

MEMORANDUM OF UNDERSTANDING FOR NORTH CACHE TRANSPORTATION CORRIDOR PLAN

This MEMORANDUM OF UNDERSTANDING (MOU) is made and entered into this ____ day of _____, 2017, by and between SMITHFIELD CITY, a Utah municipal corporation, hereinafter Smithfield, NORTH LOGAN CITY, a Utah municipal corporation, hereinafter North Logan, and HYDE PARK CITY, a Utah municipal corporation, hereinafter Hyde Park. The three cities shall be collectively referred to as “Cities”.

Whereas, the Cities are authorized to enter into this MOU pursuant to the Utah Interlocal Cooperation Act, Title 11 Chapter 13, Utah Code; and,

WHEREAS, the Cities recognize that transportation planning and programming must be conducted as an integral part of and consistent with the comprehensive planning and development process; and,

Whereas, the Cities enter into this MOU for the planning and preservation of interlocal roadway corridors; and,

Whereas, portions of the right of way are now owned by the Cities hereto and additional right of way may need to be acquired; and,

Whereas, the Cities desire to jointly agree on the purpose, usage and standards for the interlocal roadways and as a part thereof the standards for access and control; and,

Whereas, the Cities desire to be bound by this MOU upon approval by all parties.

NOW, THEREFORE, the Cities hereto jointly agree as follows:

1. **Planning:** Each City will adopt the North Cache Transportation Corridor Plan (Plan) and incorporate the standards outlined in the Plan into their General and Transportation Master Plans.
2. **Exhibit 1:** The attached Exhibit 1 of the Plan contains the corridors that pertain to this MOU, along with the typical sections and minimum right of way width to be applied to each corridor. Access management for each corridor is also included in the Plan to maintain a consistent roadway corridor.
3. **Miscellaneous:**
 - a. Title and Captions. Paragraph titles or caption contained in this MOU are inserted only as a matter of convenience and for reference and in no way define, limit, extend or describe the scope of this MOU or the intent of any provisions hereof.
 - b. Governing Law. The laws of the State of Utah hereto shall govern this MOU and all amendments.
 - c. Binding Effect. The terms and provisions of this MOU shall be binding upon and inure to the benefit of the heirs, successors and assigns of the respective parties.
 - d. Severability. The invalidity or unenforceability of any part of this MOU shall not invalidate or affect the validity or enforceability of any other provision of this MOU,

which shall continue to govern the rights and obligations of the parties hereto as though the invalid or unenforceable provisions were not a part hereof.

- e. Attorney's Fees. In the event any party shall be in default hereof or violation of the provisions hereof, such defaulting party shall pay the non-defaulting parties (be it one or more) attorney's fees and costs incurred by such non-defaulting party in enforcing this MOU whether by court action in a court of competent jurisdiction or otherwise.
- f. Separate Executions. This MOU may be executed by signatures on different copies and shall be treated as fully effective upon the execution of different copies of the same MOU. There is no requirement that all signatures appear on a single copy.

IN WITNESS WHEREOF, the parties hereto have executed this MOU on the day and year first written above.

SMITHFIELD CITY

By: _____
Darrell Simmons, Mayor

Attest: _____

HYDE PARK CITY

By: _____
Bob Christensen, Mayor

Attest: _____

NORTH LOGAN CITY

By: _____
Lloyd Berentzen, Mayor

Attest: _____

EXHIBIT 1



J-U-B COMPANIES



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

MEMORANDUM

DATE: February 2, 2017
TO: Smithfield City, Hyde Park City and North Logan City
CC: Cache Metropolitan Planning Organization
FROM: J-U-B ENGINEERS, Inc.
SUBJECT: North Cache Transportation Corridor Plan

Purpose and Need

As development is increasing in the area between Logan and Smithfield, the existing transportation corridors are becoming congested. US-91 (Main Street) is currently the only main north-south corridor. Alternate routes are needed to maintain a robust transportation network.

This study is being conducted to identify which existing and future roadways should be the main corridors connecting the communities of Logan, North Logan, Hyde Park and Smithfield. A working group of city staff was formed, which included engineers, planners, city managers, and city council members. This group evaluated each of the corridors in their communities in relation to their existing transportation plans and of adjacent cities. The following recommendations are a result of that effort, which was what the group determined was the best future planning based on available information.

It is recommended that the North Cache Transportation Corridor Plan be adopted by the respective city councils and be adopted into current and future city general and transportation master plans to guide development and redevelopment efforts.

Corridors

As part of the process, a map was prepared which outlines the main corridors that will provide for a robust transportation network. The Transportation Corridor Map (Attachment A) and Shared Corridors (Table 1) list the corridor type and right-of-way (ROW) widths that are desired for each of these multi-jurisdictional corridors.

The Corridor Types are used to identify its main purpose. The smaller roadways are typically called Local Roads. Local Roads are streets that collect traffic within a subdivision or are for streets that may be cul-de-sacs or dead-ends or are intended to be a slower speed roadway. A Collector is the next designation. A Collector is used to route traffic from Local Roads to the major roadway corridors (Arterials) and to main points of interest. They typically handle a higher volume of traffic and have a higher speed limit. An Arterial is typically an un-impeded roadway with a higher speed limit. They are intended to handle a

EXHIBIT 1



J-U-B ENGINEERS, INC.

J-U-B COMPANIES



**THE
LANGDON
GROUP**



**GATEWAY
MAPPING
INC.**

much higher volume of traffic. More information about roadway types can be found here:

<http://www.fhwa.dot.gov/environment/publications/flexibility/ch03.cfm>

Table 1 – Shared Corridors lists the corridors that were identified in this study to be the e main corridors spanning the various jurisdictions. Note that the east-west corridors were identified on a separate access management study performed by the Cache Metropolitan Planning Organization for the US-91 corridor. This study identified these streets as locations for existing and future traffic signals.

TABLE 1 – SHARED CORRIDORS

North-South Corridors	
Street/Corridor	Corridor Type – ROW Width
US-91 (Main Street)	Principal Arterial
200 East (North Logan)/400 West (Hyde Park)/250 East (Smithfield)	Minor Arterial – 80' ROW (1400 North to 1800 North) Minor Arterial – 99' ROW (1800 North to 600 South)
200 West	Major Collector – 80' ROW
1200 East (North Logan)/ 700 East (Hyde Park)/ 1000 East (Smithfield)	Major Collector – 80' ROW (4400 North thru Smithfield) Major Collector – 66' ROW (1400 North to 4400 North)
400 West	Minor Collector – 66' ROW
400 East (North Logan)/100 West (Hyde Park)/455 East (Smithfield)	Minor Collector – 66' ROW
600 East/50 East to 100 East (Hyde Park)	Minor Collector – 66' ROW (1400 North to 2700 North; 200 South (Hyde Park) to 4600 North Local Road – 66' ROW (2700 North to 200 South (Hyde Park))
800 East (North Logan)/250 East to 400 East (Hyde Park)/1000 East (Smithfield)	Minor Collector – 66' ROW
1600 East (North Logan)/ 1000 East (Hyde Park)	Minor Collector – 66' ROW
Power Line Corridor	Minor Collector – 66' ROW
East-West Corridors	
Street/Corridor	Corridor Type – ROW Width
1400 North	Minor Arterial – 99' ROW (1000 West to 800 East) Major Collector – 80' ROW (800 East to 1600 East)
2500 North	Principal Arterial (1000 West to Main Street) Minor Arterial – 99' ROW (Main Street to 300 East) Minor Arterial – 80' ROW (300 East to 800 East) Minor Collector – 66' ROW (800 East to Power Line Corridor)

EXHIBIT 1



J-U-B ENGINEERS, INC.

J-U-B COMPANIES



**THE
LANGDON
GROUP**



**GATEWAY
MAPPING
INC.**

3100 North	Minor Arterial – 80' ROW (Main Street to 800 East) Major Collector – 80' ROW (400 West to Main Street, 800 East to 1200 East) Minor Collector – 66' ROW (1200 East to Power Line Corridor)
100 North (Smithfield)	Minor Arterial – 80' ROW (Main Street to west of City)
200 South (Hyde Park)	Major Collector – 80' ROW (Main Street to 200 East) Minor Collector – 66' ROW (200 East to Power Line Corridor)
Center Street/Hyde Park Lane (Hyde Park)	Major Collector – 80' ROW
450 North (Hyde Park)	Major Collector – 80' ROW
600 South (Smithfield)	Major Collector – 80' ROW
1800 North	Minor Collector – 66' ROW
2000 North/2100 North	Minor Collector – 66' ROW
2200 North/2300 North	Minor Collector – 66' ROW
4400 North	Minor Collector – 66' ROW
4600 North	Minor Collector – 66' ROW
300 South (Smithfield)	Minor Collector – 66' ROW

Typical Sections

For the corridors that were identified to span multi-jurisdictions, it is necessary to maintain a consistent typical section. This provides a consistent roadway cross section for the motorist that may improve traffic flow and reduce crashes.

Table 2 – Corridor Widths and Access Management identifies the type of corridor along with the recommended ROW and pavement widths. In some cases, this matches the existing pavement and ROW width; however, in other locations the existing pavement and ROW width may be narrower than is proposed. It is recommended that any future development or roadway improvements meet the recommended widths in Table 2.

From the information in Table 2, typical roadway sections have been provided in Attachment B. The critical component of these typical sections is the curb and gutter, shoulder, the travel lanes along with the center turn lane (if applicable). The area behind the curb and gutter can be altered depending on city design preferences. The shoulders of the roadways may be used to accommodate bicycle infrastructure.

Access Management

Access management controls the number and spacing between driveways and streets along a roadway. There are many benefits of access management including improved movement of traffic, reduced

EXHIBIT 1



J-U-B ENGINEERS, INC.

J-U-B COMPANIES



**THE
LANGDON
GROUP**



**GATEWAY
MAPPING
INC.**

crashes, and fewer vehicle conflicts. Access management principles are applicable to roadways of all types, ranging from fully access-controlled facilities, such as freeways, to those with little or no access control, such as local streets.

(http://safety.fhwa.dot.gov/provencountermeasures/fhwa_sa_12_006.cfm)

The access spacing identified in Table 2 – Corridor Widths and Access Management is a combination of balancing improved traffic movement and safety with property access needs. Additional information can be found in these brochures:

FHWA BROCHURE-Benefits of Access Management.pdf

<http://www.udot.utah.gov/main/uconowner.gf?n=12076621573693531>

FHWA BROCHURE Safe Access is Good for Business.pdf

<https://www.udot.utah.gov/main/uconowner.gf?n=12077702975820609>

TABLE 2 – CORRIDOR WIDTHS AND ACCESS MANAGEMENT

Type	ROW Width	Asphalt Width	Access Management
5 Lane - Minor Arterial	99 ft.	72 ft.	Arterial is limited access. Side street access and 300' min. spacing for driveways. No individual residential access.
3 Lane - Minor Arterial		52 ft.	
3 Lane – Minor Arterial	80 ft.	52 ft.	Arterial is limited access. Side street access and 300' min. spacing for driveways. No individual residential access.
Major Collector (Residential)	80 ft./ 66 ft. option	52 ft.	Street access only preferred, with 200' average driveway spacing with min. 150' spacing. Optional 66' ROW with park strip eliminated with a 6' sidewalk
Major Collector (Commercial/Industrial)			300' min. spacing (shared accesses).
Minor Collector (Residential)	66 ft.	47 ft.	No parking instead of limiting access points. Street access preferred.
Minor Collector (Commercial/Industrial)			Shared access. No parking. 200' min. spacing.
Local Road (Residential)	66 ft.	47 ft.	No parking instead of limiting access points. Street access preferred.

EXHIBIT 1



J-U-B COMPANIES



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

General Rules

When developing the corridors, Table 3 – General Rules shows guidelines that should be followed to maintain an efficient transportation network for the roadways identified in the Transportation Corridor Map. It is recommended that these rules be adopted into each community's design standards.

TABLE 3 – GENERAL RULES

Maximum Access Widths:
40' Commercial
30' Residential
150' offset for driveways away from corners of all roadways
Municipalities will maintain the minimum pavement widths as noted in the Corridor Plan.
Area behind the curb may be altered at the discretion of the municipality, including parkstrip width and sidewalk width.
Maintain sight triangles at intersections.

Adaption of the 80-foot and 99-foot ROW corridors

For the planned ROW sections, the intent is not for the entire pavement and curb and gutter section to be installed up front. The critical components include: 1) acquiring the full ROW width when development occurs or when funding is available prior to development, 2) installing the sidewalk at the future location one foot inside the ROW and 3) install at least two full lanes of asphalt pavement. In the future as more funding is available, then the full width would be installed.

1200 East Roadway

In 2007, an Inter-Local Agreement was prepared in conjunction with Smithfield City, Hyde Park City, North Logan City, Logan City and Cache County. This agreement was signed by Smithfield, Hyde Park and Logan. There were several design standards outlined in the agreement. Table 4 – 1200 East Differences shows a comparison of the standards which are different from the North Cache Transportation Corridor Plan that is being negotiated.

TABLE 4 – 1200 EAST DIFFERENCES

Current North Cache Transportation Corridor Plan	1200 East Inter-local Agreement (2007)
Typical Section	
80' right-of-way with 52' paving (north of 2500 N)	80' right-of-way with 42' paving
66' right-of-way with 52' paving (south of 2500 N)	
Speed Limit	
Not addressed for any of the streets	30 mph, with each City having flexibility

EXHIBIT 1



J-U-B ENGINEERS, INC.

J-U-B COMPANIES



**THE
LANGDON
GROUP**



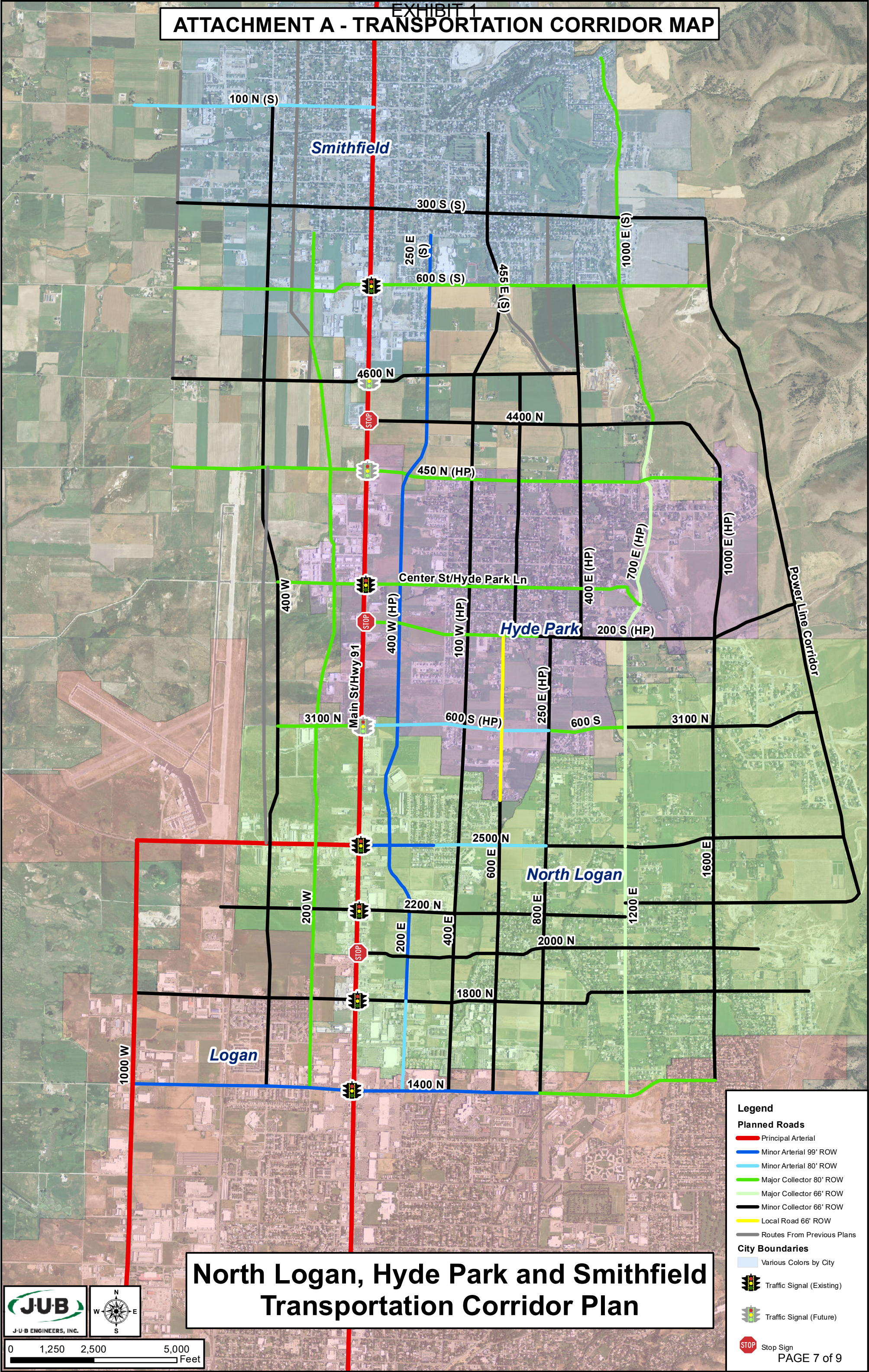
**GATEWAY
MAPPING
INC.**

Access Spacing	
Street access preferred with an average driveway spacing of 200 feet with 150 feet minimum	1200 feet (seems like streets, since it wasn't clearly defined) Minimize the number of driveways
Sidewalks/Trails	
5' sidewalk, except for 66' right-of-way will have a 6' sidewalk at back of curb No trail option	5' sidewalk or 10' trail
Parkstrip	
5'	10'
On-Street Parking	
8' shoulder which would accommodate parking for the 80' right-of-way No parking for the 66' right-of-way	Prohibit parking where possible

Recommendation

As stated in the purpose and need, it is recommended that the North Cache Transportation Corridor Plan be adopted by the respective city councils and be adopted into current and future city general and transportation master plans to guide development and redevelopment efforts. By preserving these corridors long term transportation needs can be met in the communities of North Logan, Hyde Park and Smithfield.

EXHIBIT 1
ATTACHMENT A - TRANSPORTATION CORRIDOR MAP



North Logan, Hyde Park and Smithfield
Transportation Corridor Plan



J-U-B ENGINEERS, INC.



0 1,250 2,500 5,000

Feet

Legend

Planned Roads

- Principal Arterial
- Minor Arterial 99' ROW
- Minor Arterial 80' ROW
- Major Collector 80' ROW
- Major Collector 66' ROW
- Minor Collector 66' ROW
- Local Road 66' ROW
- Routes From Previous Plans

City Boundaries

- Various Colors by City

 Traffic Signal (Existing)

 Traffic Signal (Future)

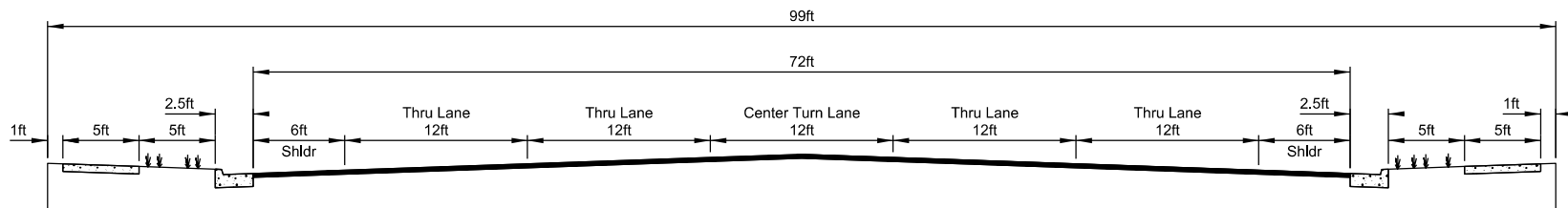
 Stop Sign

PAGE 7 of 9

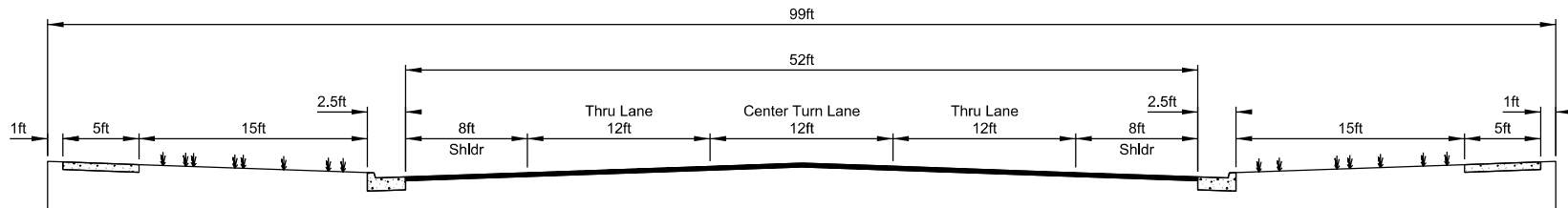
EXHIBIT 1

ATTACHMENT B - TYPICAL SECTIONS

99' Right of Way
5 Lane



99' Right of Way
3 Lane



80' Right of Way

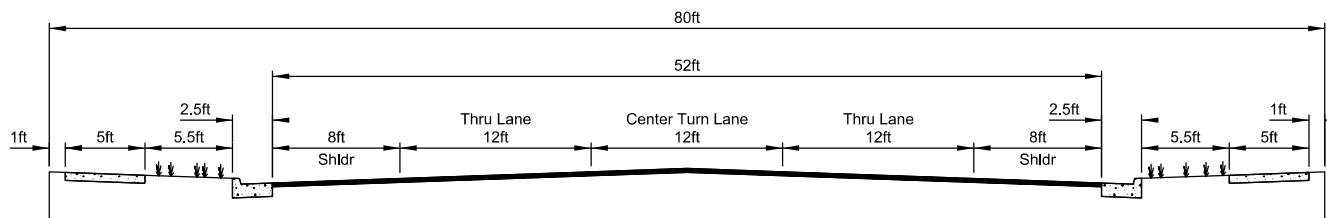
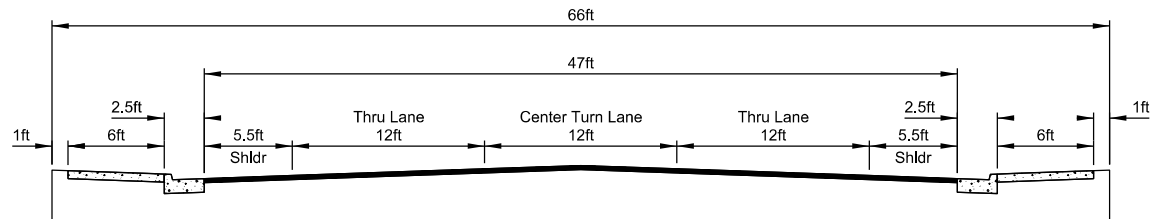


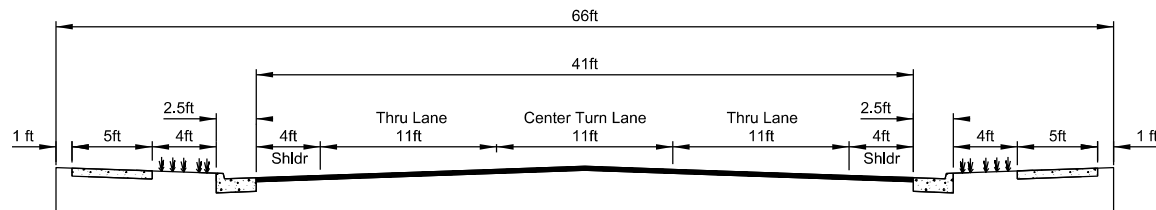
EXHIBIT 1

ATTACHMENT B - TYPICAL SECTIONS

66' Right of Way
Option 1



66' Right of Way
Option 2



66' Right of Way
Option 3 Ribbon Curb

