIES EXIST, PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO THE DIMENSIONS OR GRADES SHOWN INCORRECTLY ON THESE PLANS, IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.

8) NO CHANGE IN DESIGN LOCATION OR GRADE WILL BE MADE BY THE CONTRACTOR WITHOUT THE WRITTEN APPROVAL OF THE PROJECT ENGINEER.

9) ALL EXISTING MANHOLES, WATER VALVES, CLEAN OUTS, ETC., ARE TO BE RAISED OR LOWERED TO GRADE.

ABBREVIATIONS

APPROX	APPROXIMATE	N	NORTH
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS	N/A	NOT APPLICABLE
ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE	NIC	NOT IN CONTACT
APWA	AMERICAN PUBLIC WORKS ASSOCIATION	NO	NUMBER
AWWA	AMERICAN WATER WORKS ASSOCIATION	NTS	NOT TO SCALE
BF	BLIND FLANGE	OC	ON CENTER
BLDG	BUILDING	OD	OUTSIDE DIAMETER
C TO C	CHORD LENGTH	OSHA	OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION
CB	CENTER TO CENTER	PE	PLAIN END
CI	CHORD BEARING	PG	PAGE
CL	CAST IRON	PI	POINT OF INTERSECTION
CLR	CLASS	PJ	PUSH-ON JOINT
CLR	CLEAR	DI	DUCTILE IRON
CMP	CORRUGATED METAL PIPE	PSF	POUNDS PER FOOT
CO	CLEANOUT	PSI	POUNDS PER SQUARE INCH
CONC	CONCRETE	PUE	PUBLIC UTILITY EASEMENT
DI	DUCTILE IRON	PVC	POLYVINYL CHLORIDE
DIM	DIMENSION	RCP	REINFORCED CONCRETE PIPE
E	EAST	R	RADIUS
EA	EDGE OF ASPHALT	RT	RIGHT
EG	EXISTING GRADE	RJ	RESTRAINED JOINT
EL	ELEVATION	S	SOUTH
ELEV	ELEVATION	SEC	SECTION
EP	EDGE OF PAVEMENT	SS	SANITARY SEWER
EW	EACH WAY	STA	STATION
EX	EXISTING	T	TOP
FG	FINISH GRADE	TB	THRUST BLOCK
FH	FIRE HYDRANT	TBA	TO BE ABANDONED
FL	FLOWLINE	TBC	TOP BACK CURB
FLG	FLANGE	TC	TOP OF CONCRETE
FT	FEET	TYP	TYPICAL
HDPE	HIGH DENSITY POLYETHYLENE PIPE	UDOT	UTAH DEPARTMENT OF TRANSPORTATION
HORIZ	HORIZONTAL	VERT	VERTICAL
HP	HIGH POINT	W	WATER
ID	INSIDE DIAMETER	W	WEST
IE	INVERT ELEVATION	W/	WITH
INV	INVERT	WWF	WELDED WIRE FABRIC
IR	IRON ROD		
IRR	IRRIGATION		
LT	LEFT		
L	LENGTH		
LBS	POUNDS		
LF	LINEAR FEET		
LP	LOW POINT		
MAX	MAXIMUM		
MEG	MATCH EXISTING GRADE		
MIN	MINIMUM		
MJ	MECHANICAL JOINT		

CONTACT INFORMATION

C

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S

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DESIGN



PRINCIPAL : M. PIERCE
MANAGER : M. PIERCE
REVIEWER : J. AMES
DRAFTER : B. SMURTHWAITE

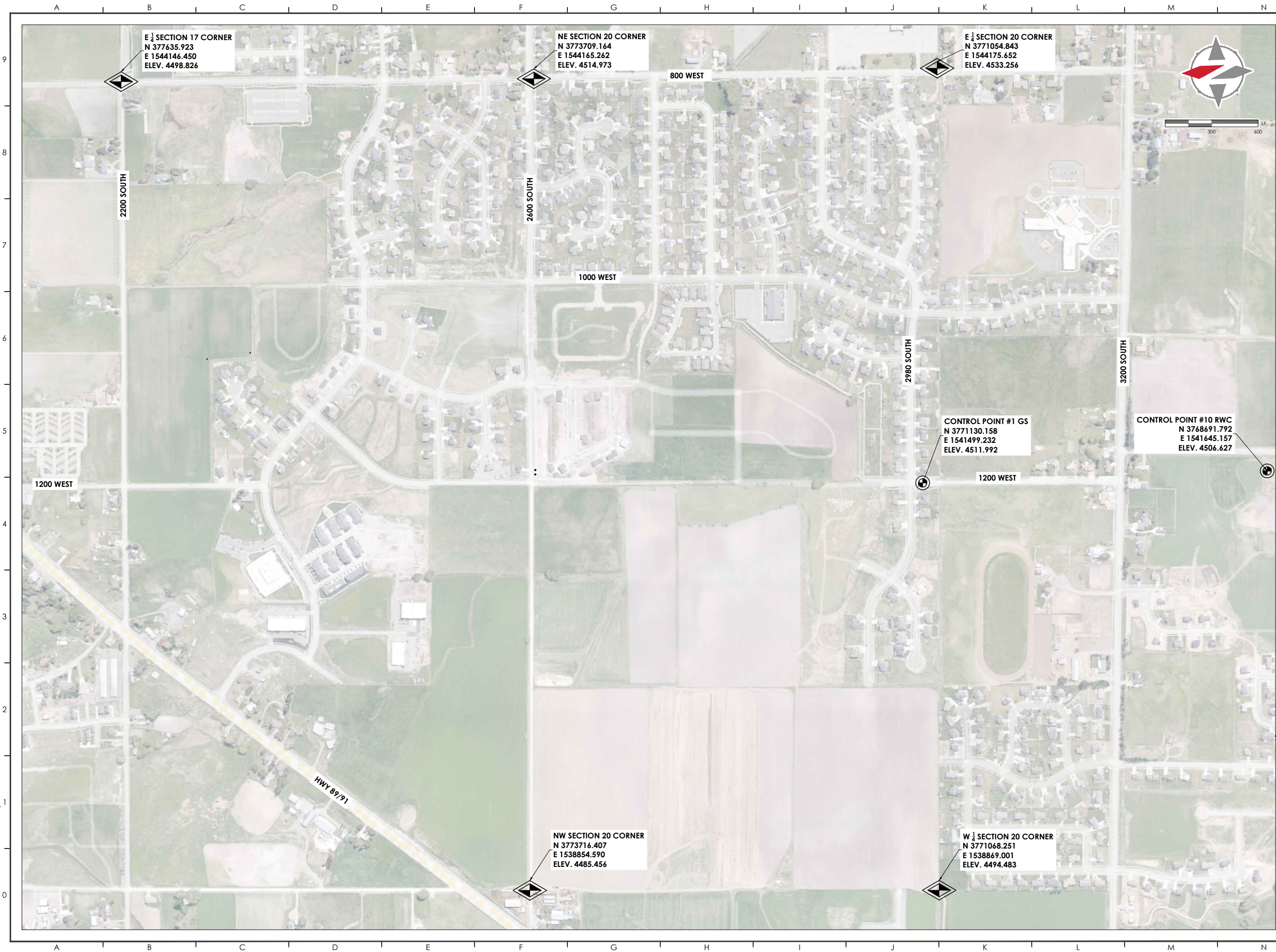
PROJECT

2020-0022
23 AUGUST 2022

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PROJECT

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23 AUGUST 2022

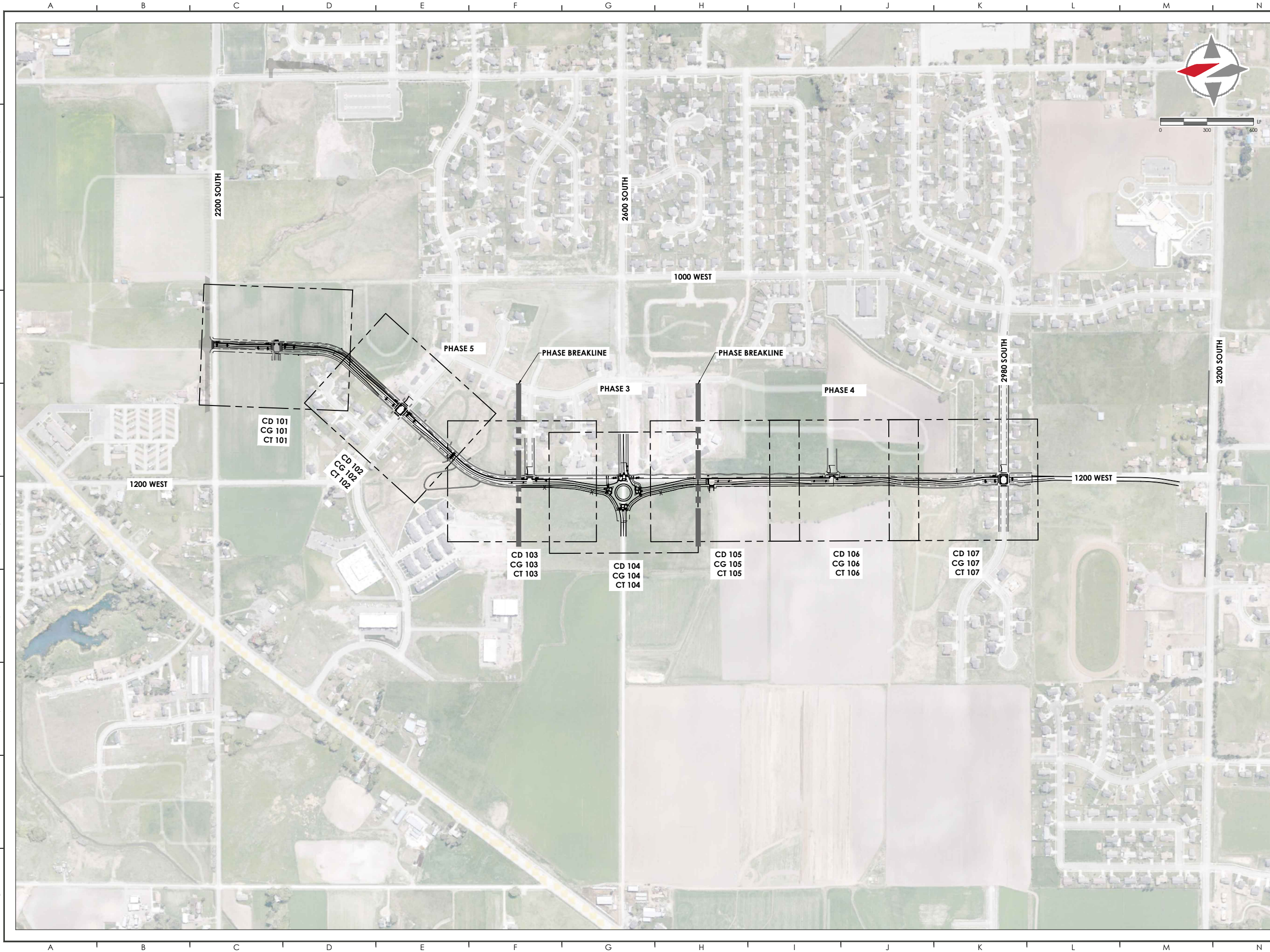
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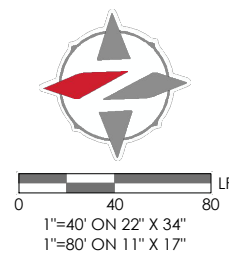
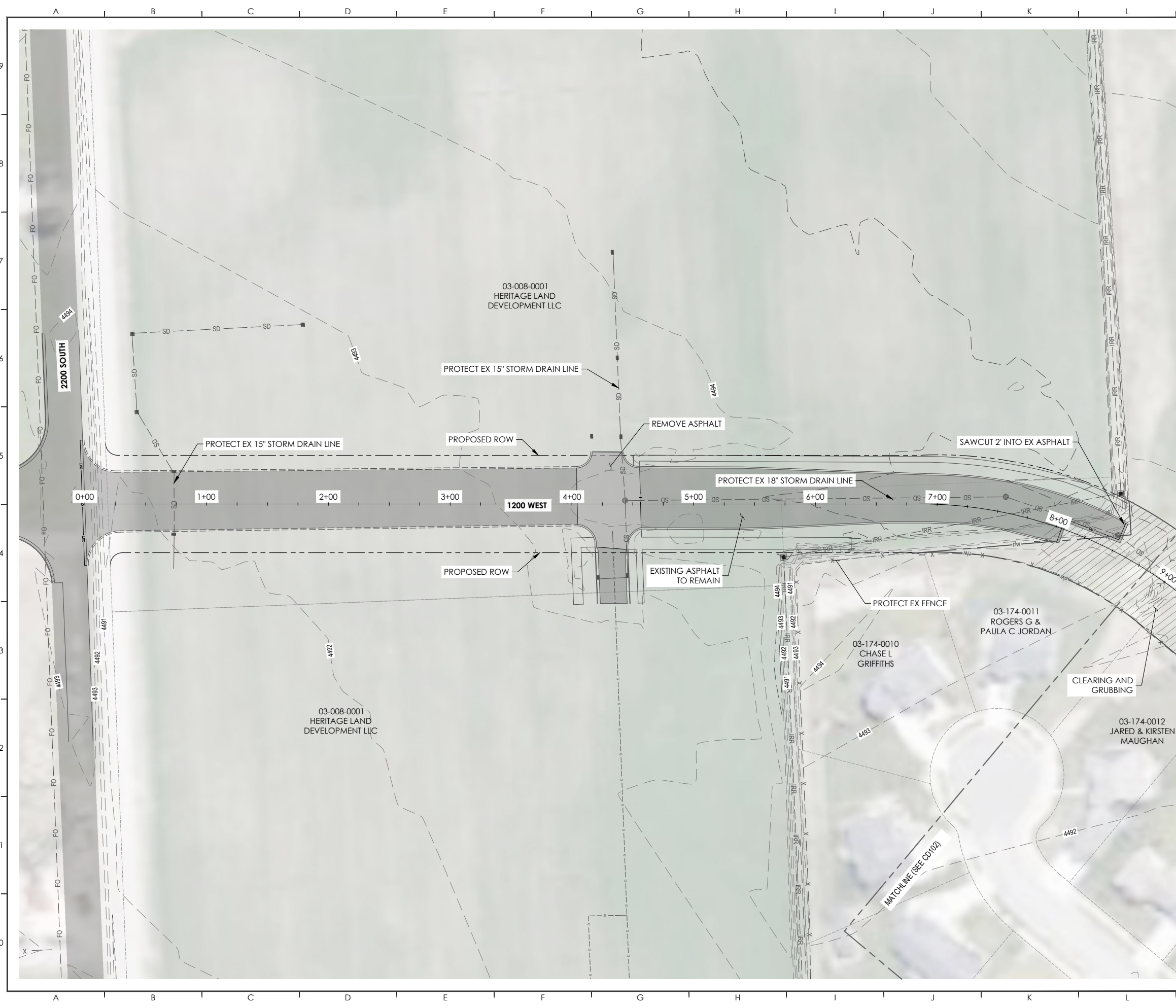
PRINCIPAL : M. FIRST
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PROJECT

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23 AUGUST 2022

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Sheet Notes

1. THE ENGINEER HAS MADE AN EXTENSIVE EFFORT TO LOCATE ALL EXISTING UTILITY LINES FROM RECORDS PROVIDED BY OTHERS AND EVIDENCE IN THE FIELD. CONTRACTOR TO VERIFY ALL EXISTING UTILITY LOCATIONS PRIOR TO COMMENCING WORK.
2. SANITARY SEWER CONSTRUCTION SHALL COMPLY WITH 77777 STANDARD SPECIFICATIONS & SPECIFICATIONS.
3. ROADWAY CONSTRUCTION SHALL COMPLY WITH 77777 STANDARDS AND SPECIFICATIONS.
4. ADD 7777 TO FINISH GRADE ELEVATIONS SHOWN TO OBTAIN ACTUAL FINISH GRADE ELEVATION.
5. CATCH BASIN RIM ELEVATIONS ARE BASED ON CENTER OF BOX FINISH GRADE ELEVATION; COMBINATION BOX RIM ELEVATIONS ARE BASED ON CENTER OF MANHOLE TO FINISH GRADE ELEVATION. PLACE BOXES BASED ON TRC ELEVATIONS.

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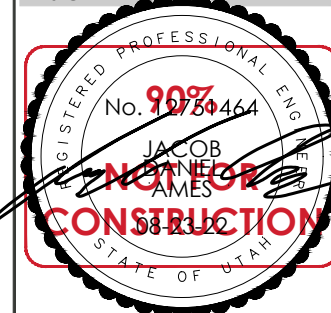
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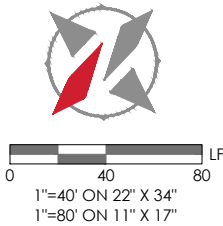
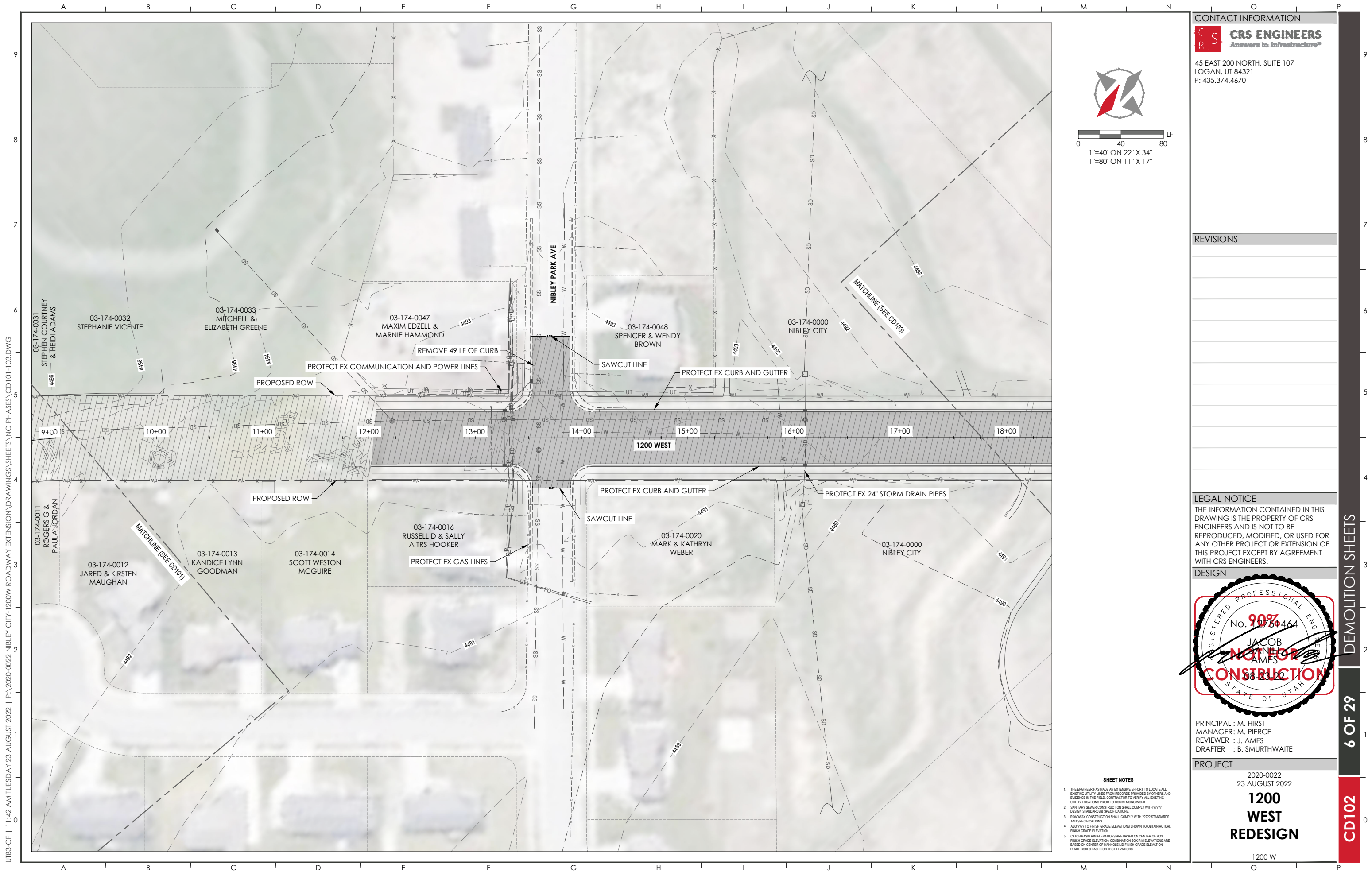
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2020-0022
23 AUGUST 2022

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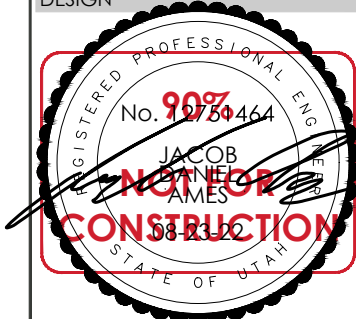
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23 AUGUST 2022

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SHEET NOTES

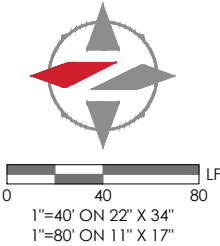
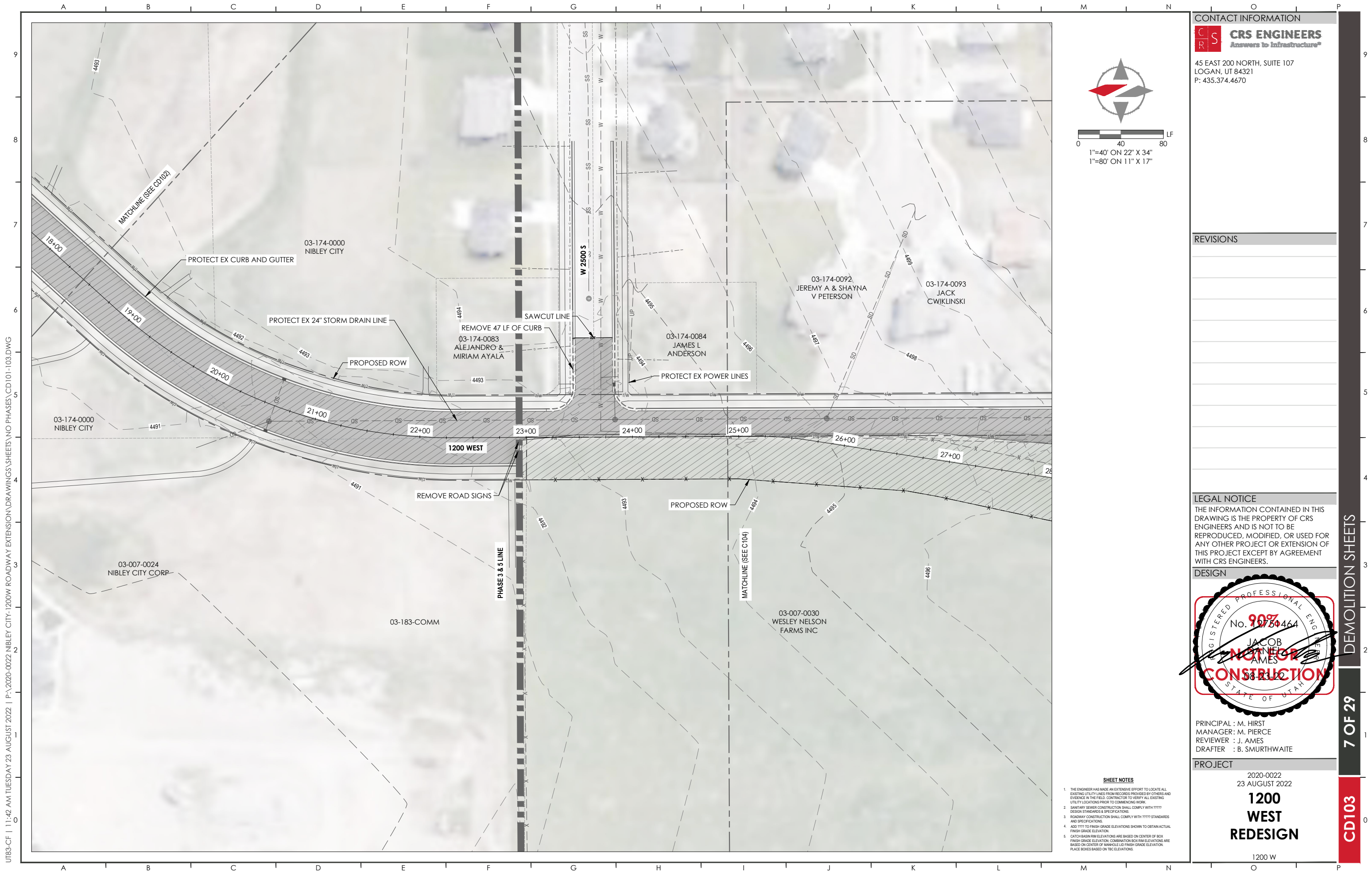
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DEMOLITION SHEETS

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CD102

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MANAGER: M. PIERCE
REVIEWER : J. AMES
DRAFTER : B. SMURTHWAITE

PROJECT

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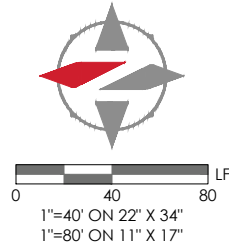
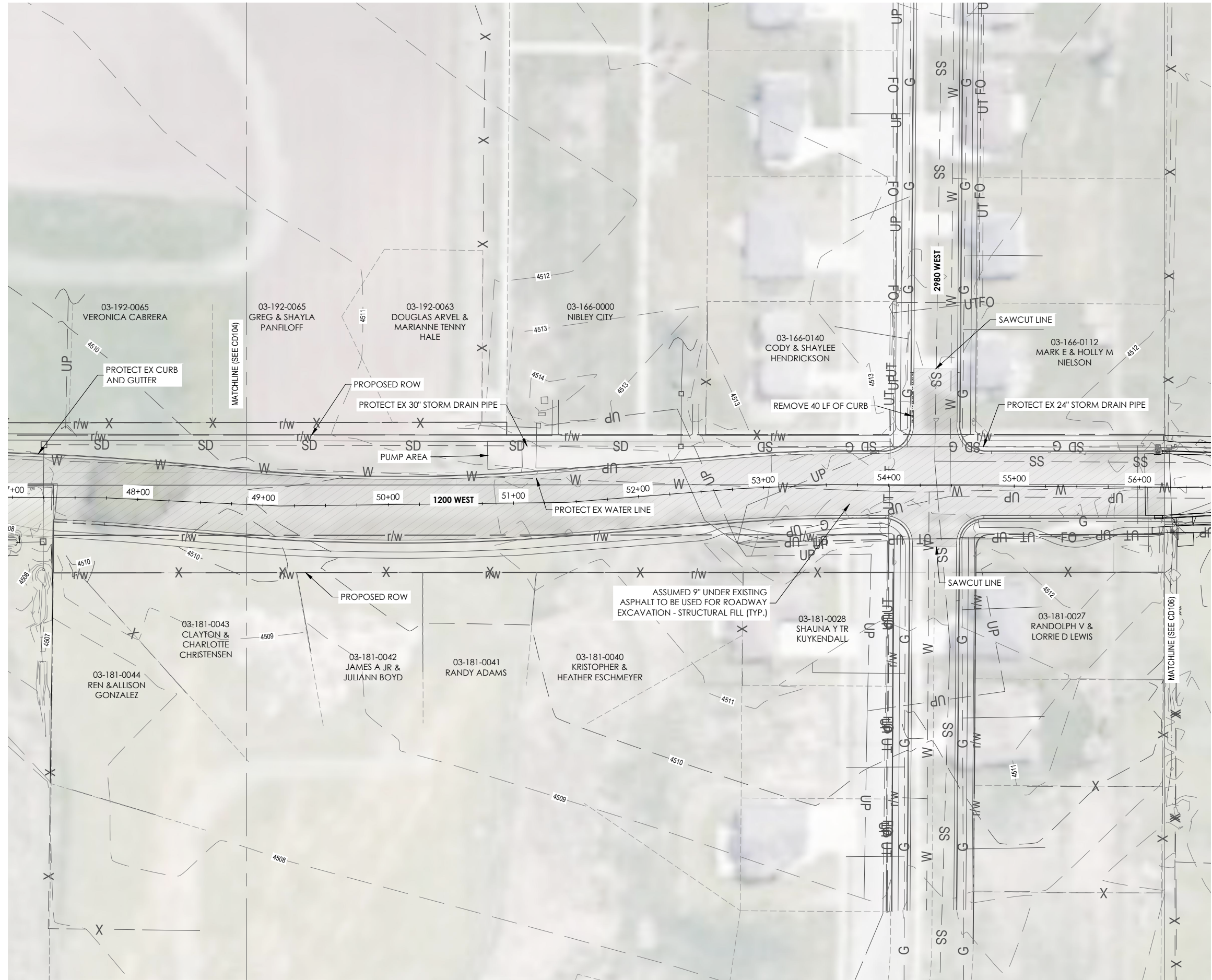
SHEET NOTES

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DEMOLITION SHEETS

7 OF 29

CD103



LEGEND

REMOVE ASPHALT



CLEARING AND GRUBBING(6")/
ROADWAY EXCAVATION



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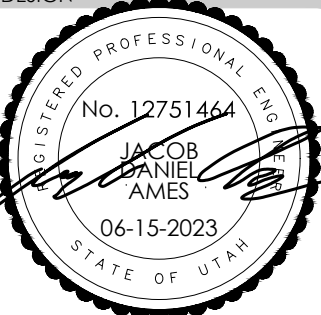
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DRAFTER : B. SMURTHWAITE

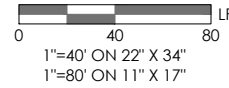
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A circular professional engineer seal for the State of Utah. The outer ring contains the text "REGISTERED PROFESSIONAL ENGINEER" at the top and "STATE OF UTAH" at the bottom. The center of the seal displays the license number "No. 12751464", the name "JACOB DANIEL AMES", and the expiration date "06-15-2023". The seal is signed with a stylized signature across the center.

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MANAGER: M. PIERCE
REVIEWER : J. AMES
DRAFTER : B. SMURTHWAITE

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05 JULY 2023
**1200
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05 JULY 2023

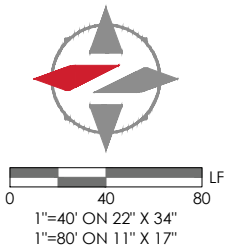
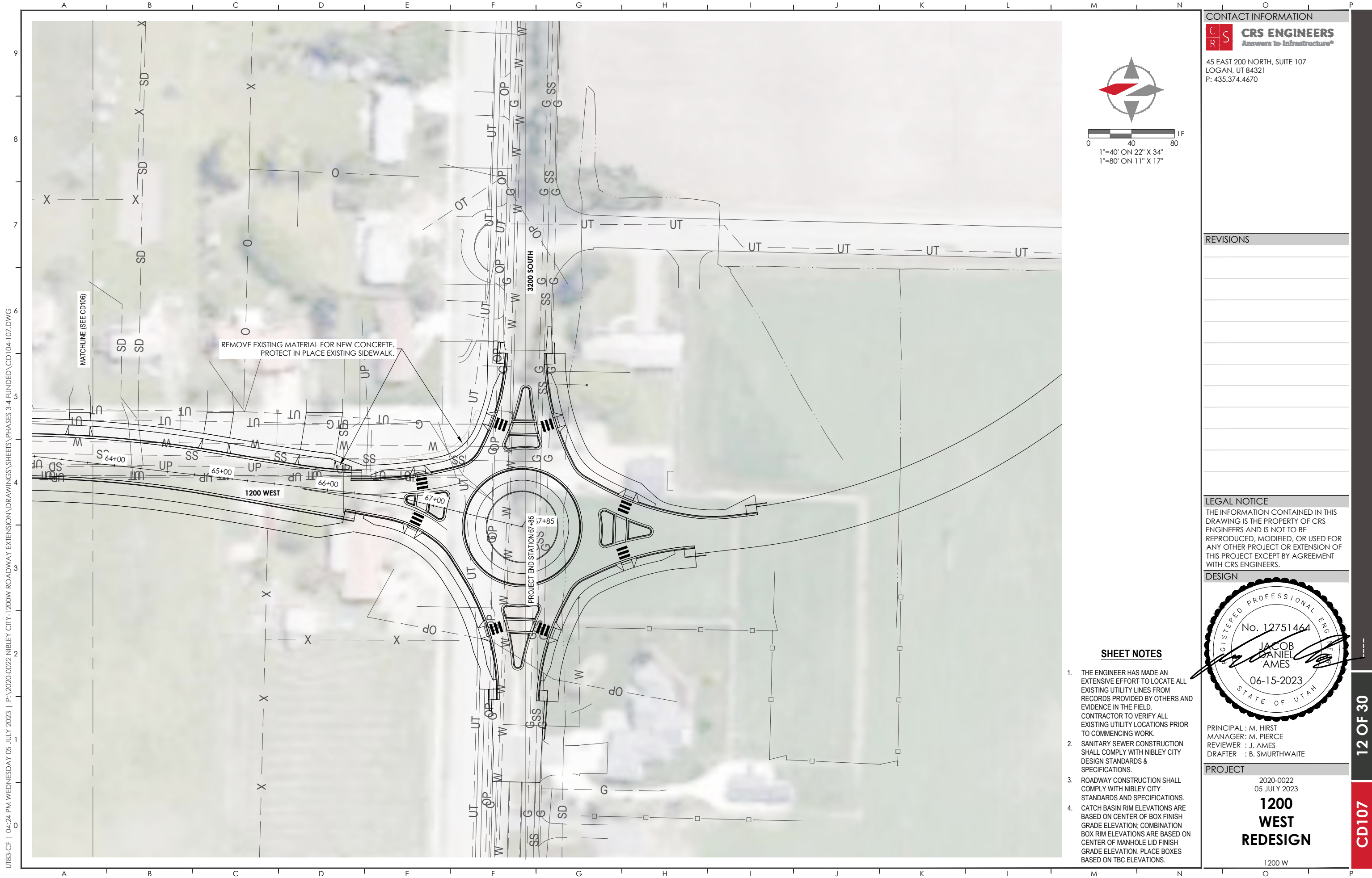
1200 WEST REDESIGN

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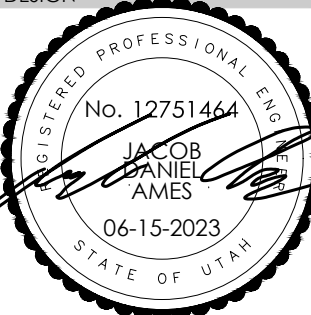
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DESIGN



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PROJECT

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05 JULY 2023

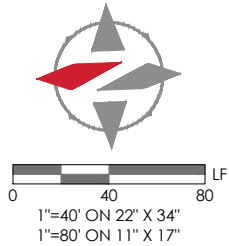
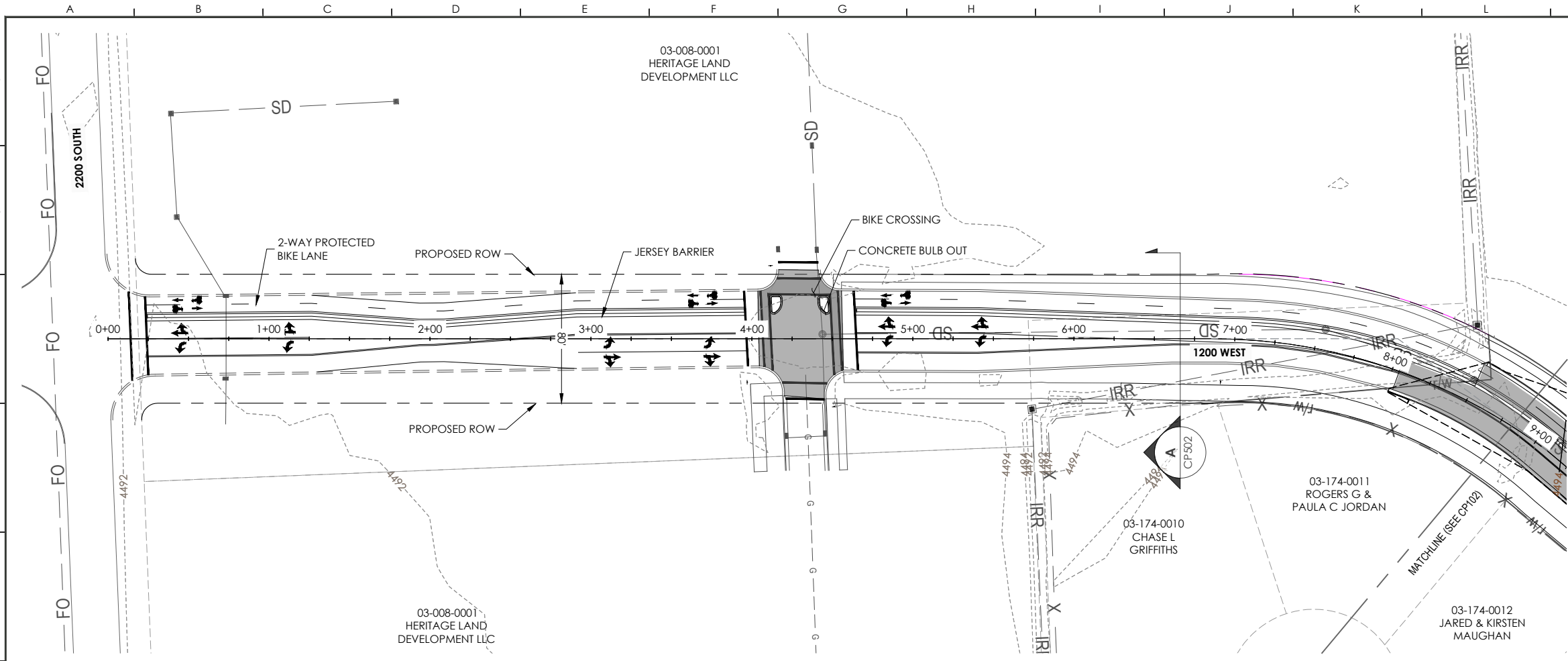
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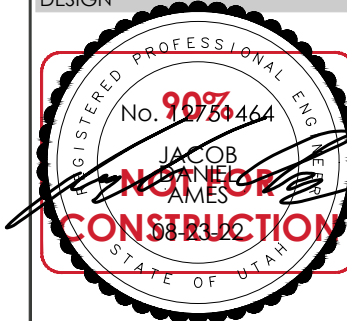
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DRAFTER : B. SMURTHWAITE

PROJECT

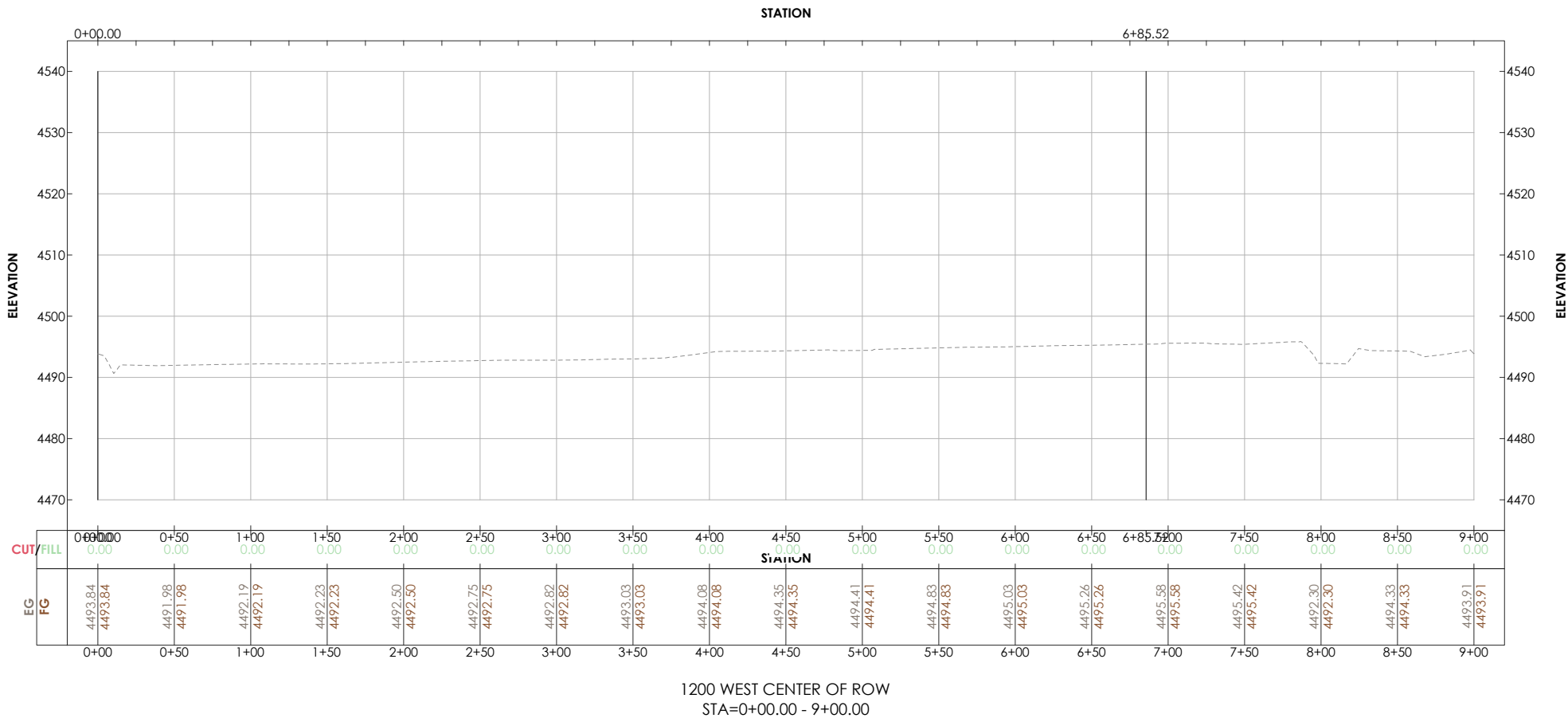
2020-0022
23 AUGUST 2022

**1200
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REDESIGN**

1200 W

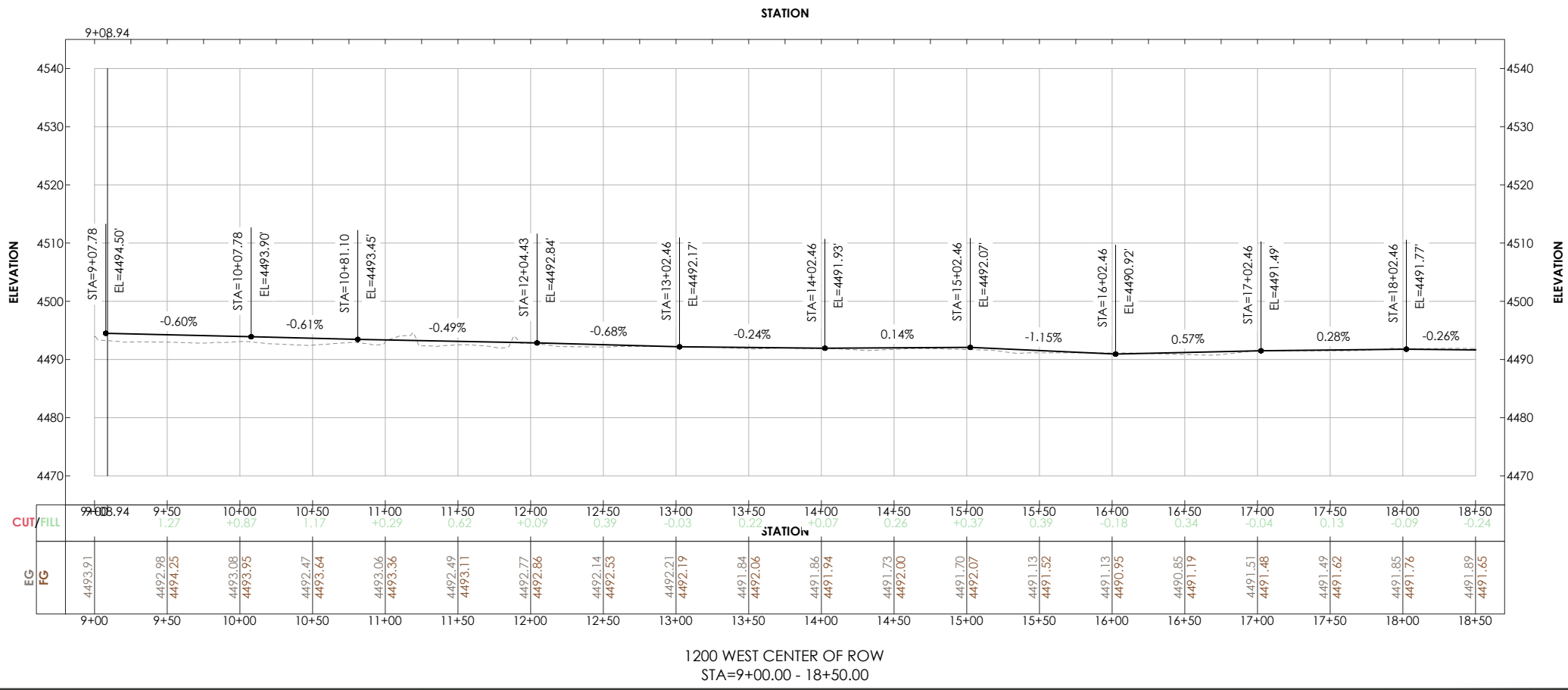
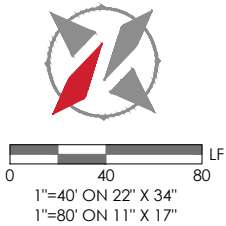
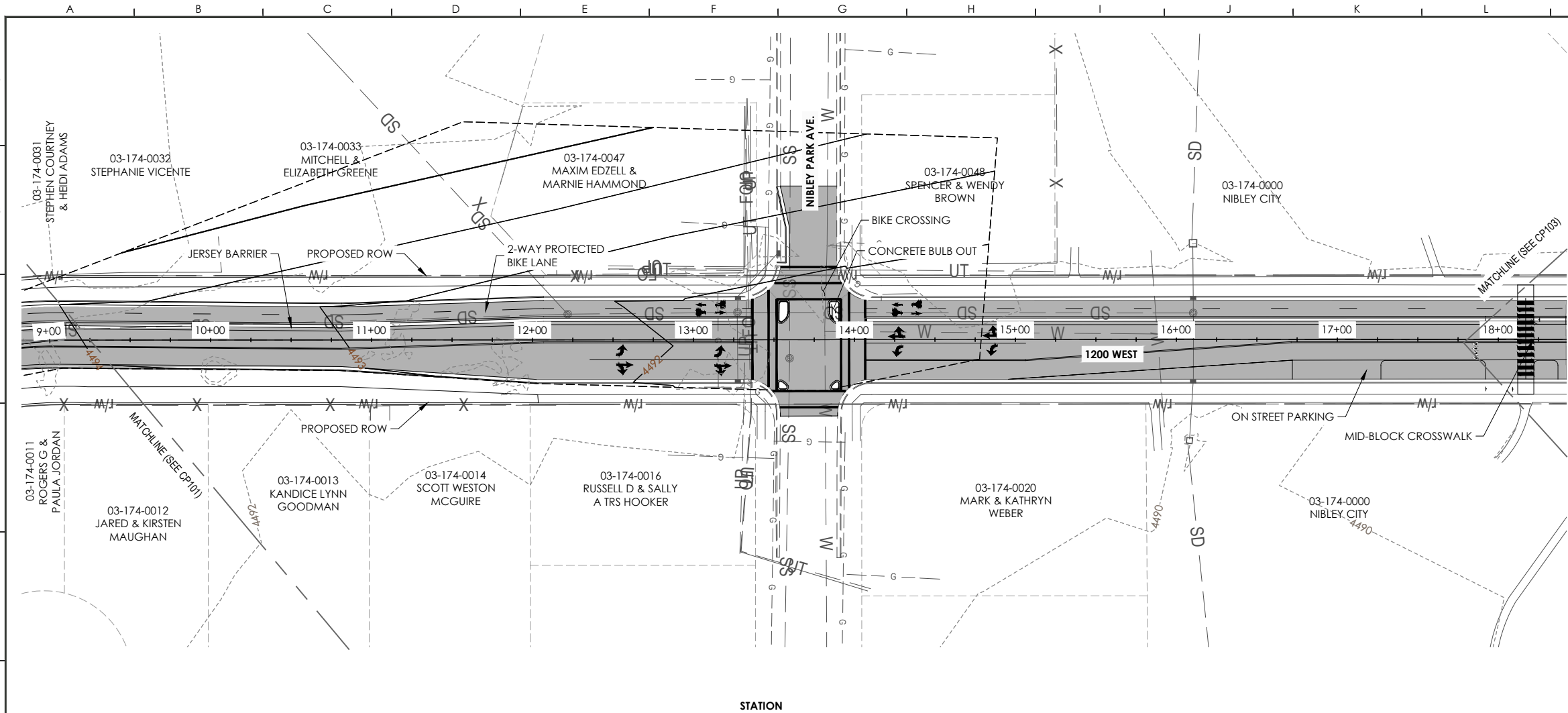
SHEET NOTES

1. THE ENGINEER HAS MADE AN EXTENSIVE EFFORT TO LOCATE ALL EXISTING UTILITY LINES FROM RECORDS PROVIDED BY OTHERS AND EVIDENCE IN THE FIELD. CONTRACTOR TO VERIFY ALL EXISTING UTILITY LOCATIONS PRIOR TO COMMENCING WORK.
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4. ADD 7777 TO FINISH GRADE ELEVATIONS SHOWN TO OBTAIN ACTUAL FINISH GRADE ELEVATION.
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1200 WEST CENTER OF ROW
STA=0+00.00 - 9+00.00

UTB3-CF | 11:44 AM TUESDAY 23 AUGUST 2022 | P:\2020-0022 NIBLEY CITY-1200W ROADWAY EXTENSION\DRAWINGS\SHEETS\NO PHASES\CP101-103.DWG



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CONTACT INFORMATION



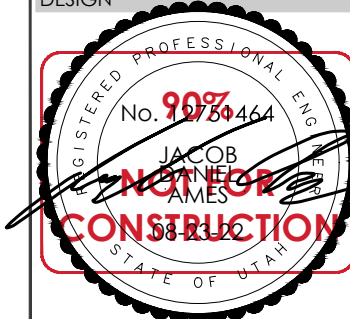
45 EAST 200 NORTH, SUITE 107
LOGAN, UT 84321
P: 435.374.4670

REVISIONS

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DESIGN



PRINCIPAL : M. HIRST
MANAGER : M. PIERCE
REVIEWER : J. AMES
DRAFTER : B. SMURTHWAITE

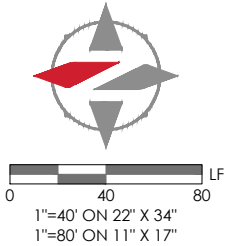
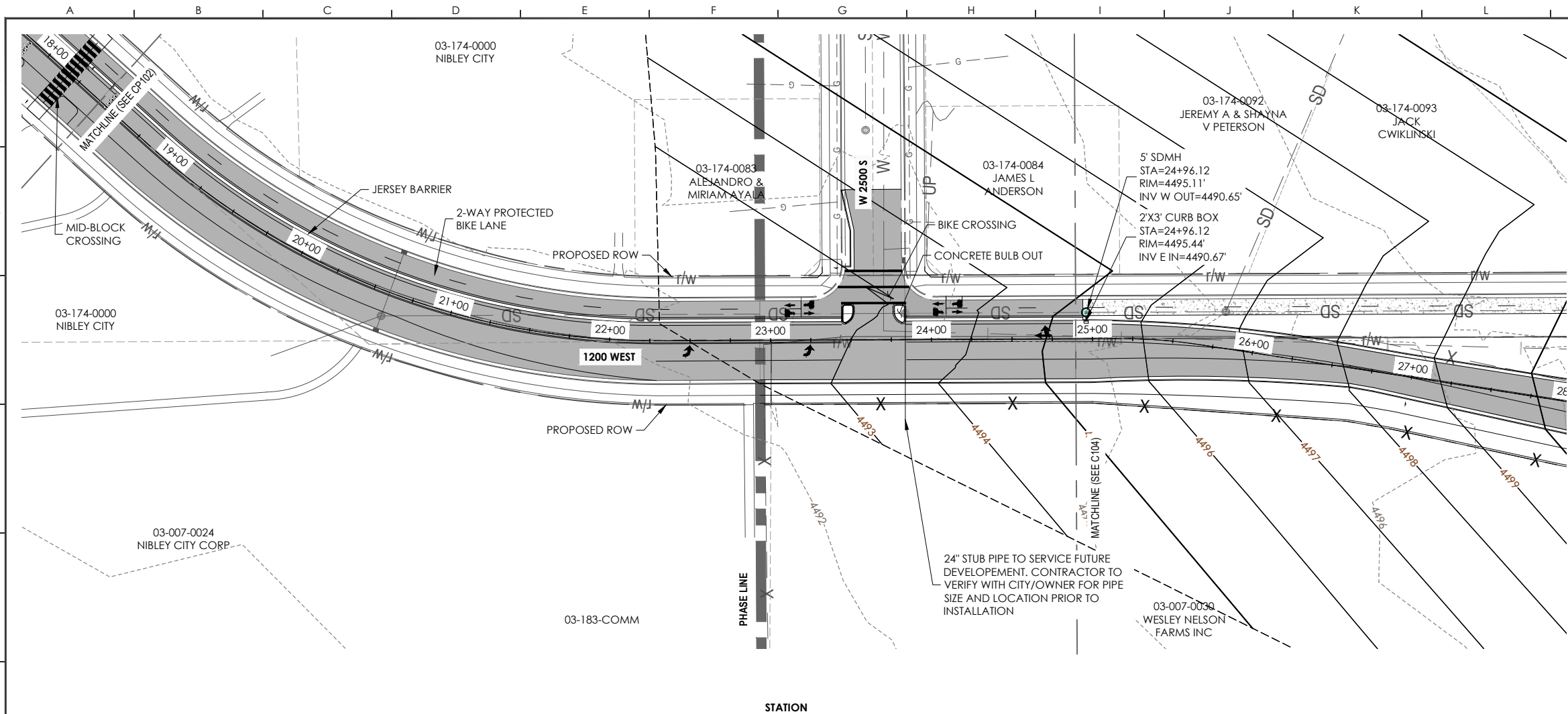
PROJECT

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23 AUGUST 2022

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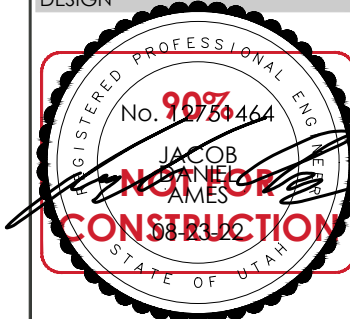
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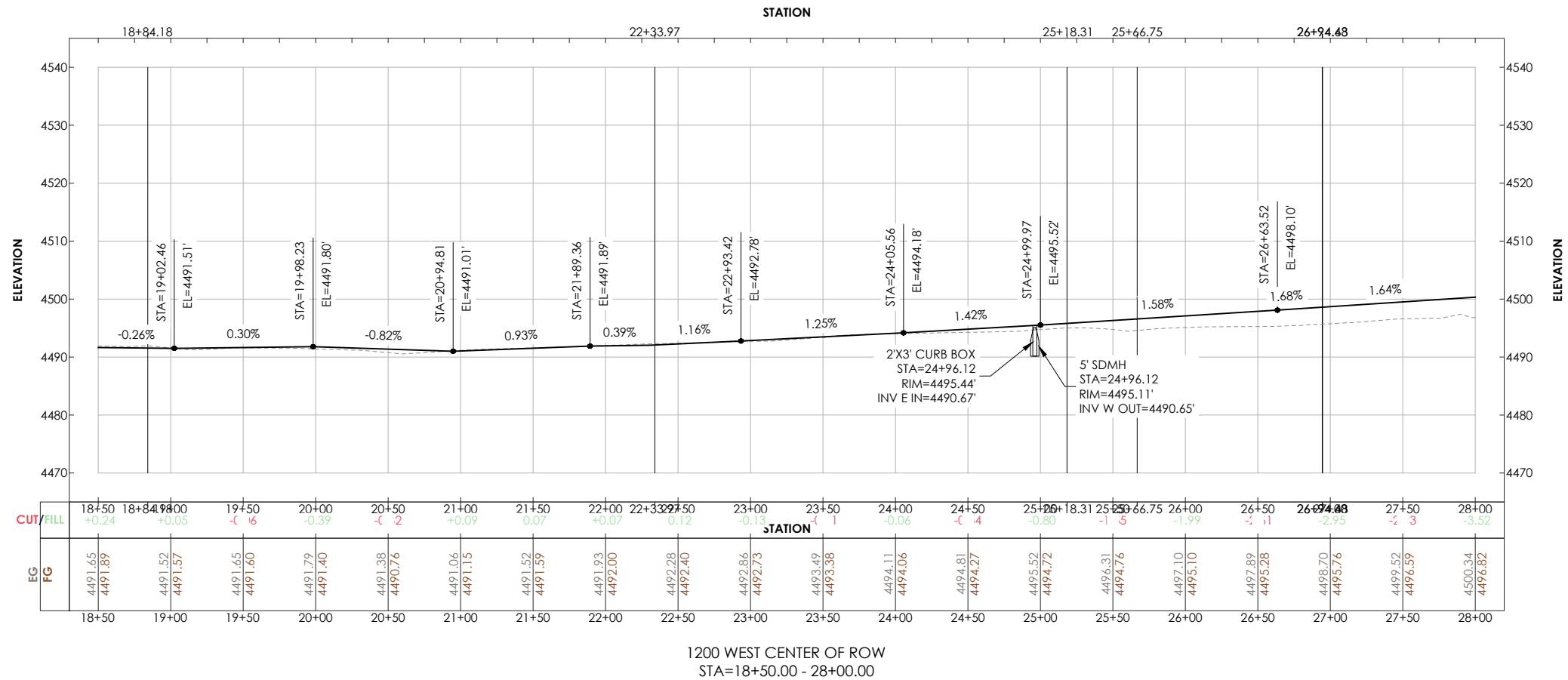
PRINCIPAL : M. HIRST
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2020-0022
23 AUGUST 2022

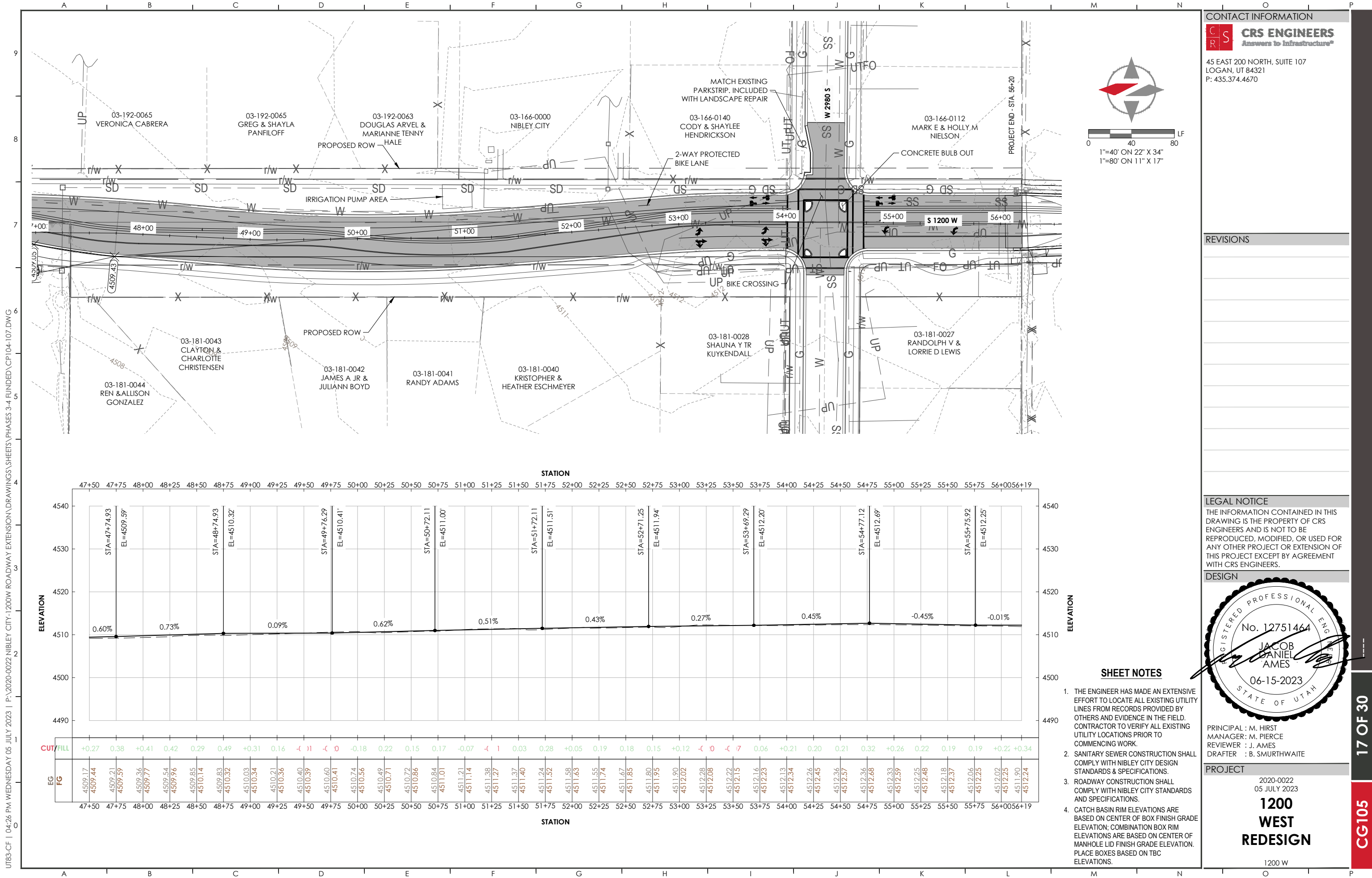
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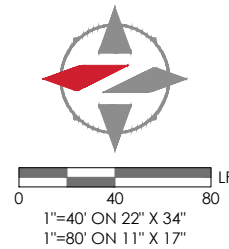
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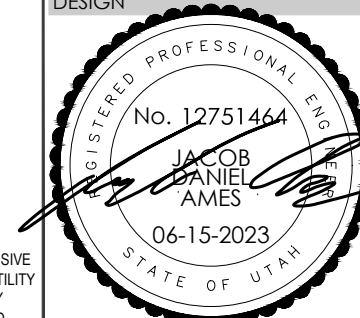
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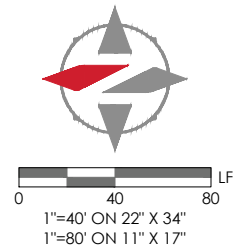
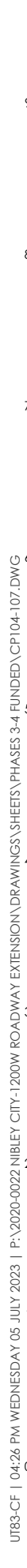
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PROJECT

2020-0022
05 JULY 2023

1200 WEST REDESIGN

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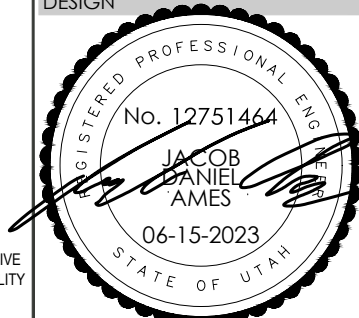
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PRINCIPAL : M. HIRST
MANAGER : M. PIERCE
REVIEWER : J. AMES
DRAFTER : B. SMURTHWAITE

PROJECT

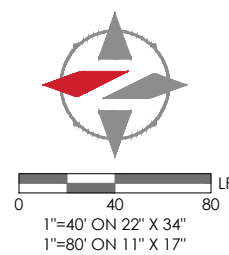
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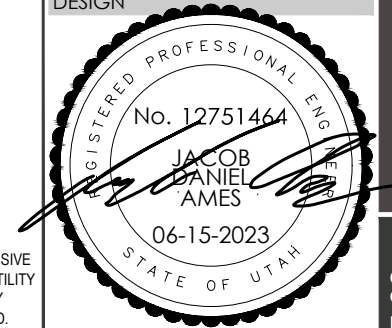
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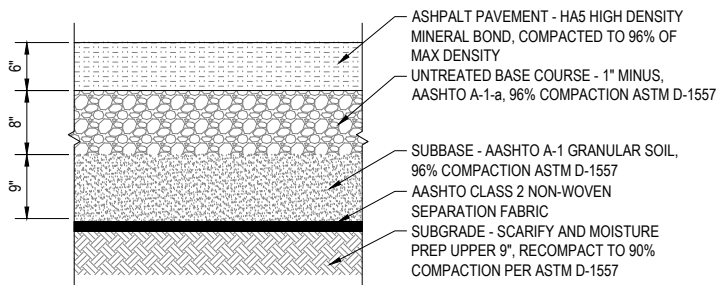
PROJECT

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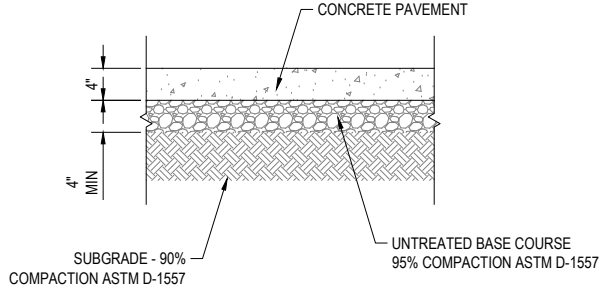
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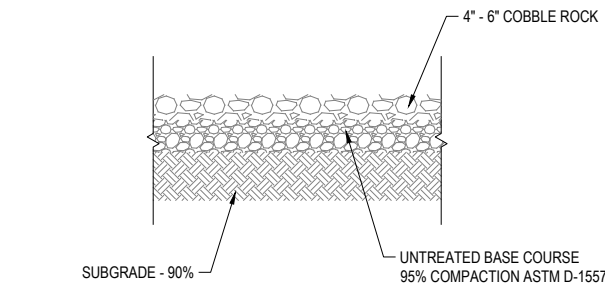
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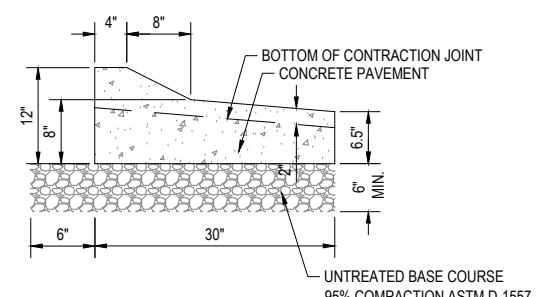
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CP501 / SCALE: NONE



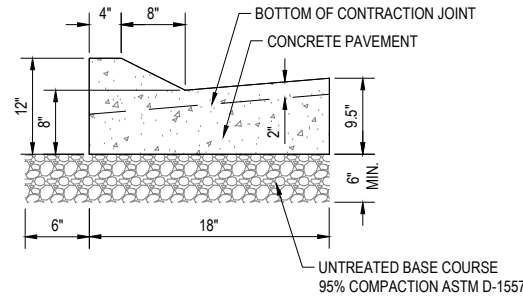
B SIDEWALK SECTION
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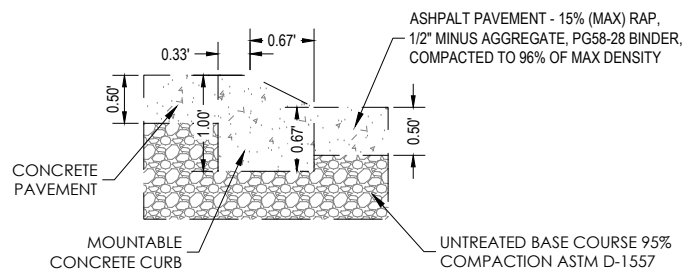
C COBBLE SECTION
CP501 / SCALE: NONE



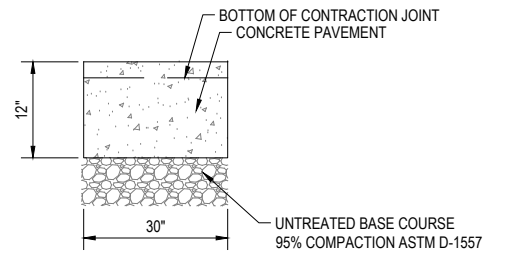
D MOUNTABLE OFFFALL CURB AND GUTTER
CP501 / SCALE: NONE



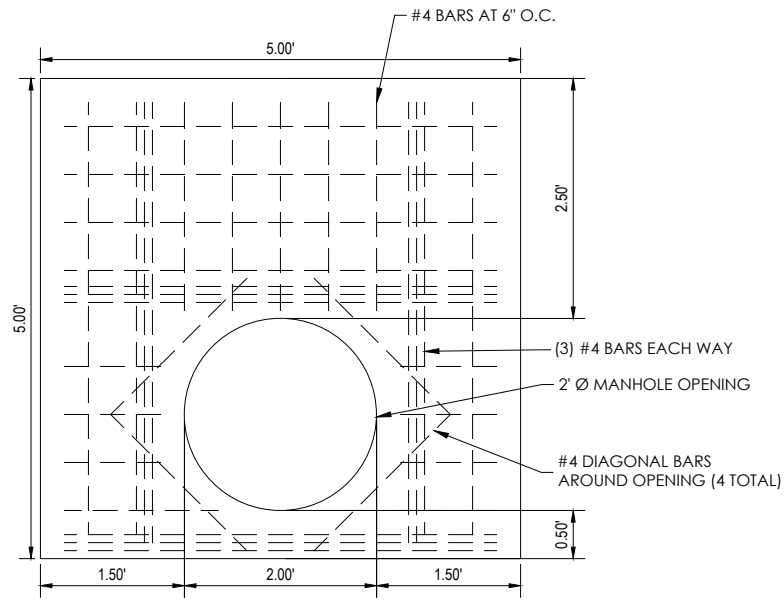
E APWA TYPE "F" CURB AND GUTTER
CP501 / SCALE: NONE



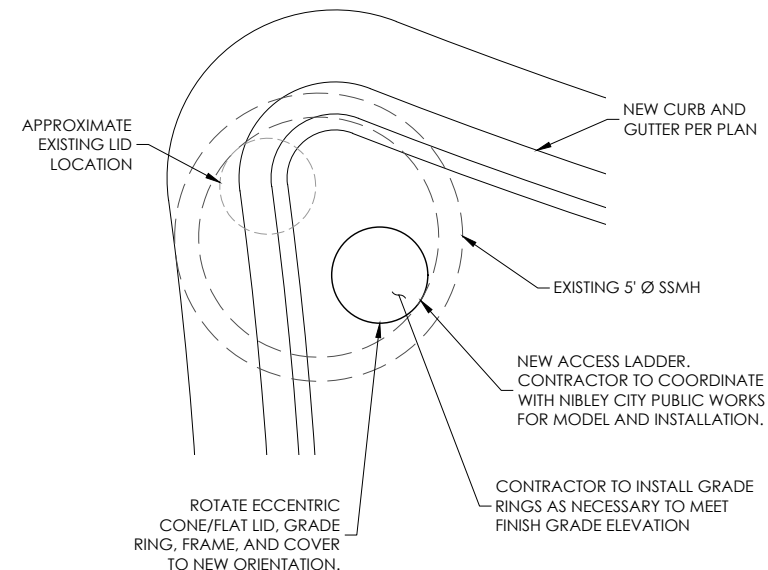
F MOUNTABLE BULB OUT ISLAND CURB
CP501 / SCALE: NONE



H MOUNTABLE OFFFALL CURB AND GUTTER
CP501 / SCALE: NONE



H 4'x4' SDCO LID
CP501 / SCALE: NONE



I SEWER LID ADJUSTMENT
CP501 / SCALE: NONE

CONTACT INFORMATION

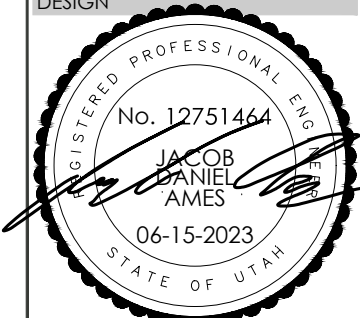
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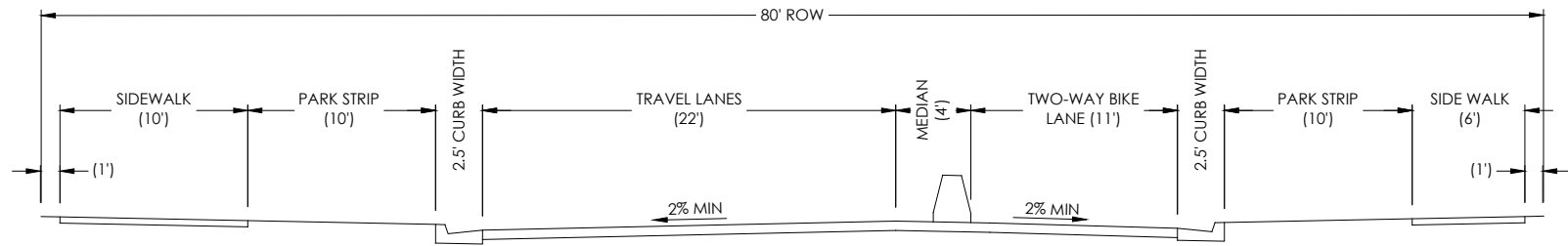
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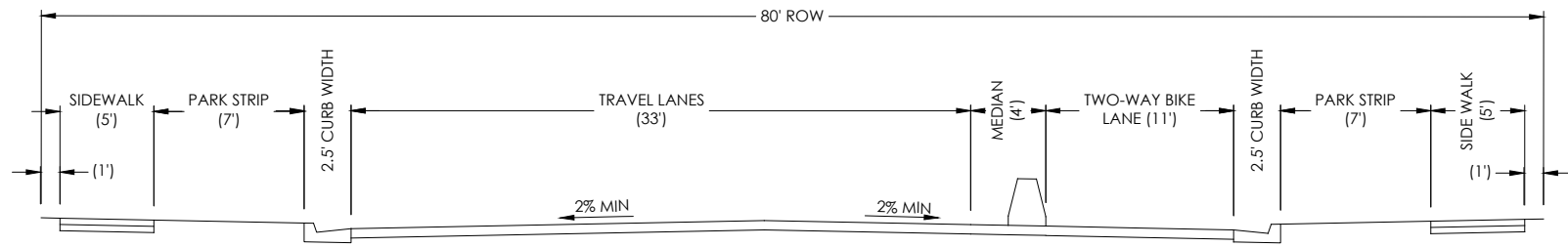
2020-0022
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1200 WEST REDESIGN

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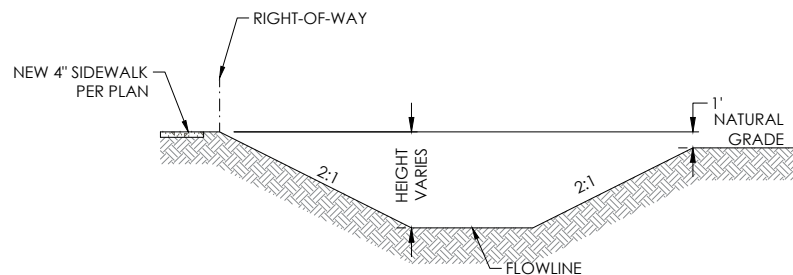
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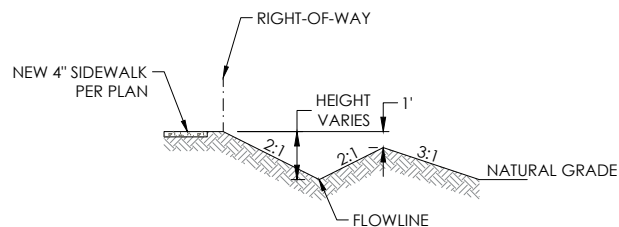
A **EXAMPLE CROSS SECTION**
NOT TO SCALE
THIS CROSS SECTION SHOWS ALL STANDARD COMPONENTS OF THE CROSS SECTION IN THE DESIRED ORDER AND LOCATION ALONG THE RIGHT OF WAY.
*COMPONENTS VARY IN WIDTH ALONG THE PROJECT.



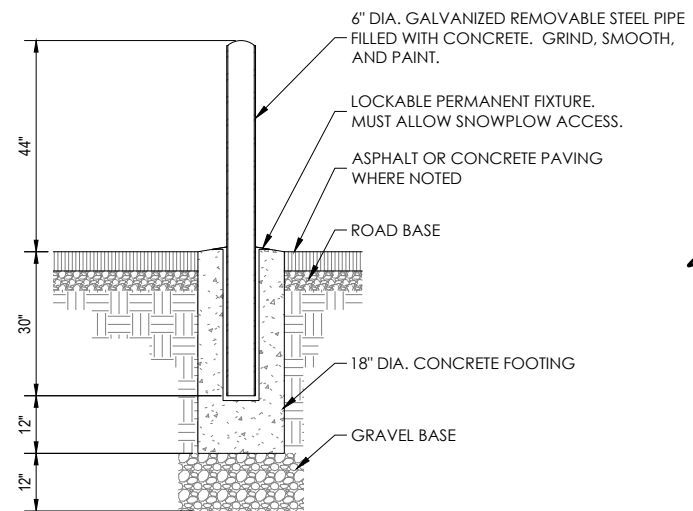
B **EXAMPLE INTERSECTION CROSS SECTION**
NOT TO SCALE
THIS CROSS SECTION SHOWS ALL STANDARD COMPONENTS OF THE CROSS SECTION IN THE DESIRED ORDER AND LOCATION ALONG THE RIGHT OF WAY.
*COMPONENTS VARY IN WIDTH ALONG THE PROJECT.



C **CUT IRRIGATION DITCH**
NOT TO SCALE



D **FILL IRRIGATION DITCH**
NOT TO SCALE



E **BOLLARD DETAIL**
NOT TO SCALE

CONTACT INFORMATION



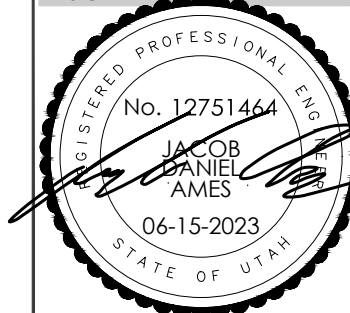
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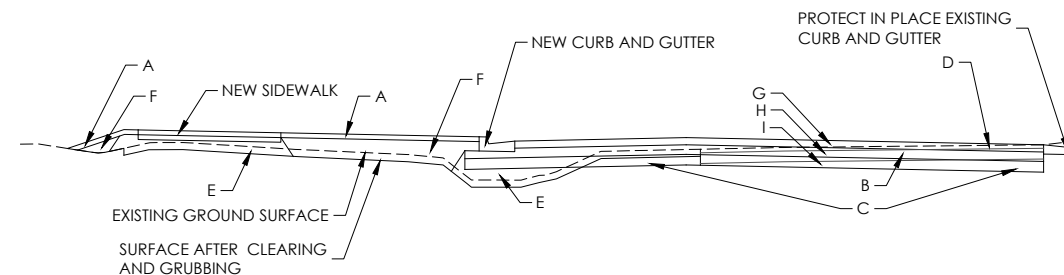
PRINCIPAL : M. HIRST
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PROJECT

2020-0022
05 JULY 2023

**1200
WEST
REDESIGN**

1200 W



SCALE: NTS

- NOTES:
1. THIS DETAIL IS TO CLARIFY THE WHERE BID ITEMS MAY BE PLACED OR PULLED FROM AND IS TO BE USED IN TANDEM WITH THE MEASUREMENT AND PAYMENT.

KEYED NOTES		
	BID ITEM NUMBER	DESCRIPTION
A	10 OR 44	LANDSCAPE REPAIR OR TOPSOIL
B	5	ROADWAY EXCAVATION - STRUCTURAL
C	6	ROADWAY EXCAVATION - NON STRUCTURAL
D	9	REMOVE ASPHALT
E	13	STRUCTURAL FILL
F	14	NON STRUCTURAL FILL
G	15	HMA - $\frac{1}{2}$ " (6" THICK)
H	16	UTBC (8" THICK)
I	17	SUBBASE (9" THICK)

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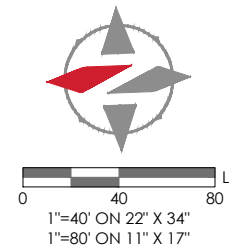
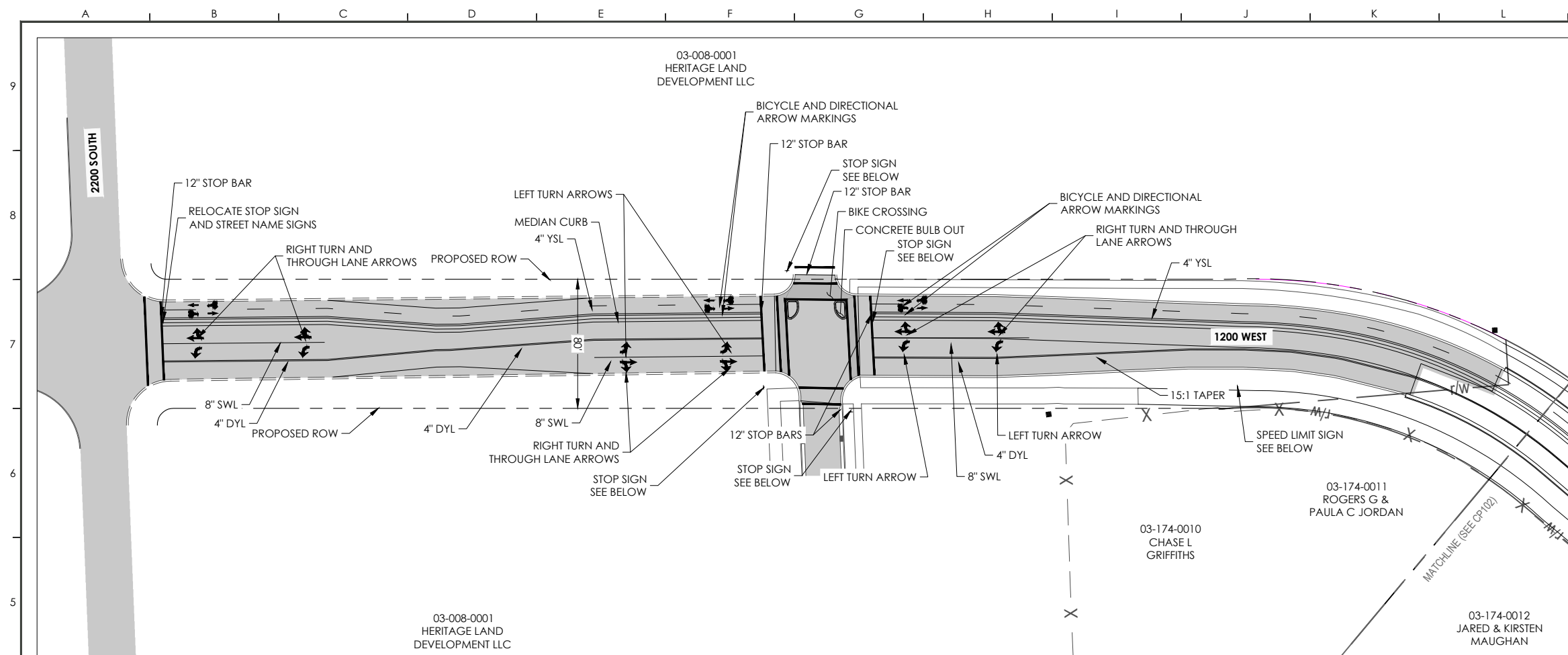
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A circular professional engineer seal for the State of Utah. The outer ring contains the text "REGISTERED PROFESSIONAL ENGINEER" at the top and "STATE OF UTAH" at the bottom. The center of the seal displays the license number "No. 12751464", the name "JACOB DANIEL AMES", and the expiration date "06-15-2023". A handwritten signature is written across the seal.

PRINCIPAL : M. HIRST
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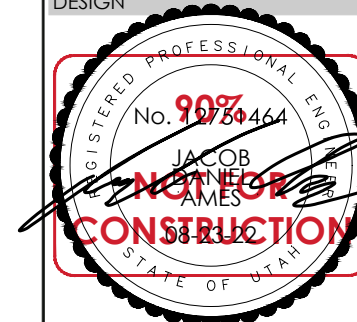
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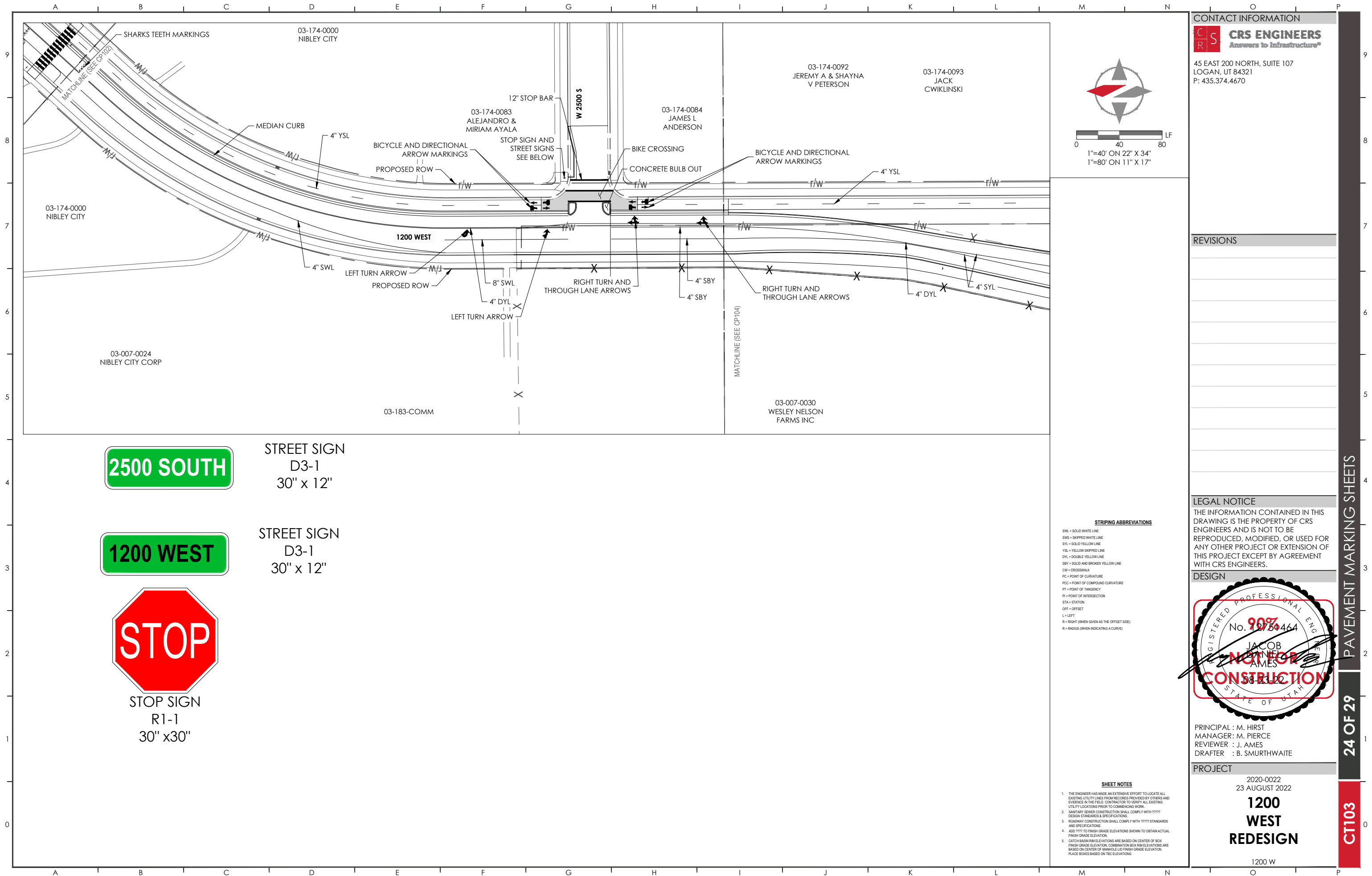
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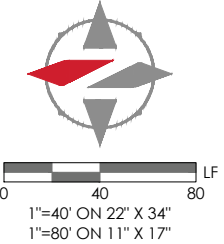
STRIPING ABBREVIATIONS

SWL = SOLID WHITE LINE
SWS = SKIPPED WHITE LINE
SYL = SOLID YELLOW LINE
YSL = YELLOW SKIPPED LINE
DYL = DOUBLE YELLOW LINE
SBY = SOLID AND BROKEN YELLOW LINE
CW = CROSSWALK
PC = POINT OF CURVATURE
PCC = POINT OF COMPOUND CURVATURE
PT = POINT OF TANGENCY
PI = POINT OF INTERSECTION
STA = STATION
OFF = OFFSET
L = LEFT
R = RIGHT (WHEN GIVEN AS THE OFFSET SIDE)
R = RADIUS (WHEN INDICATING A CURVE)

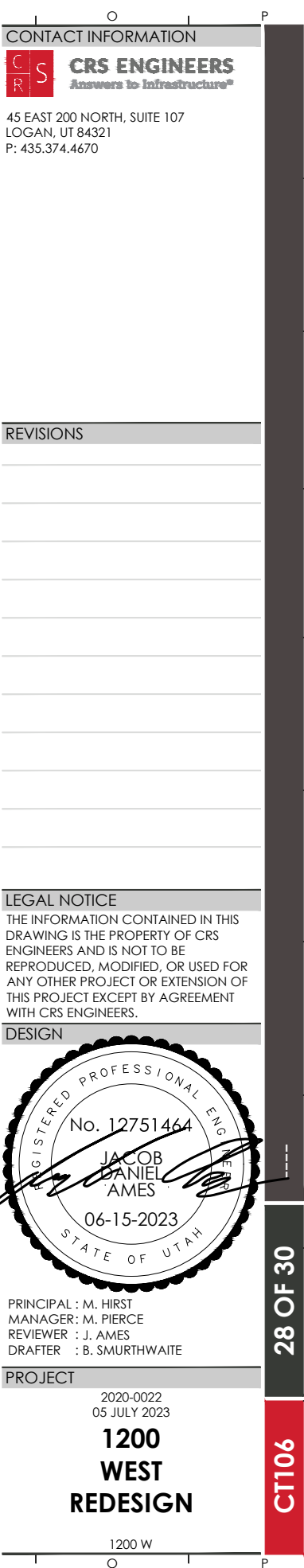
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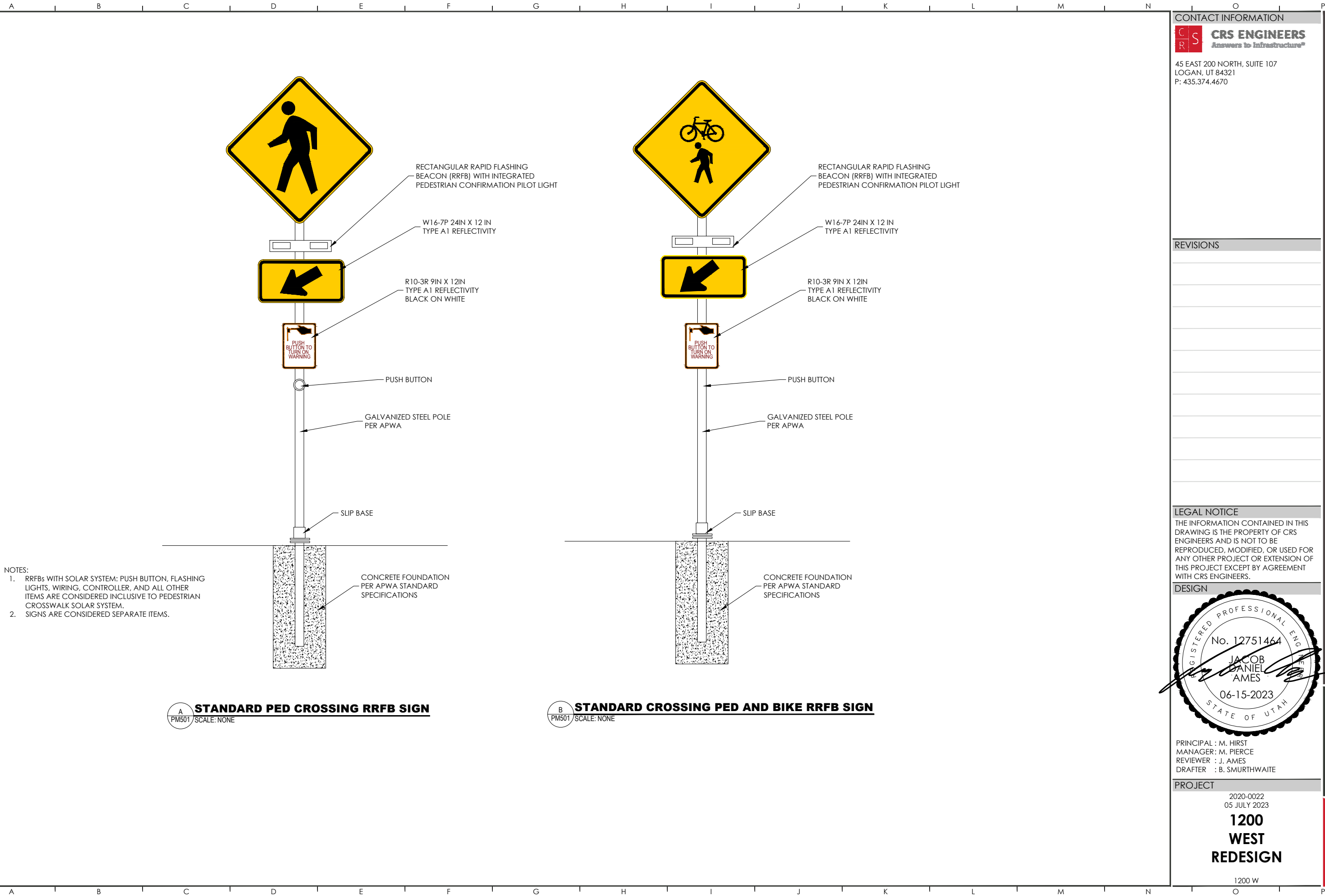




1200 W



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Nibley 1200 West Corridor & 2600 South to HWY 89/91
Preliminary Estimate of Probable Quantities and Construction Costs - Phase 5
CRS Project #:2020-0022 Date Prepared:8-10-2023

Item Description	Value
Design and Bidding	\$ 73,099.00
Construction Management	\$ 108,654.85
Construction Costs	\$ 1,810,914.22
Grand Total	\$ 1,992,668.07
Nibley City's Match 8%	\$ 159,413.45
COG Request	\$ 1,833,254.63

Item No.	Item Description	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization	1	Lump	\$ 136,097	\$ 136,096.70
2	Traffic Control	1	Lump	\$ 25,000	\$ 25,000.00
3	SWPPP	1	Lump	\$ 10,000	\$ 10,000.00
4	Clearing and Grubbing	98,686	SF	\$ 0.55	\$ 51,316.72
5	Roadway Excavation-Structural	2,083	CY	\$ 16.80	\$ 33,328.00
6	Roadway Excavation-Non Structural	2,856	CY	\$ 14.96	\$ 40,698.00
7	Remove Curb & Gutter	165	LF	\$ 7.35	\$ 1,155.00
8	Remove Asphalt	74986	SF	\$ 0.53	\$ 37,493.00
9	Landscape/Irrigation Repair	1	Lump	\$ 8,400.00	\$ 8,000.00
10	Concrete Sidewalk	9937	SF	\$ 10.50	\$ 99,370.00
11	Detectable Warning Surface	12	Each	\$ 63.00	\$ 720.00
12	Structural Fill	112	CY	\$ 36.75	\$ 3,932.25
13	Non Structural Fill	54	CY	\$ 26.25	\$ 1,350.00
14	HMA - 1/2" (6" Thick)	2777	Ton	\$ 110.25	\$ 291,585.00
15	UTBC (8" Thick)	1853	CY	\$ 52.50	\$ 92,650.00
16	Subbase (9" Thick)	2083	CY	\$ 36.75	\$ 72,905.00
17	Separation Fabric	74986	SF	\$ 2.10	\$ 149,972.00
18	Type "A" Curb and Gutter	250	LF	\$ 42.00	\$ 10,000.00
19	Concrete Ribbon Curb	510	LF	\$ 36.75	\$ 17,850.00
20	Jersey Barrier	2120	LF	\$ 120.75	\$ 243,800.00
21	Concrete Flatwork	940	SF	\$ 10.50	\$ 9,400.00
22	Concrete Bulb Out	6	Each	\$ 3,780.00	\$ 21,600.00
23	Paint Striping	13680	LF	\$ 0.42	\$ 5,472.00
24	Paint Symbols	32	Each	\$ 136.50	\$ 4,160.00
25	Paint Crosswalk	10	Each	\$ 420.00	\$ 4,000.00
26	Signs	10	Each	\$ 945.00	\$ 9,000.00
27	RRFB System	1	Lump	\$ 107,100.00	\$ 102,000.00
28	Storm Drain Pipe	10	LF	\$ 64.05	\$ 610.00
29	Storm Drain Catch Basin	1	Each	\$ 3,780.00	\$ 3,600.00
30	Landscaping	1	Lump	\$ 10,500.00	\$ 10,000.00
Total					\$ 1,497,063.67
15% Contingency					\$ 224,559.55
Construction Total					\$ 1,721,623.22

Phase 5 Bike Lane Extension

1	Excavation for Concrete	SF	759	\$2.63	\$1,992.38
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2	Concrete Flatwork	SF	759	\$11.03	\$8,367.98
3	Landscape and Sprinkler Repair	Lump	1	\$5,250.00	\$5,250.00
4	Remove Paint	Lump	1	\$1,837.50	\$1,837.50
5	Paint Stripingl	LF	4700	\$0.37	\$1,727.25
6	Paint Symbol	Each	2	\$136.50	\$273.00
7	Signs	Each	1	\$945.00	\$945.00
8	Jersey Barriers	LF	498	\$105.00	\$52,290.00
9	36" White Reflective Collapsible Delineator	LF	525	\$9.45	\$4,961.25
Total					\$77,644.35
15% Contingency					\$11,646.65
Construction Total					\$89,291.00



CRS Engineers
Max Pierce | 801.746.6255 | max.pierce@crsengineers.com
45 East 200 North Ste 107 | Logan, UT 84321



1200 West 2600 South Roundabout
Justification Report March 2022

Introduction

Nibley City is considering a roundabout at the intersection of 1200 West and 2600 South. This report is to study the justification of a roundabout at this location with a look at planned development in the region and how it would affect said roundabout. This report will use the United States Department of Transportation's (USDOT) book titled *Roundabouts: An Informational Guide* as a basis for analysis. Traffic volumes and projections from the 2019 Nibley Transportation Masterplan and Utah's Unified Transportation Plan will be utilized throughout the report. Utah's Unified Transportation Plan is a state wide compilation of traffic data and projections taken from multiple regional planning organizations such as the Utah Department of Transportation (UDOT) and the Cache Metropolitan Planning Organization (CMPO).

1200 West in Nibley City is planned to connect with and serve as an extension to the highly traveled 1000 West principal arterial located in Logan City. CRS has been contracted to design full width improvement south from 1000 West to 3200 South. 1200 West currently extends south of 3200 South to Hyrum City. Once the mentioned connection is completed 1200 West will be a leg in a major north to south corridor in Cache County. 2600 South currently runs east to west from Ridgeline High School, which is just east of State Road 165, to Highway 89/91. Developers are planning to subdivide the land to the west of this 1200 West 2600 South intersection.

Existing Conditions

In the existing condition each leg of the intersection has an average of less than 500 vehicles a day (2019 Nibley Transportation Masterplan). Three generators that affect the traffic in the area are Ridgeline High School, Nibley Elementary and Thomas Edison Charter School, however each has other routes that are either high capacity or have more collector routes feeding into them. Both 1200 West and 2600 South collect local traffic at the intersection with very little through traffic.

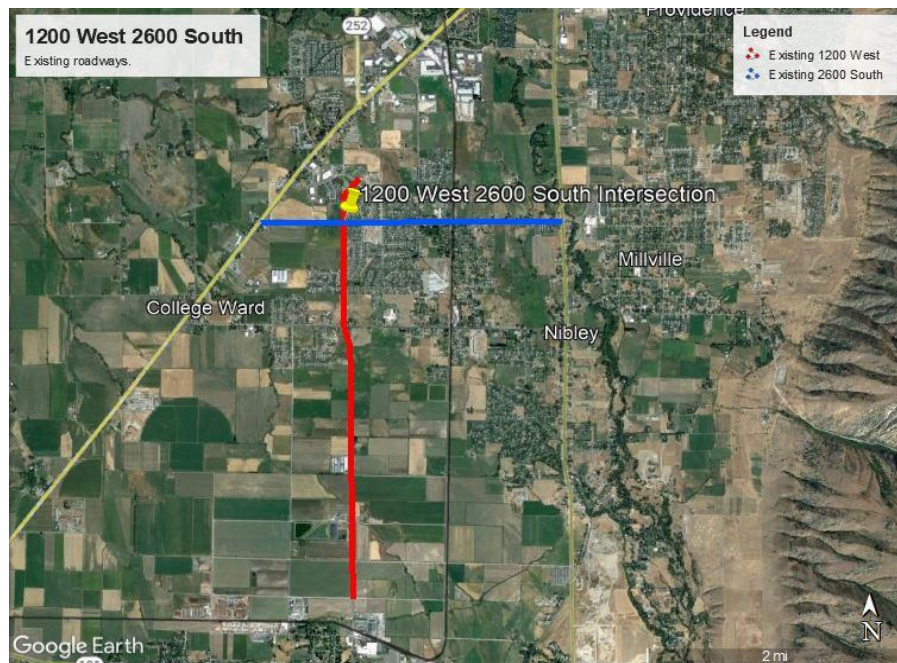


Figure 1: Existing Roadways Map

2600 South is in construction to be improved as a through street from SR 165 to Highway 89/91. This added connection will contribute to the traffic flowing through the intersection, however further improvements to the 2600 South Highway 89/91 intersection will be needed before this route can reach a higher level of service. Also, under the existing conditions there are no significant traffic generators between Highway 89/91 and 1200 West along 2600 South making it a safe assumption to use the existing traffic counts from the Nibley Transportation Masterplan.

Future Projections

Cache County has had considerable growth over the past several years and is predicted to continue to grow at a rapid rate throughout the entire county. Once 1200 West is fully connected to SR 252 to the north and a signal is constructed at the 2600 South Highway 89/91 intersection the 1200 West 2600 South intersection will transition into a regionally important intersection for north-south and east-west traffic. The 2019 Nibley Transportation Masterplan and CMPO show 2050 annual average daily traffic (AADT) projections at the 1200 West 2600 South intersection to be 3,000 on 2600 South and 14,500 on 1200 West.

Contributing factors to these projections include the increased accessibility and visibility of the intersection and its corresponding roadways that will generate through traffic, not intended to stop at near the intersection, as well as several residential subdivisions and commercial projects planned in the area that will increase locally generated traffic volumes. Much of the agricultural area around the 1200 West 2600 South intersection is zoned to allow residential, commercial, and industrial areas that will usher with them improved roadways, utilities and additional traffic.

Basis of Justification

Chapter 3 of *USDOT's Roundabouts: An Informational Guide* outlines determining factors for selecting a roundabout location. These factors include; 1) context, 2) lane configuration and capacity requirements, 3) selection category, 4) Alternative comparisons and 5) space and economics. This section will briefly evaluate these factors to determine the justification.

- **Context** – In terms of roundabout justification, context refers to the existing site conditions and how a roundabout would be affected by those conditions. Existing conditions for the proposed center of roundabout is in an agricultural field. In many respects this is an optimal location for a roundabout. Existing contours are relatively flat without hills or valleys and there are no existing utilities that need to be relocated for the construction of a roundabout apart from irrigation ditches.

This roundabout is planned to be constructed in coordination with 1200 West roadway improvements and subdivision development. This projected schedule is ideal for a new roundabout because it will be a part of the new roadway system instead of changing the established way that commuters drive around the area.

- **Lane Configuration and Capacity Requirements** – The proposed intersection will be a four-leg intersection, two legs for 1200 West running north and south and two for 2600 South running east and west. Exhibit 3-1 in *USDOT's Roundabouts: An Informational Guide* shows parameters for capacity that a four-leg roundabout can handle based on the percent of predicted left turn lanes and the projected capacity of the travel lanes coming into the roundabout. According to the projected daily traffic from 2019 Nibley Transportation Masterplan and the CMPO

projections the for 2600 South and 1200 West are 3,000 AADT and 14,500 AADT respectively. The total of both roadways will be 17,500 AADT which is below the minimum threshold depicted for a single-lane roundabout on this graph regardless of the percent minor or the left turn percentage, which is approximately 35% based on turning movement projections.

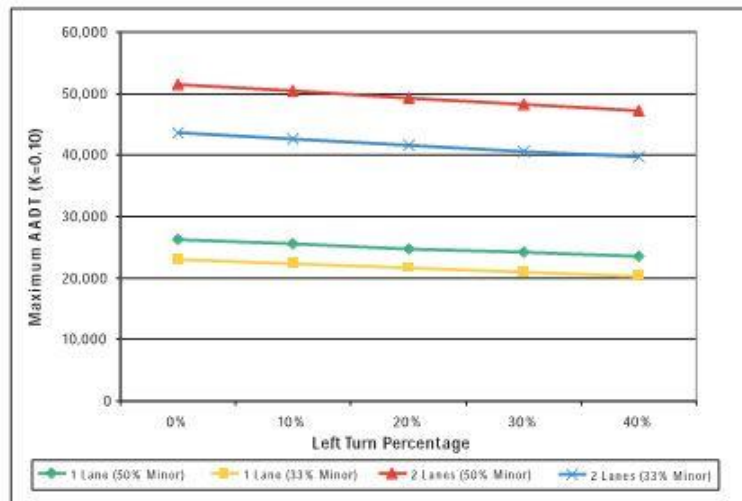


Exhibit 3-1. Maximum daily service volumes for a four-leg roundabout.

For three-leg roundabouts, use 75 percent of the maximum AADT volumes shown.

Figure 2: Exhibit 3-1 from USDOT's Roundabouts: An Informational Guide

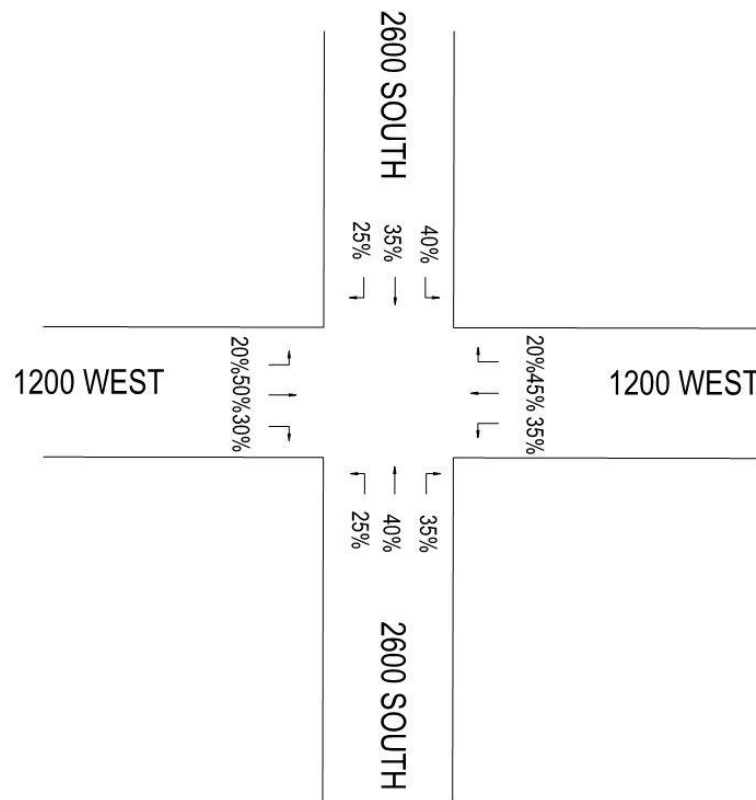


Figure 3: Projected Turning Movement Percentages

- **Selection Category** – Selection category is a term for the motivation for a roundabout and whether the location would contribute to fulfilling that motivating factor. As was explained to

CRS Engineers, Nibley wants a roundabout for traffic calming purposes and to enhance the community. A roundabout at this intersection will provide traffic calming for both corridors but it will be especially effect to 1200 West. 1200 West will have high traffic flow (14,500 AADT by 2050) and a roundabout will encourage drivers to lower their velocity to the designed speed limit. The traffic calming utilization of a roundabout directly contributes to the City's other goal to enhance the community. Roundabouts and traffic calming have a tendency to make the area feel maintained and well planned while avoiding comparisons to a large city.

- **Alternative Comparisons** – This section compares a roundabout to other standard intersection types. Specifically, two-way stop-control, all-way stop control and signal control intersections.
 - **Two-way stop-control** – This intersection excels where the bulk of the traffic at an intersection is on a single roadway or corridor. On this intersection in the year 2050 1200 West is projected to have approximately 83% of the total intersection traffic. According to Exhibit 3-8 in *USDOT's Roundabouts: An Informational Guide* a roundabout will still have higher capacity at an intersection with 17,500 Predicted AADT and 83% of traffic on the major road.

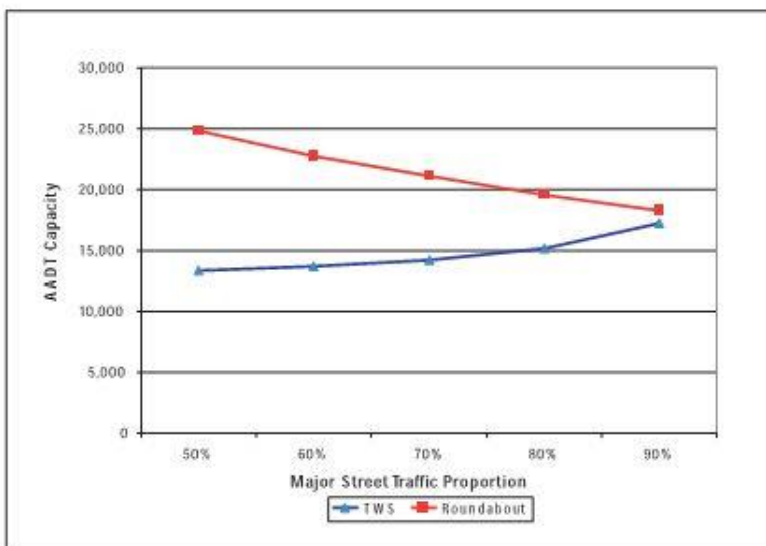


Exhibit 3-8. Comparison of TWSC and single-lane roundabout capacity.

Roundabout capacity decreases as the proportion of minor street entering traffic decreases. Roundabouts and TWSC intersections have about the same capacity when the minor street proportion is less than 10 percent.

Figure 4: Exhibit 3-8 from USDOT's *Roundabouts: An Informational Guide*

- **All-way stop-control** – This intersection would cause considerable delays to this intersection particularly since 1200 West which is projected to have 83% of the intersections traffic would have the same priority at the intersection as 2600 South.
- **Signal control** – The Manual on Uniform Traffic Control Devices (MUTCD) has a standard signal warrant to determine whether an intersection would justify a signal controlled intersection. The MUTCD has no such warrant for a roundabout which tends to make a direct comparison difficult. One clear benefit that a roundabout has that a signal doesn't is how well it handles left-turn traffic. In Exhibit 3-13 from *USDOT's Roundabouts: An Informational Guide* is a graph that depicts the delay reduction that a roundabout has compared to signal based on the AADT and percent

left turn traffic. The graph shows significant reduction at the 17,500 AADT and 35% left turn criteria.

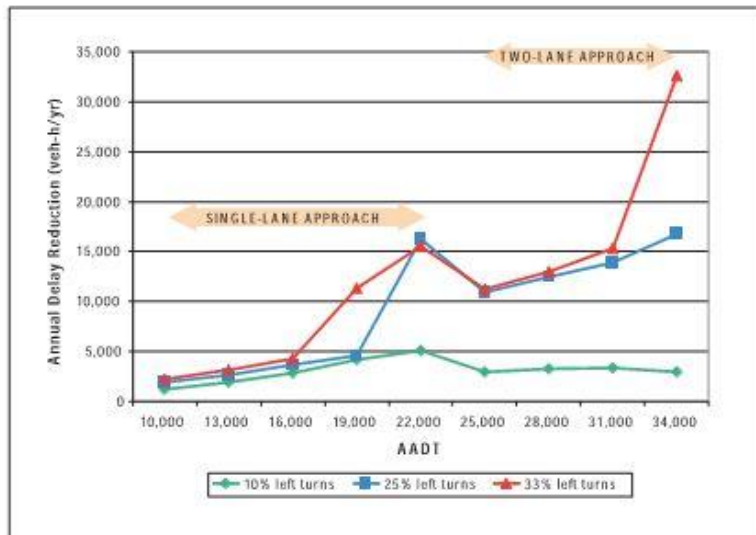


Exhibit 3-13. Delay savings for roundabout vs. signal, 65 percent volume on major street.

When the major street approaches dominate, roundabout delay is lower than signal delay, particularly at the upper volume limit for single-lane approaches and when there is a high proportion of left turns.

Figure 5: Exhibit 3-13 from USDOT's Roundabouts: An Informational Guide

- **Space and Economics** – Roundabouts occupy more space than a typical intersection. This requires more planning and more required right-of-way. Nibley City plans to swing the road to the west before development fills the area to accommodate a roundabout without affecting established homes. This will give the roundabout sufficient space and potentially save money on right-of-way acquisition.

Conclusion

According to the methods of roundabout justification as established in *USDOT's Roundabouts: An Informational Guide* the intersection at 1200 West and 2600 South is justified through the context, lane configuration, capacity requirements, space and economics. An analysis of alternative comparisons show that the roundabout would better handle the projected traffic flow than a standard intersection. This intersection will be regionally significant to both east-west and north-south traffic once traffic improvements take place. Assuming that the traffic projections are accurate, a roundabout will service the flow at the intersection through the year 2050.

Bibliography

AECOM, "Nibley Transportation Masterplan," Jan-2019. [Online]. Available: https://www.nibleycity.com/images/departments/planning_and_zoning/Master_Plans/TMP_January_2019_Final_1.pdf. [Accessed: 09-Feb-2022].

J. G. Bared, "Roundabouts: An Informational Guide." Federal Highway Administration, Mclean, Virginia, Jun-2000.

Utah's Unified Transportation Plan, 2022. ArcGIS Web Application. [online] Wfrc.org. Available at: <https://wfrc.org/traffic-volume-map-cache/> [Accessed 3 March 2022].

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Nibley City Council Meeting

PUBLIC HEARING 1200 WEST ROADWAY IMPROVEMENTS

AUGUST 24, 2023

1200 West Project Extent- General Concept

- Extension of SR 252 (1000 West) provides an effective north/west alternative to Main Street
- Regional Connectivity
 - Will provide the only complete alternative to Main Street/SR 165 from North Logan to Hyrum
 - Hyrum to North Logan
 - Connects to Logan's Industrial corridor
 - Connects US 89/91, SR 101, SR 252, SR 30, Airport Road
- Provides Economic Benefit
 - Connection to some of Cache Valley' largest employers
 - JBS plant in Hyrum
 - Hyrum to Logan Airport

1200 West Project Extent-General Concept

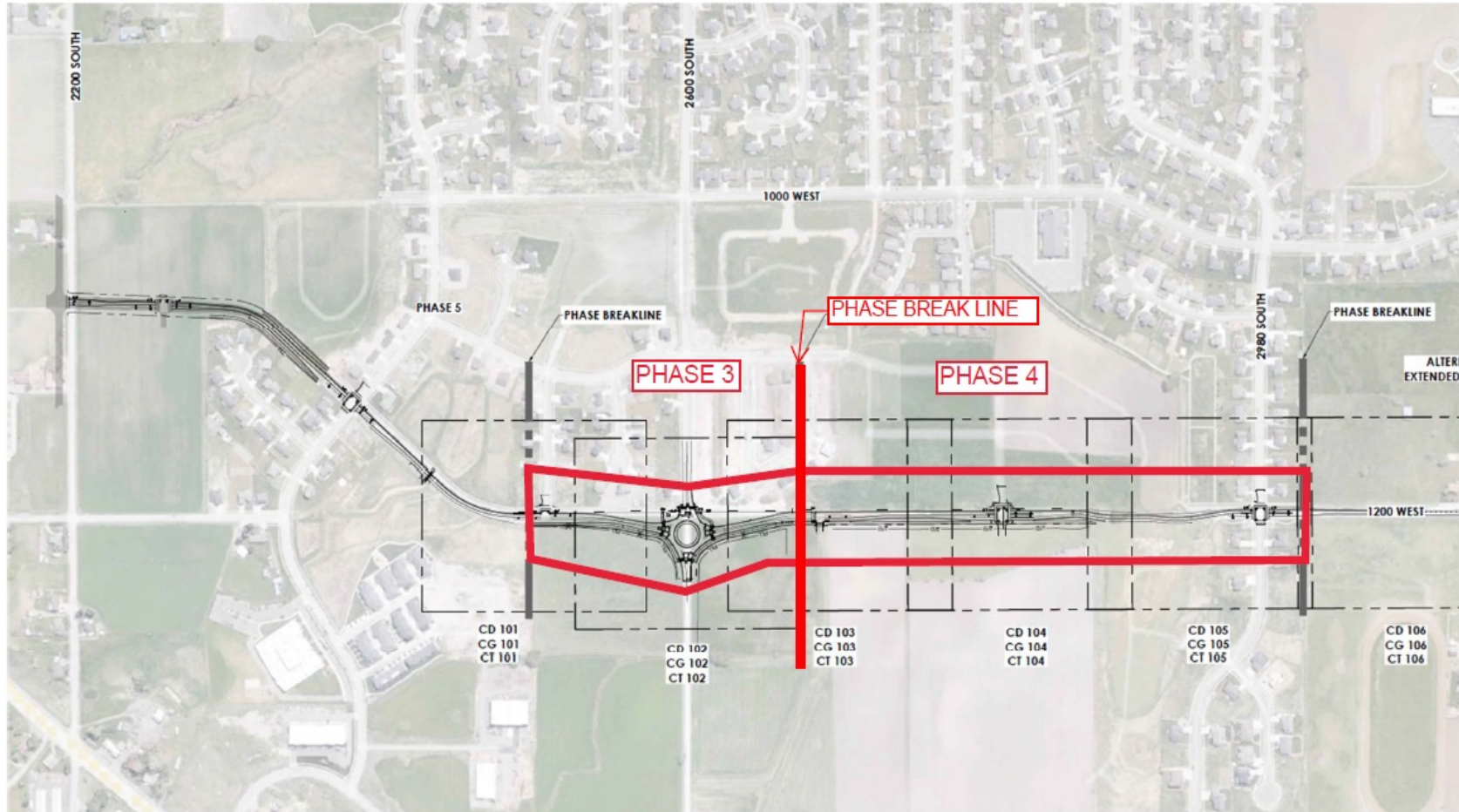
■ Roadway Improvements

- Two 11-ft wide vehicle travel lanes
- Protected 11-ft wide two-way bike lanes
 - Separated from vehicular travel by jersey style barriers
- 35 mph posted speed limit
 - In accordance with Nibley City Transportation plan and COG requirements
 - Traffic calming
 - Roundabout intersection
 - Narrow travel lanes
 - Bulb outs at intersections
 - Chicanes at 2200 South

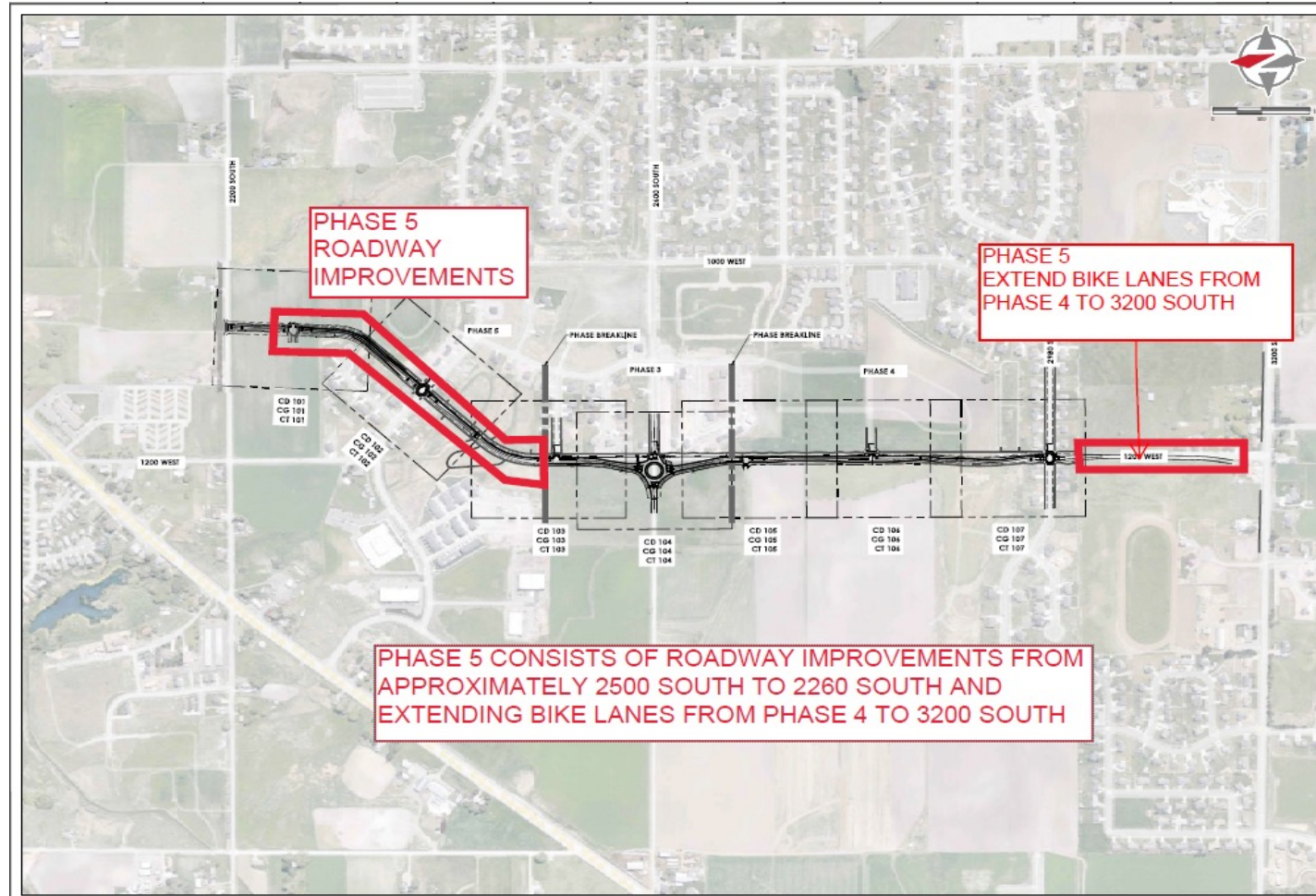
1200 West Project Extent- General Concept



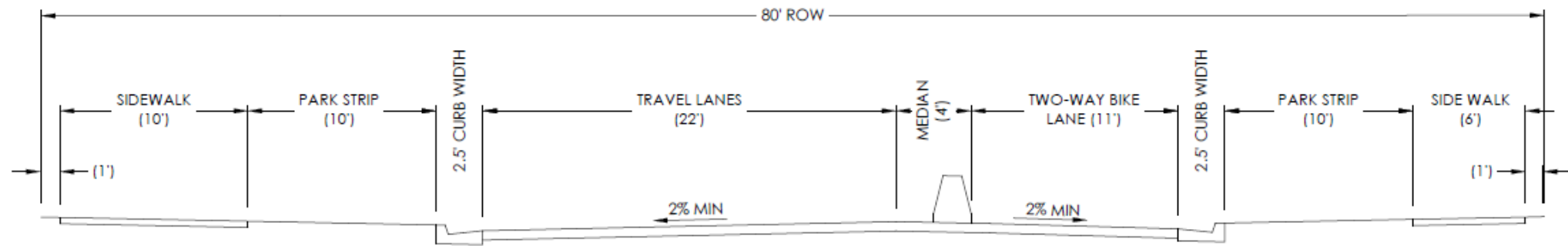
1200 West Project Extent- Phases 3 and 4



1200 West Project Extent- Phase 5



1200 West Project Extent- General Concept



A

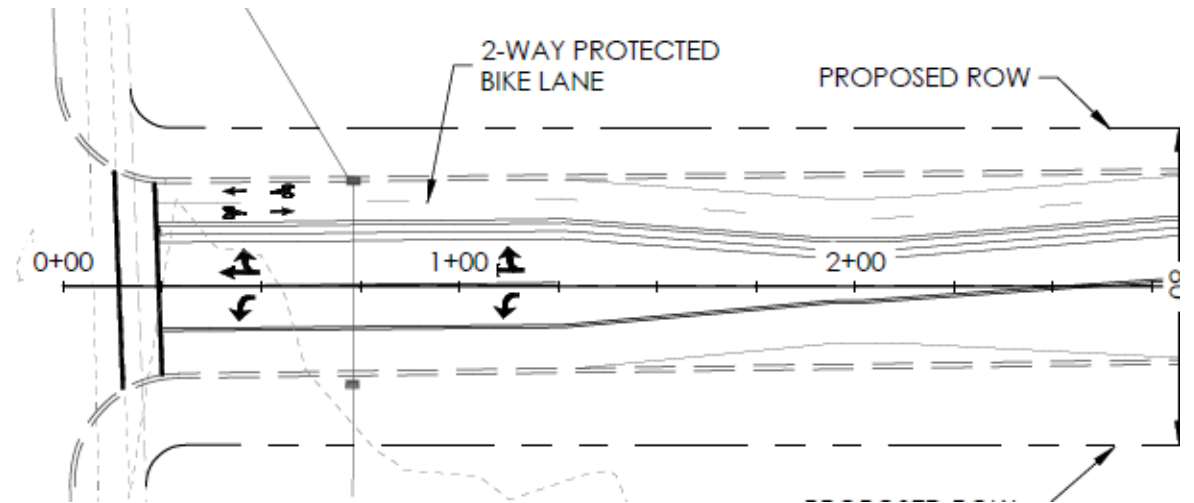
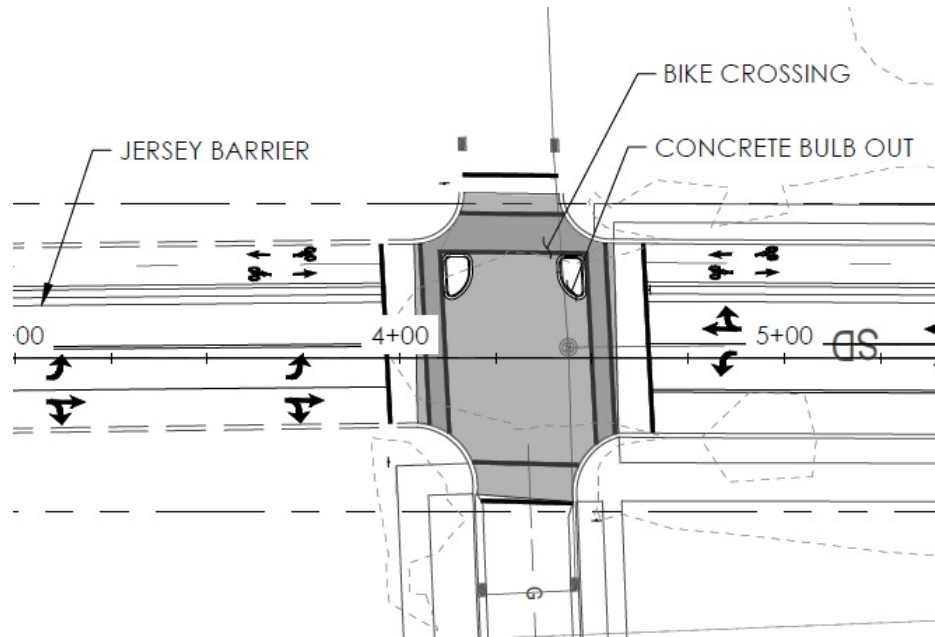
EXAMPLE CROSS SECTION

NOT TO SCALE

THIS CROSS SECTION SHOWS ALL STANDARD COMPONENTS OF THE CROSS SECTION IN THE DESIRED ORDER AND LOCATION ALONG THE RIGHT OF WAY.

*COMPONENTS VARY IN WIDTH ALONG THE PROJECT.

1200 West Project Extent- Traffic Calming



1200 West - Cost Phases 3 and 4

Project Cost

- Fiscal Year 2023/24 budgeted \$3.5M for construction
- Low Bid \$3,766,791
- Total Cost of Project
 - Construction \$3,766,791
 - Right of Way \$427,270
 - Design \$230,773
 - Total \$4,295,136
- City rq'd match 8.47% \$363,798
- Total COG funding needed \$3,931,338 – total project cost less 8.47% match
- 2022 COG Award \$3,435,000

<u>COG Shortfall</u>	<u>\$496,338</u>
----------------------	------------------

1200 West - Cost Phase 5

Project Cost

■ Construction	\$1,810,914
■ Right of Way	\$0
■ Design	\$73,099
■ Construction Management	\$108,655
■	
■ Total	\$1,992,668
■ City rq'd match 8.0%	\$159,413
■	
■ 2023 COG Request	\$1,833,255

Agenda Item #7

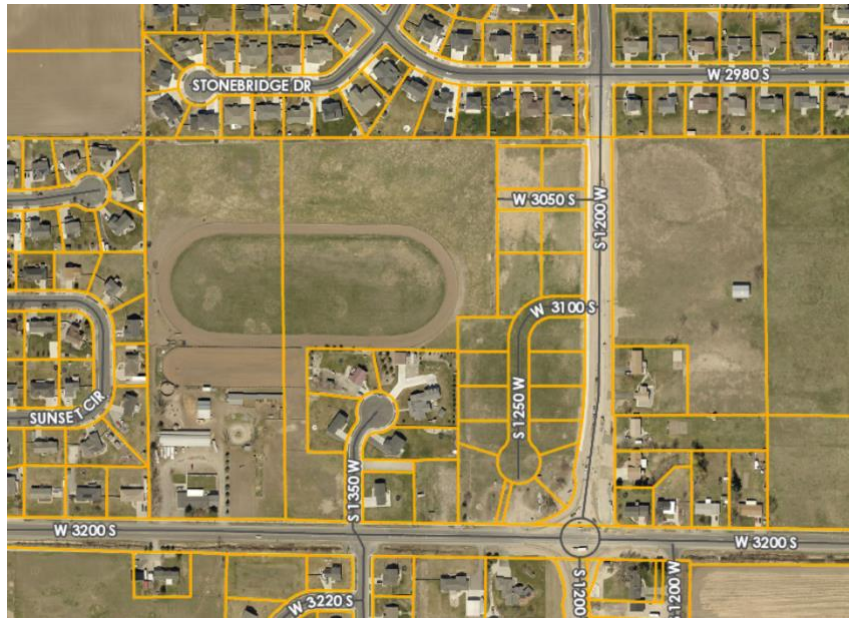
Description	Discussion and Consideration: Ordinance 23-32 – Rezone Parcel 03-0017-0019 & 03-0017-0020, located at 1405 W 3200 S from Agricultural (A) to Residential (R-2A) (first reading)
Presenter	Levi Roberts, City Planner
Planning Commission Recommendation	Approval of Ordinance 23-32 – Rezone Parcel 03-0017-0019 & 03-0017-0020, located at 1405 W 3200 S from Agricultural (A) to Residential (R-2A) with the amendment that the zoning be assigned as Residential (R-2)
Staff Recommendation	Approval of Ordinance 23-32 – Rezone Parcel 03-0017-0019 & 03-0017-0020, located at 1405 W 3200 S from Agricultural (A) to Residential (R-2A)
Reviewed By	City Planner, Planning Commission, City Manager, City Engineer

Background:

Josh Low, representative of Hidden Valley Estates LLC, property owner of Parcel 03-0017-0019 & 03-0017-0020, located at 1405 W 3200 S has applied to Rezone the properties from Agricultural (A) to Residential (R-2A).

Site Context

The two properties together total 19.49 acres. There is a single family residence located in the south western corner of lot 03-017-020. The rest of the property has been historically used as an equine facility with outbuildings, stalls, racetrack, pasture and other training facilities and equipment. The property is bordered by Maple Valley Estates to the west (R2), Hideaway Estates to Southwest (R2), Stonebridge to the North and Heritage Crossing to the east (both R2A). Each of these bordering subdivisions are detached single-family developments. Malouf Industries is located to the North West. The properties could be serviced by two arterial roadways, 1200 West to the East and 3200 South to the South. These two corridors also provide access for the properties to both water and sewer facilities. The north end of the property has been master planned for a storm water drainage corridor and a trail.



General Plan Guidance

The Future Land Use Map designates this property as “medium-density residential”. Other provisions of the General Plan related to this request include:

- *Land Use Goal 1: Encourage development that respects and preserves the character of the City and provides a mix of commercial, residential housing and some light industrial uses. Carefully plan for growth within the City, ensuring that development occurs in suitable locations and can be efficiently served over the long term.*
- *Land Use Goal 2: Guide land use and growth decisions through application of the General Plan, the Future Land Use Map, and relevant goals, principles, and projects.*
- *Residential Development and Housing Goal 1: Ensure that new residential development is compatible with existing development and protects Nibley’s rural character and natural resources.*
- *Residential Development and Housing Goal 2: Preserve existing housing and neighborhoods where appropriate.*

Based upon the context of the site and the guidance provided in the Future Land-Use Map and goals of the general plan, Staff has determined that this application is in support of the General Plan.

Applicant Statement:

What is the need for the proposed zone change?

We are wanting to do two things: 1) place the "Gibbs" home in a smaller parcel so that we can sell it. 2) our intentions are to develop this parcel in a similar way to Heritage Crossing and surrounding area.

What will the public benefit be if the zone change is granted?

More affordable lots and great area for home owners.

How does the proposal comply with the goals and policies of the Nibley City General Plan?

It's the same general residential lots that are in the surrounding area.

Is there any annexation of property necessary?

No

Please explain how the anticipated use is appropriate for the surrounding area.

It's similar to other development that is in the area.

What public infrastructure is in place to serve the type and intensity of the proposed use?

If needed, could the infrastructure be reasonably extended, at the cost of the property owner or developer?

Public infrastructure is in place and developer would pay cost, if necessary, to extend.

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ORDINANCE 23-32

**REZONE PARCEL 03-0017-0019 & 03-0017-0020, LOCATED AT 1405 W 3200 S FROM
AGRICULTURAL (A) TO RESIDENTIAL (R-2A)**

BE IT ORDAINED BY THE NIBLEY CITY COUNCIL LOCATED AT NIBLEY, UTAH, THAT:

Parcel 03-0017-0019 & 03-0017-0020, more particularly described below, is hereby rezoned from
Agricultural (A) to Residential (R-2A).

Parcel 03-0017-0019:

REMAINDER 12-23-85; REM 8/08 1350 WEST ST;
Legal Description BEG S 523.18 FT (518.76 FT BR) TO PT 599.28 FT N OF N LN 3200 S ST &
N 89*02' W 300 FT TO TRUE POB FROM NE COR SW/4 SEC 20 T 11N R 1E TH N 89*02' W
116.5 FT TH S 99.28 FT TH N 89*02' W 437.68 FT TO E LN 60 FT R/W TH S 300 FT TO SW COR
LT 7 HIDEAWAY ESTATES SUBD & TH S 88*42'07" E 108.91 FT TO W LN OF 1350 W ST TH S
0*15'24" E 199.73 FT TO N LN OF 3200 S ST TH W'LY ALG N LN OF ST TO W LN 60 FT R/W
BEING S OF PT 621.18 FT W OF BEG TH N 1095.6 FT TO N LN OF SW/4 SD SEC 20 TH E
621.18 FT TO PT DUE N OF BEG TH S 518.76 FT TO BEG
SUBJ TO 1 RD R/W ON NORTH (322/133) CONT 9.46 AC M/L

Parcel 03-017-0020:

BEG NE COR SW/4 SEC 20 T 11N R 1E & TH S 1118.04 FT BR 1122.46 FT MEAS TO N LN OF
3200 S ST TH N 89*02' W 1313 FT ALG ST TO SW COR NIELSEN PROP & TRUE POB TH N
382.28 FT BR N 0*22' W MEAS TH E 398.82 FT TO W LN OF 60 FT R/W TH S 382.28 FT TO N
LN OF CO ROAD TH N 89*02' W 398.82 FT TO TRUE POB 3.5 AC ALSO BEG IN W LN OF 60
FT R/W AT PT N 382.28 FT OF PT 914.1 FT N 89*02' W ALG N LN OF 3200 S ST OF PT S
1118.04 FT BR 1122.46 FT MEAS FROM NE COR SD SW/4 SEC 20 & TH W 398.82 FT TH N
0*22'W 713.32 FT TH E 398.82 FT TH S ALG W LN OF SD 60 FT R/W TO BEG 6.53 AC SUBJ TO
1 RD R/W ON THE NORTH TOGETHER WITH 60 FT R/W SEE RECORD CONT 10.03 AC IN
ALL

PASSED BY THE NIBLEY CITY COUNCIL THIS _____ day of _____, 2023.

Larry Jacobsen, Mayor

ATTEST: _____
Cheryl Bodily, City Recorder

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Nibley

850 N. 200 W.

08/03/2023 - 08/02/2123

Rezone, Code Change, or Master Plan Change Application

Plan Check

3851883

c6bcfbb0-323a-11ee-b5d2-99b9e6f17b60

Active

New

Application Review Status

Final-Review

Not Reviewed

08/03/2023

Fees		Payments		
Plan Check	\$500.00	08/03/2023	Online	\$650.00
Public Notice Fee	\$150.00	Total Paid		\$670.80
Subtotal	\$650.00			
Amount Paid	\$670.80			
Total Due	-\$20.80			

Application Form Data

(Empty fields are not included)

First Name

HIDDEN VALLEY ESTATES PROJECT LLC.

Address Street

850 N. 200 W.

City

Logan

State

UT

Zip Code

84321

Phone

435-764-5430

Email

joshlow@dwelrg.com

Is the property owner representative different from the listed property owner

no

Request Type:

Rezone

Project Address Street

1405 W 3200 S Nibley, UT 84321

Tax I.D. Number(s)

03-017-0020 and 03-017-0019

Project Size (Acres)

19.49

Current Zoning (check all that apply)

A- Agricultural

Proposed Zoning (check all that apply)

R-2A- Residential

Site Plan and Map (please attach)

 22-307 Wasatch Land Holdings_Boundary Topo_5-1-23.pdf

What is the need for the proposed zone change?

We are wanting to do two things: 1) place the "Gibbs" home in a smaller parcel so that we can sell it. 2) our intentions are to develop this parcel in a similar way to Heritage Crossing and surrounding area.

What will the public benefit be if the zone change is granted?

More affordable lots and great area for home owners.

How does the proposal comply with the goals and policies of the Nibley City General Plan?

It's the same general residential lots that are in the surrounding area.

Is there any annexation of property necessary?

No

Please explain how the anticipated use is appropriate for the surrounding area.

It's similar to other development that is in the area.

What public infrastructure is in place to serve the type and intensity of the proposed use? If needed, could the infrastructure be reasonably extended, at the cost of the property owner or developer?

Public infrastructure is in place and developer would pay cost, if necessary, to extend.

Please attach a statement from the County treasurer showing the current tax status of the property.

 CORE - Parcel #03-017-0020 in 2023.pdf

Signature

I certify under penalty of perjury that this application and all information submitted as a part of this application are true, complete, and accurate to the best of my knowledge. I also certify that I am the owner of the subject property and that the authorized agent noted in this application has my consent to represent me concerning this application. Should any of the information or representations submitted in connection with this application be incorrect or untrue, I understand that Nibley may rescind any approval, or take any other legal or appropriate action. I understand that any cost of engineering, legal, fire, or other review incurred by the City shall be my responsibility to pay. I also acknowledge that I have reviewed the applicable sections of the Nibley City Code and that items and checklists contained in this application are basic and minimum requirements only and that other requirements may be imposed that are unique to individual projects or uses.

Posting. Not less than ten (10) days before the public hearing, Applicant is responsible for posting a sign in a prominent place on the property containing, in lettering that may be reasonably read by passersby, the time, date, and location of the public hearing. The posting shall not be required before the application being accepted. However, the City shall require that, not less than ten (10) days before the public hearing, the Applicant provides the City with evidence of compliance with this requirement.

With my signature, I give consent to receive service of process at the email listed on this application.

Joshua Low - 08/03/2023 2:17 pm

Messages

Josh,

Thanks for submitting the application. I just wanted to verify something on your application. Are you proposing the zoning to be R-2, which has a base minimum lot size of 1/2 acre or R-2A, which has a base minimum lot size of 12,000 sq ft (with an average lot size of 14,000 sq ft)? The zoning for Heritage Crossing and Stonebridge to the north is R-2A. It would require this zoning to get the size of lots that we talked about yesterday through transfer of development rights. Please respond, clarifying the application.

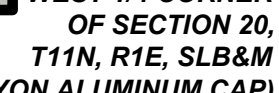
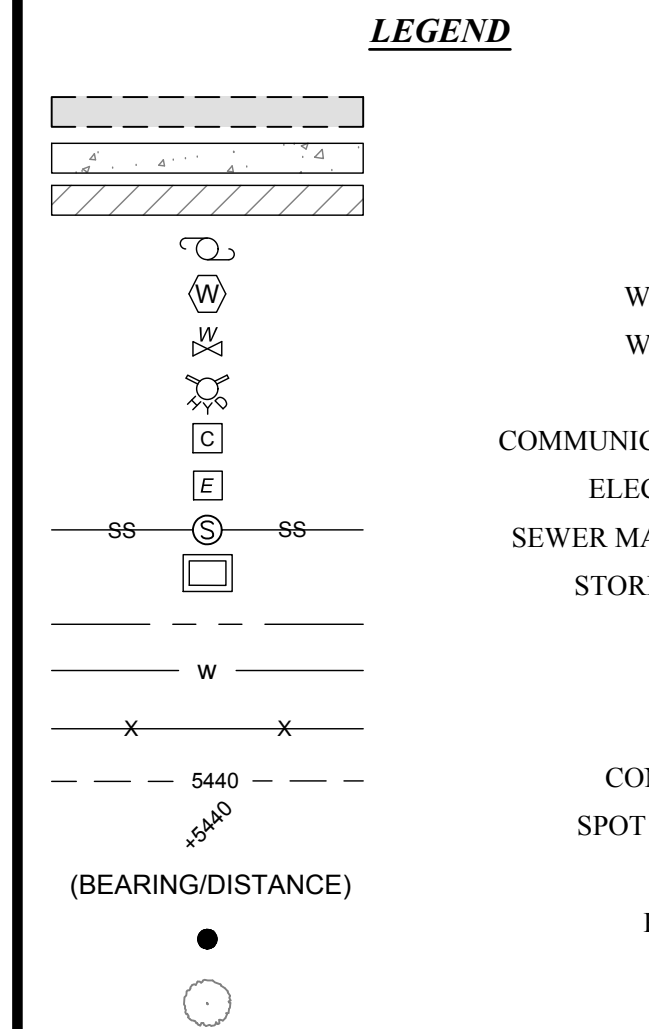
Levi Roberts, City Planner

Comments:

You're exactly right Levi. R2-A. Thank you!

Sounds good. I will update your application.

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Curtis Bown Date
Professional Land Surveyor
Certificate No. 12606452-2201

LEGAL DESCRIPTIONS

DEED (2381/1831)

The Land referred to herein below is situated in the County of Cache, State of Utah, and is described as follows:

Parcel 1: (03-017-0020)
Beginning at a point in the West right of way line of a 60 foot right of way, said point is described as being North 382.28 feet of a point 914.10 feet North 89°02' West along North line of 3200 South Street, Nibley of a point South 1118.04 feet (by record) 1122.46 feet (by measurement) from the Northeast corner of the Southwest Quarter of Section 20, Township 11 North, Range 1 East of the Salt Lake Base and Meridian and running thence West 398.82 feet; thence North 0°22' West 713.32 feet; thence East 398.82 feet; thence South along West right of way line of said 60 foot right of way to the point of beginning.

Subject to a one (1) rod right of way on the North.

Also: Part of the Southwest Quarter of Section 20, Township 11 North, Range 1 East of the Salt Lake Base and Meridian, described as follows:

beginning at the Northeast corner of said Southwest Quarter of Section 20, and running thence South 11:18.04 feet (by record) 1122.46 feet by measure to the North line of 3200 South Street, Nibley, Utah; thence North 89°02' West 1,313.00 feet, more or less, along the North line of County Road, to the Southwest corner of property owned by David L. Nielsen Enterprises, Inc; the point of beginning, thence North 382.28 feet (by record) North 02°22' West by measurement; thence East 398.82 feet, more or less, to the West line of a 60 foot right of way; thence South 382.28 feet, more or less, to the North line of County Road; thence North 89°02' West 398.82 feet to the point of beginning.

Together with a 60 foot right of way, described as follows:

Part of the Southwest Quarter of Section 20, Township 11 North, Range 1 East of the Salt Lake Base and Meridian, described as follows:

Beginning at the Northeast corner of said Southwest Quarter of Section 20, and running thence South 1118.04 feet (by record) 1122.46 feet by measure to the North line of 3200 South Street, Nibley, Utah; thence North 89°02' West 914.10 feet along North line of said Street and to the Southeast corner of property owned by the LDS Church and the point of beginning; thence North 87°6.98 feet; thence East 60.0 feet; thence South 87°6.98 feet, more or less, to the North line of said 3200 South Street; thence North 89°02' West 60.0 feet to the point of beginning.

Parcel 2: (03-017-0019)

Beginning at a point which is South 523.18 feet (518.76 feet by record) to a point which is 599.28 feet East of the North line of 3200 South Street and North 89°02' West 300.0 feet to the true point of beginning, from the Northeast corner of the Southwest Quarter Section 20, Township 11 North, Range 1 East of the Salt Lake Base and Meridian; thence North 89°02' West 116.50 feet, thence South 99.28 feet, thence North 89°02' West 437.68 feet to the East side of a 60 foot right of way; thence South 300.0 feet, to the Southwest corner of Lot 7 Highway Estates Subdivision, thence South 88°42'20" East 108.91 feet to the Northwest corner of Lot 7 Highway Estates Subdivision, thence South 116.50 feet to the Southwest corner of 3200 South Street; thence Westerly along the North line of Street to the West line of a 60 foot Right of Way being South of a point 621.18 feet West of beginning; thence North 1095.6 feet, more or less to the Quarter Section line; thence East 621.18 feet, more or less to point of North of beginning; thence South 518.76 feet, more or less to the point of beginning.

Subject to a 1 (one) rod right of way on the North and also Subject to a 60 foot right of way described as follows:

Part of the Southwest Quarter of Section 20, Township 11 North, Range 1 East of the Salt Lake Base and Meridian, described as follows:

Beginning at the Northeast corner of said Southwest Quarter of Section 20, and running thence South 1118.04 feet (by record) 1122.46 feet by measure to the North line of 3200 South Street, Nibley, Utah; thence North 89°02' West 914.10 feet along North line of said Street and to the Southeast corner of property owned by the LDS Church and the point of beginning; thence North 87°6.98 feet; thence East 60.0 feet; thence South 87°6.98 feet, more or less, to the North line of said 3200 South Street, thence North 89°02' West 60.0 feet to the point of beginning.

Parcel Number: 03-017-0020, 015-017-0019

NEW PARCEL 1

A portion of the SE1/4 of Section 20, Township 11 North, Range 1 East, Salt Lake Base & Meridian, located in Nibley, Utah, more particularly described as follows:

Beginning on a point located on the east line of MAPLE VALLEY ESTATES Subdivision, Phase 1, according to the Official Plat thereof on file in the Office of the Cache County Recorder, located at S89°51'19"E along the 1/4 Section line 1,326.76 feet and S0°38'12"W (plat S0°51'17"E) along the east side of said Plat 976.66 feet from the West 1/4 Corner of Section 20, T11N, R15E, SLBKM; then S88°54'38"E along the east side of said Plat 119°52'27"W 129.25 feet to a point on the north-right-of-way line of 3200 South Street; then N88°54'38"W along said said north right-of-way line 224.47 feet to the southeast corner of MAPLE VALLEY ESTATES Subdivision, Phase 1, according to the Official Plat thereof on file in the Office of the Cache County Recorder; then S0°38'12"W (plat S0°51'17"E) along said Plat 129.30 feet to the point of beginning.

Contains: 0.67+/- acres

NEW PARCEL 2

A portion of the SE1/4 of Section 20, Township 11 North, Range 1 East, Salt Lake Base & Meridian, located in Nibley, Utah, more particularly described as follows:

Beginning on the northeast corner of MAPLE VALLEY ESTATES Subdivision, Phase 4, and the southwest corner of STONEBRIDGE Subdivision, Phase 1, according to the Official Plat thereof on file in the Office of the Cache County Recorder, located S89°11'19"E along the 1/4 Section line 1,326.76 feet from the West 1/4 Corner of Section 20, T11N, 11E, SL&M; then S89°11'19"E (plat: S89°54'58"W) along said Plat 1,026.75 feet to a Boundary Line Adjustment described in Book 2021 Page 3471 of the Official records of Cache County and extension of the west line of HERITAGE CROSSING Subdivision according to the Official Plat thereof on file in the Office of the Cache County Recorder; then along said Plat the following 3 (three) courses and distances: S0°03'24"W along said Boundary Line Adjustment 519.64 feet; then N89°5'108"W 115.19 feet; then S0°10'30"W 97.31 feet to a rebar and the northeast corner of HIDEAWAY ESTATES Subdivision, according to the Official Plat thereof on file in the Office of the Cache County Recorder; then along said Plat the following 4 (four) courses and distances: N88°54'53"38"W 343.36 feet to a point on the east line of MAPLE VALLEY ESTATES Subdivision, Phase 1, according to the Official Plat thereof on file in the Office of the Cache County Recorder; then N88°42'07"E 108.91 feet; then S0°15'21"E (plat: N0°15'24"W) 199.73 feet to the north right-of-way line of 3200 South Street and the southwest corner of HIDEAWAY ESTATES Subdivision; according to the Official Plat thereof on file in the Office of the Cache County Recorder; then N88°54'53"38"W along said north right-of-way line 346.44 feet; then N1°05'22"E 129.25 feet; then N88°54'53"38"W 228.36 feet to a point on the east line of MAPLE VALLEY ESTATES Subdivision, Phase 1, according to the Official Plat thereof on file in the Office of the Cache County Recorder; then N0°38'12"E (plat: S0°51'17"E) along said Plat 972.66 feet to the point of beginning.

Contains: 19.23+/- acres

COMPOSITE DESCRIPTION

A portion of the SE1/4 of Section 20, Township 11 North, Range 1 East, Salt Lake Base & Meridian, located in Nibley, Utah, more particularly described as follows:

Beginning on the northeast corner of MAPLE VALLEY ESTATES Subdivision, Phase 4, and the southwest corner of STONEBRIDGE Subdivision, Phase 1, according to the Official Plat thereof on file in the Office of the Cache County Recorder, located S89°51'19"E along the 1/4 Section line 1,326.76 feet from the West 1/4 Corner of Section 20, T11N, 1R, EL&M; thence S89°51'19"E (plat: S89°54'58"W) along said Plat 1,026.75 feet to a Boundary Line Adjustment described in Book 2021 Page 3471 of the Official records of Cache County and extension of the west line of HERITAGE CROSSING Subdivision according to the Official Plat thereof on file in the Office of the Cache County Recorder; thence along said Plat the following 3 (three) courses and distances: S0°03'24"W along said Boundary Line Adjustment 519.64 feet; thence N89°5'08"W 115.19 feet; thence S0°10'30"W 97.31 feet to a rebar and the northeast corner of HIDEAWAY ESTATES Subdivision, according to the Official Plat thereof on file in the Office of the Cache County Recorder; thence along said Plat the following 4 (four) courses and distances: N88°51'24"E 389.01 feet; thence S89°51'19"E 437.68 feet; thence S0°01'27"E (plat: N0°01'32"W) 300.02 feet; thence S88°42'04"E (plat: N88°42'07"W) 108.91 feet; thence S0°15'21"E (plat: N0°15'21"E) 199.73 feet to the north-right-of-way line of 3200 South Street and the southwest corner of HIDEAWAY ESTATES Subdivision, according to the Official Plat thereof on file in the Office of the Cache County Recorder; thence N88°54'38"W along said north-right-of-way line 570.91 feet to the southeast corner of MAPLE VALLEY ESTATES Subdivision, Phase 1, according to the Official Plat thereof on file in the Office of the Cache County Recorder; thence S0°38'12"E (plat: S0°35'17"E) along said Plat 1,101.96 feet to the point of beginning.

Contains: 19.90+/- acres

civilsolutionsgroupinc.

CACHE VALLEY | P: 435.213.3762
SALT LAKE | P: 801.216.3192
UTAH VALLEY | P: 801.874.1432
info@civilsolutionsgroup.net
www.civilsolutionsgroup.net

BOUNDARY & TOPOGRAPHICAL SURVEY

LOCATION: SE1/4 OF SECTION 20, T11N, R1E, SLB&M
NIBLEY, UTAH

PROPERTY OF: WASATCH LAND HOLDINGS

PREPARED FOR: MICHAEL STOLL, WASATCH LAND HOLDINGS

[illegible]

Parcel #03-017-0020 in 2023 - Cache County CORE

Owner(s)

History

HIDDEN VALLEY ESTATES PROJECT LLC, (03/31/2023 - Present) (Vesting: [1337727](#))

Property Address

1405 W 3200 S

NIBLEY

Current Mailing Address

2206 W 3000 S STE D

HEBER CITY, UT 84032-3898

[i](#) Tax District: NIBLEY CITY W/CEM(008)

[i](#) Acres: 10.03

[i](#) Tax Status: Taxable

[i](#) Water Rights: NO

[i](#) Parcel History: COMB W/PT 03-017-0019 366/329

[i](#) Building Type: SFR

[i](#) Square Feet: 3107

[i](#) Year Built: 1987

[i](#) Legal Description: BEG NE COR SW/4 SEC 20 T 11N R 1E & TH S 1118.04 FT BR 1122.46 FT MEAS TO N LN OF 3200 S ST TH N 89*02' W 1313 FT ALG ST TO SW COR NIELSEN PROP & TRUE POB TH N 382.28 FT BR N 0*22' W MEAS TH E 398.82 FT TO W LN OF 60 FT R/W TH S 382.28 FT TO N LN OF CO ROAD TH N 89*02' W 398.82 FT TO TRUE POB 3.5 AC ALSO BEG IN W LN OF 60 FT R/W AT PT N 382.28 FT OF PT 914.1 FT N 89*02' W ALG N LN OF 3200 S ST OF PT S 1118.04 FT BR 1122.46 FT MEAS FROM NE COR SD SW/4 SEC 20 & TH W 398.82 FT TH N 0*22'W 713.32 FT TH E 398.82 FT TH S ALG W LN OF SD 60 FT R/W TO BEG 6.53 AC SUBJ TO 1 RD R/W ON THE NORTH TOGETHER WITH 60 FT R/W SEE RECORD CONT 10.03 AC IN ALL

Taxation Term	Amount
Prior Year Taxes (2022: \$5,112.45)	
i Market Value	\$797,566.00
Residential Land & Building	\$500,416.00
Agricultural Land & Building	\$297,150.00
i Taxable Value	\$572,380.00

The Auditor has not certified rates. Please refer to previous years for an estimate.

Payment Category	Amount
No prepayments have been made.	

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Agenda Item #8

Description	Discussion and Consideration: Resolution 23-10 – Amending the Consolidated Fee Schedule; Adopting Solid Waste Rates (first reading)
Presenter	Justin Maughan, City Manager
Staff & Planning Commission Recommendation	
Reviewed By	City Manager, Mayor Jacobsen

Background: The Cache Waste Consortium, has contracted with Waste Management to haul solid waste from Nibley City residents. A price has also been negotiated and presented in the attached table. Collection is expected to begin in October.

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RESOLUTION 23-10

**A RESOLUTION AMENDING THE CONSOLIDATED FEE SCHEDULE; ADOPTING
SOLID WASTE RATES**

WHEREAS, Logan City has opted to stop solid waste collection services for all area's outside Logan City limits in 2024; and

WHEREAS, Nibley City has entered the Cache Waste Consortium; and

WHEREAS, the Cache Waste Consortium issued a Request for Proposals for solid waste collection, and through a competitive selection process selected Waste Management Inc. as the winning service provider; and

WHEREAS, the Cache Waste Consortium has negotiated rates for the service.

NOW, THEREFORE, BE IT RESOLVED, BY THE NIBLEY CIY COUNCIL THAT:

1. The proposed rates attached as Exhibit "A" be amended into the City Consolidated Fee Schedule
2. The new fee's become effective 1 October, 2023

Dated this _____ day of _____, 2023.

Larry Jacobsen, Mayor

ATTEST: _____
Cheryl Bodily, City Recorder

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Proposed Charges			Current Charge	
	1st Container	Add'l Container	1st Container	Add'l Container
Residential Single Family				
Refuse, 64 gallon, weekly collection	\$ 15.00	\$ 8.25	\$ 14.15	\$ 14.15
Refuse, 94 gallon, weekly collection	\$ 15.99	\$ 8.25	\$ 16.40	\$ 16.40
Recyclables, 96 gallon, every other week collection	\$ 5.00	\$ 3.00	\$ 3.25	
Residential Ancillary Services/Charges:				
Container Exchange - Swap old container with new	\$ 45.00			
Container Delivery - New starts and additional containers	\$ 25.00		\$ 27.00	
Removal Charge	\$ 25.00			
Contamination Charge	\$ 5.00			
Overage Charge	\$ 5.00			
Resume Charge	\$ 25.00			
Container Replacement - if damaged caused by customer	\$ 75.00			

			Current Charge	
	1st Container	Add'l Container	1st Container	Add'l Container
Commercial				
Refuse, 96 gallon, weekly collection	\$ 15.99	\$ 8.25	\$ 14.15	\$ 14.15
2-yard, per collection	\$ 56.25	\$ 56.25	\$ 58.11	\$ 58.11
4-yard, per collection	\$ 112.58	\$ 112.58	\$ 99.28	\$ 99.28
6-yard, per collection	\$ 168.87	\$ 168.87	\$ 145.82	\$ 145.82
8-yard, per collection	\$ 225.16	\$ 225.16	\$ 194.09	\$ 194.09
Commercial Container Matrix	Frequency-Trash			

Container Size						
2YD	\$ 56.29	\$ 112.58	\$ 168.87	\$ 225.16	\$ 281.45	
3YD	\$ 84.44	\$ 168.88	\$ 253.32	\$ 337.76	\$ 422.20	
4YD	\$ 112.58	\$ 225.16	\$ 337.74	\$ 450.32	\$ 562.90	
6YD	\$ 168.87	\$ 337.74	\$ 506.61	\$ 675.48	\$ 844.35	
8YD	\$ 225.16	\$ 450.32	\$ 675.48	\$ 900.64	\$ 1,125.80	
Commercial Ancillary Services/Charges:						
Contamination Charge	\$ 75.00					
Overage Charge	\$ 75.00					
Relocate Charge	\$ 100.00					
Removal Charge	\$ 100.00					
Reactivation Fee	\$ 25.00					
Lock charge - per lock per month	\$ 22.00					
Resume Service Fee	\$ 60.00					

Roll-Off Services	
Roll-Off Haul Fee (Does not Include Disposal)	\$ 335.00
MSW Disposal charge per ton (4 ton min)	Facility tip fee
Green Waste Disposal Charge per ton (4 ton min)	Facility tip fee
RCY Disposal Charge Per Ton	Facility tip fee
Roll-Off Ancillary Service/Charges:	
Minimum haul (Inactive for more than 30 days)	\$ 335.00
Relocation	\$ 335.00
Delivery Fee	\$ 335.00
Trip Charge (not ready, overloaded, location blocked, etc.)	\$ 335.00

	1x	2x	3x	4x	5x	6x
2	\$58.11	\$115.23	\$172.34	\$229.45	\$286.57	\$343.68
3	\$74.71	\$148.42	\$222.13	\$295.84	\$369.55	\$443.26
4	\$99.28	\$197.56	\$295.84	\$394.12	\$492.40	\$590.68
6	\$145.82	\$290.64	\$435.46	\$580.28	\$725.10	\$869.92
8	\$194.09	\$387.19	\$580.28	\$773.37	\$966.47	\$1,159.56

***Green Waste not negotiated yet
 ***Resident cart pick up not available

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Agenda Item #9

Description	Discussion and Consideration: Resolution 23-11 – Supporting the Board Apportionment of the Cache Valley Transit District in Compliance with Utah Code 17B-2a-807 (First Reading)
Presenter	Justin Maughan, City Manager
Planning Commission Recommendation	
Staff Recommendation	Approve Resolution
Reviewed By	Mayor, City Manager

Background: In the 2023 general legislative session, the Utah legislature changed Utah Code 17B-2a-807 which governs the small transit district board apportionment. The change specifies that the transit district board must contain between 5 to 9 members. The current board of 18 members from across the County have proposed a resolution that will bring the number of members down to 9. Previously, Nibley City had a board seat dedicated to Nibley. This resolution will change that so that the City will share a seat with Hyrum and Millville.

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RESOLUTION NO. 23-11

A RESOLUTION SUPPORTING THE BOARD APPORTIONMENT OF THE CACHE
VALLEY TRANSIT DISTRICT IN COMPLIANCE WITH UTAH CODE 17B-2a-807
EFFECTIVE JANUARY 1, 2024

WHEREAS, the Utah State Legislature changed Utah Code 17B-2a-807 to alter the current board apportionment for small transit districts; and

WHEREAS, the Municipal Council finds that the current apportionment of the Cache Valley Transit District Board is not in compliance with the code change; and

WHEREAS, the Municipal Council has the authority to change the apportionment of the Cache Valley Transit District Board;

NOW, THEREFORE, BE IT RESOLVED BY THE NIBELY MUNICIPAL COUNCIL, that this Council supports the following apportionment for the Cache Valley Transit District Board effective January 1, 2024:

Number of members	Cities	Area
4	Logan	Area 1
1	North Logan / Hyde Park	Area 2
1	Smithfield / Richmond / Lewiston	Area 3
1	Providence / River Heights	Area 4
1	Hyrum / Millville / Nibley	Area 5
1	Cache County	Area 6

Dated this 22 day of June, 2023.

Larry Jacobsen, Mayor

ATTEST: _____
Cheryl Bodily, City Recorder

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connect with the people and
places that matter most

Mayor,

The CVTD Board is focused on providing services that increase access and mobility across our entire service area. Mobility leads to a strong local economy in every community we serve. This allows our riders to access employment, shopping, health care, education, etc., within our service area. This is why our tagline is: Connecting with the people and places that matter most.

In the 2023 general legislative session, the legislature changed Utah Code 17B-2a-807 which governs the small transit district board apportionment. The change specifies that the transit district board must contain between 5 to 9 members. Currently the CVTD Board has 18 members.

According to Utah Code, the legislative bodies (city councils) determine the board structure and whom to appoint as members. The current CVTD Board felt a responsibility to provide their recommendation on the Board apportionment. The Board has spent several hours over multiple months discussing potential approaches.

At the June Board meeting the Board voted to support the recommendation outlined in the included resolution. On behalf of the Board, I would ask for your support in seeking adoption of the resolution by your council.

Should you have additional questions or comments please contact me at: 509-496-5723 or email: jpjmba@gmail.com

Respectfully,

Patrick Jenkins
CVTD Board Chair

Cecelia Benson

Glen Schmidt

David Geary

Jeannie Simmonds

Sue Sorenson

Mary Barrus

Ron Bushman

Shaun Bushman

Jeff Turley

Gregory Shannon

Bob Christensen

Holly Broome-Hyer

Terrie Wierenga

Mike Arnold

Paul James

Lieren Hansen

Lyle Lundberg

Patrick Jenkins — Board Chair Cecelia Benson — Board Vice Chair Bob Christensen David Geary Glen Schmidt Gregory Shannon
Holly Broome-Hyer Jeannie Simmonds Jeff Turley Lieren Hansen Lyle Lundberg Mary Barrus Mike Arnold Paul James
Ron Bushman Shaun Bushman Sue Sorenson Terrie Wierenga

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Agenda Item #10

Description	Discussion: Landscape Easement along 1200 West
Presenter	Justin Maughan, City Manager
Staff & Planning Commission Recommendation	Consider the options and give direction(s).
Reviewed By	Mayor, City Manager, City Planner

Background Since last reading:

Couple of questions were asked to follow up with:

1. Estimated cost for City to landscape easement area: \$400,000.
2. Estimated yearly maintenance cost: \$2,000-3,000.
3. How many fences would have to be removed: 13 properties
4. How many sheds moved: 4
5. There a couple of dog kennels, one landscaped fire ring area, one inground trampoline, some garden area.

Previous Background:

The 1200 West Corridor, has been on the Nibley City Master Plan for a long time. Many efforts have been made over the years to plan for and preserve the Corridor as a major thorough fare. In addition to planning for the roadway, consideration has been given to make the corridor aesthetically pleasing, by obtaining additional land beyond normal right of way requirements for beautification and landscaping. In most of these area's, land was aquired and put into Nibley City's name. Some areas however, are just easements on adjacent landowners property. Specifically, Sunrise Meadows Phase 2,3 & 8, north of 2600 South (as seen in figures below and included in the meeting packet). The easement is designated as a 10' wide landscape easement, with no structures, and specifically references no fences on the plat. However, over the years a number of fences have been constucted in the easements, some prior to the City requiring a fence permit, others in spite of the City's fence permit requirements. In one case, a permit was actually granted, and in the middle of construction, the easement was brought to Staff's attention. The permit was revoked at that point. The citizen continued constructing the fence, and the City has not pursued penalites or fines, although notices of encroachment have been sent to property owners. At this point, Staff estimates that five

(5) fences have been installed which encroach on this easement. Other citizens are now requesting the allowance of a fence within the easement.

Another issue with the landscape easement in the rear of properties is the maintenance of the strip of land. The easement is located on either the rear or side yards of properties, as Nibley City Code does not allow driveway access on 1200 West. Because a fence is not allowed within this area, if a property owner installs a fully fenced yard, it leaves a 10' strip of land outside of their yard area. In general, in these cases, Staff has observed that improvements to and maintenance of this strip is lacking, often growing weeds and collecting trash. These issues can be addressed, to an extent, through code enforcement, but they are recurring issues. Although there is a landscape easement, there is no requirement for the property owner to landscape this strip. In many cases, they see no benefit to its use and it is often left unimproved and not well maintained. Although the easement was established in an effort to beautify the corridor, in many cases, it is not having the intended result. A similar landscape easement was established along 800 W in the Clear Creek Subdivision. In that case, the developer installed landscaping, which the City has since maintained. If the City would like to retain this easement, it may be worth pursuing an agreement with property owners to improve and maintain the landscape easement area.

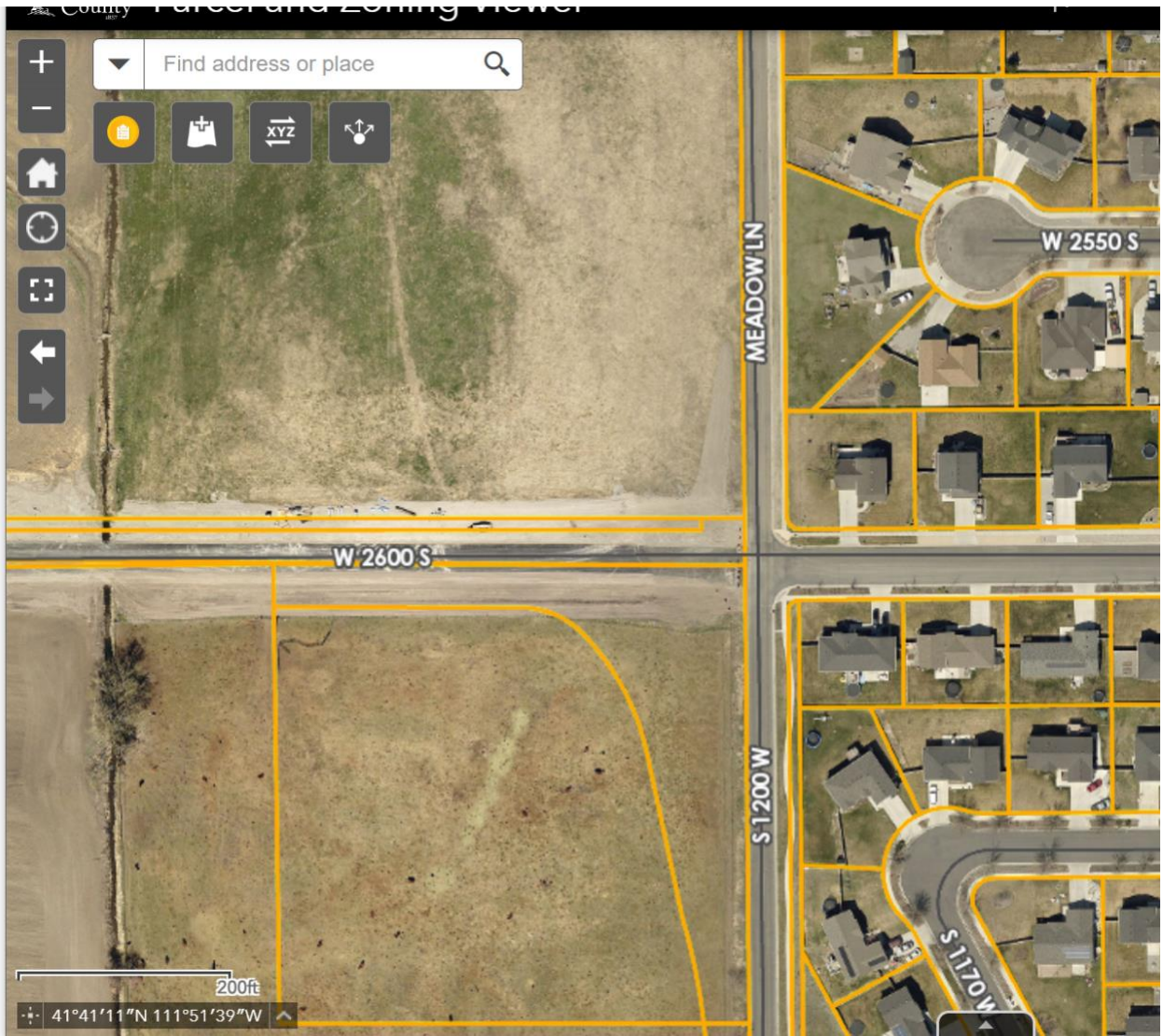
Staff is looking for direction from the Council on what to do. Staff is open to any option the Council may have, and offer the following potential options.

Option 1: Notify residents that have constructed fences in the easement, of the existence of the easement, and not fine or penalize, but put them on notice that the City may at some point remove their fence for landscaping purposes, as well as allow residents to construct new fences with the same notification.

Option 2: Pursue legal action to have fences removed.

Option 3: Abandon the easement with or without compensation to the City.

Option 4: Allow the Citizen's to purchase the easement back from the City.

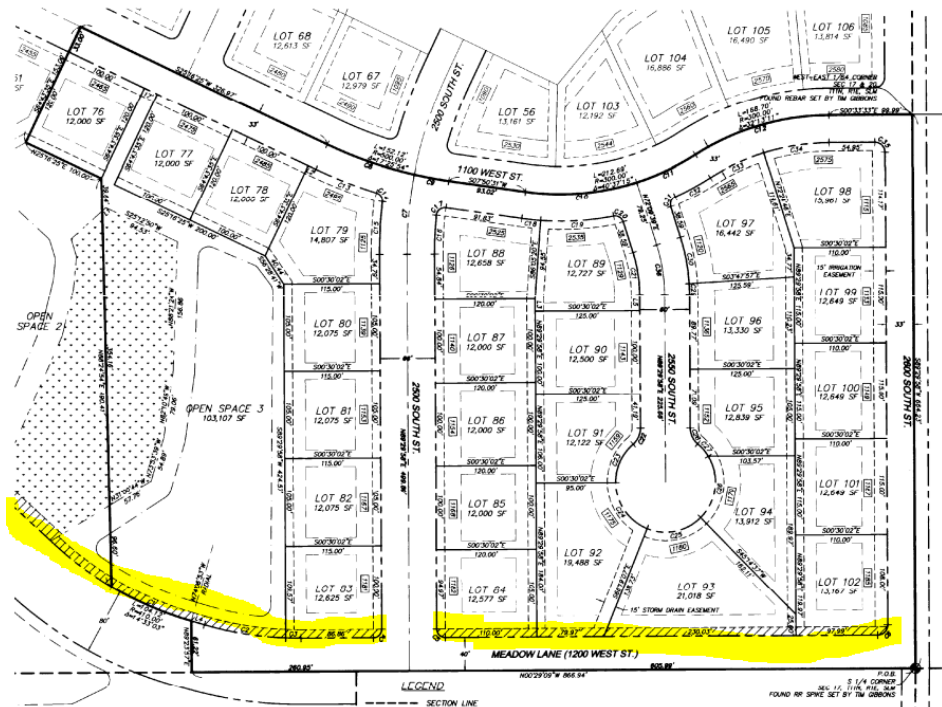


SUNRISE MEADOWS SUBDIVISION PHASE 3

PART OF SE 1/4 SEC 17, T11N, R1E, SLM

NIBLEY CITY, CACHE COUNTY, UTAH

JANUARY 17, 2007



NOTES & RESTRICTIONS

(1) THIS PROPERTY IS LOCATED IN THE VICINITY OF PROPERTY THAT IS USED FOR AGRICULTURAL PURPOSES. IT MAY BE ANTICIPATED THAT SUCH AGRICULTURAL USES AND ACTIVITIES MAY OR MAY NOT IN THE FUTURE BE CONDUCTED IN THIS AREA AND THAT SUCH USES ARE PREVIOUSLY EXISTING USES. AGRICULTURAL USES AND SITUATIONS MUST BE SOUND AGRICULTURAL PRACTICES AND NOT BEAR A DIRECT THREAT TO THE PUBLIC HEALTH AND SAFETY.

(2) LOTS 83, 84, 92, 93, AND 102 ARE NOT ALLOWED TO HAVE A DRIVEWAY ACCESS ONTO MEADOW LANE.

(3) NO STRUCTURES MAY BE BUILT WITHIN LANDSCAPE EASEMENTS. THESE EASEMENTS ARE TO BE USED FOR LANDSCAPING PLANT MATERIALS ONLY. FENCES ARE NOT ALLOWED WITHIN THESE EASEMENTS OR WITHIN 10 FEET OF MEADOW LANE. LANDSCAPE EASEMENTS ARE ALSO DEDICATED AS PUBLIC UTILITY EASEMENTS.

(4) LOT 92 IS SUBJECT TO A 15-FOOT WIDE EASEMENT FOR THE ACCESS AND MAINTENANCE OF A STORM DRAIN PIPELINE.

(5) LOTS 98, 99, 100, 101, AND 102 ARE SUBJECT TO 15-FOOT WIDE EASEMENTS FOR THE ACCESS AND MAINTENANCE OF AN IRRIGATION PIPELINE.

(6) ALL AREAS DESIGNATED AS WETLANDS MAY NOT BE DISTURBED WITHOUT WRITTEN PERMISSION FROM THE UNITED STATES ARMY CORPS OF ENGINEERS (USACE). EASEMENTS SHOWN WITHIN THE WETLANDS HAVE BEEN AUTHORIZED FOR USE AS SUCH BY THE USACE. THESE EASEMENTS ARE INCLUDED WITHIN AREAS DESIGNATED AS WETLANDS ON THIS PLAT FOR IDENTIFICATION AND TAX PURPOSES ONLY -- THE EASEMENTS ARE NOT SUBJECT TO THE RESTRICTIONS OF WETLANDS AS DEFINED BY THE USACE.

(7) AREAS IN NIBLEY CITY HAVE GROUNDWATER PROBLEMS DUE TO THE VARYING DEPTHS OF A FLUCTUATING WATER TABLE. THE CITY'S APPROVAL OF A BUILDING PERMIT OR CONSTRUCTION PLANS DOES NOT CONSTITUTE A REPRESENTATION BY THE CITY THAT BUILDING AT ANY

51
SF