

COUNCIL MINUTES
JANUARY 3, 2014

The City Council held a meeting on Friday, January 03, 2014, at 9:00 a.m., in the Council Chambers, 10 North Main Street, Cedar City, Utah.

MEMBERS PRESENT: Mayor Joe Burgess; Councilmembers: Ron Adams; Nina Barnes; John Black; Paul Cozzens; Don Marchant.

STAFF PRESENT: City Manager Rick Holman; City Attorney Paul Bittmenn; City Engineer Kit Wareham; City Recorder Renon Savage; Finance Director Jason Norris; Police Chief Robert D. Allinson; Public Works Director Ryan Marshall.

OTHERS PRESENT: Tom Jett, Maile Wilson, Bev Burgess, Kristi Kunzler, Kim Kunzler, Betsy Carlile, Nancy Jerome, Fred Rowley, Rick Torgerson, H.G. Kunzler, Jim McConnell, John R. Westwood.

CALL TO ORDER: City Manager Rick Holman gave the opening prayer; the pledge of allegiance was led by Mayor Burgess.

DICUSSION WITH UDOT ON THE SOUTH INTERCHANGE

RECONSTRUCTION PROJECT – KIT WAREHAM: Mayor – we called this meeting to discuss issues with the South Interchange, we have Rick Torgerson and Nancy Jerome here from UDOT. Kit – we also have HG Kunzler from Salt Lake and Jim McConnell, District Engineer from UDOT. They are here to talk about the South interchange, landscaping status and discuss the status of the entire project.

Rick Torgerson, Regional Director for UDOT - we hope to answer questions about the South Interchange with some handouts. I want to talk about the history, how it got started, where we are today and give an update on the project. Nancy will get into more details. For many years this has been discussed with a lot of different scenarios. Cedar City came to the Transportation Commission in 2011 to get to a diamond interchange and it was presented in 4 phases, put ramps in, new crossing for ATV trail and animal crossing, the Commission funded \$500,000 in May of 2011 and asked for UDOT to look for solutions and to look at phases 1, 2, & 3, phase 4 is a community project. A year later we started the design and went to seek funding and they approved the project for phase 1,2,3 with a \$1 million contribution from Cedar City. June 2012 Kit received a Small Urban grant from the Joint Highway Commission for a \$1 million and it brought phase 4 back in the project with using the existing fly over for the trail and brought the project up to \$10.4 million. It was \$13.5 million to \$10.5 million, but there are some give and takes. (See Exhibit "A").

One of the main things that came on board is a new design that we came to the Council and talked about a diversion diamond interchange and it has a lot of promise in Utah, we just opened one in St. George, there is also one in Ogden and a few on the Wasatch Front. It has huge potential to retrofit existing interchanges to get more functionality and meet

the needs of the future at a lower cost. The original design was \$35-\$40 million, with this interchange it is about \$10 million. Cedar did ask to open surplus property parcels which this design does.

Nancy Jerome – I came on to this project as project manager right as we went to CMGC for this project which was August 2012, part was to define the scope for the project and determine the goals and prioritize the goals. The first priority was the construction of the north bound (NB) off ramp and south bound (SB) on ramp; construct diversion diamond interchange (DDI) and realign Cross Hollow Road. We had to lower Cross Hollow Road 2.5 feet to get the standard clearance; construct a NB parallel off ramp, by leaving the fly over making is safer for the north bound lane fit, but people would be able to see the off ramp, we didn't want people to miss it so we extended the parallel off ramp south so you can see the interchange coming up before you get there. Maintain the flyover for pedestrian and livestock. We have met with the livestock owners and are hopeful they will use the structure and see its benefits and not use the Cross Hollow Road. To maximize the remaining area for surplus property so they could recoup money by selling surplus property with the new configuration. Last is the landscaping of the interchange.

The cost for the DDI is a little more, we added \$600,000 by doing this and it went from a 10 year fix to a 30 year fix. Converting flyover to trail is \$744,000, it is not cheap, we have to extend the parallel off ramp and realign into the median on both sides to make the structure work. Marchant – these are estimates? Nancy – no, it is the approximate value at scoping that we felt the diamond versus the DDI would come in at, and we are very close. The conversions of the flyover are hard numbers. The landscaping and esthetics currently with the alternate we have \$673,700 in landscaping items for the project. UDOT has a standard policy that we can spend .75% of the construction dollars on esthetics and landscaping. \$55,000 of that are UDOT contributions. One benefit of CMGC is to work with the contractor to come up with a dollar amount we can identify if x happens it will cost this much money. We have reduced the contingency to a very low number, right now it is what we have to hold for the risks on the project. On a typical project like this we would hold 9%, this is 3%. We spend more up front in preliminary engineering, but make it up on the back end, there is not a lot of wiggle room for the contractor.

Summary of landscaping we have \$406,500, it includes ornamental fence, colored lights See Exhibit "B". We have an additive bid to see if we have the money. Currently the proposed na lines will help the esthetics if we can remove the asphalt. Black – on the livestock trail, we were once talking to move it along the red line to tie into the roadway. Nancy - we looked at moving, but logistics and money and trying to maximize the dollar amount for the surplus property we found it most feasible to run it where it is shown. It will bring them down old Hwy 91 for a portion. That was an early preliminary discussion that had drawbacks for the sale of the surplus property and in now it broke it up and where the animals would be moving. Barnes – could it be angled more and the turn softened? Nancy – not to make a decent alignment, plus we want to maximize the surplus property. It is pretty high and we need to get it down to the existing roadway. Overall we felt the best balance with all the issues, landscaping, stock trail and surplus

property this was the best alignment. Rick Torgerson – the trail is 25 feet wide and a traditional trail is 10 feet. Black – is there fencing on the trail? Nancy – that is up to the City. Mayor – with the elevation why does it not come straight across? Nancy – the more we moved it the less property there was. It made a better fit for the sale of the property. Mayor – the cost to fill the added dirt is as much as the sale. Rick – we went through a lot of discussion to make it most efficient for the livestock owners and the balance with the surplus property. We looked at going north because of the grade, we are able to make the grade. We pushed to the south to get the most out of the surplus property. It is not fenced. On the west side it drops off quite a bit so be brought the grade to tie into the property south of the commercial development. Nancy – this is not as large of grade difference, it is much more dramatic on the West side. Mayor – is there a constant grade or will it drop off down Hwy 91? Contractor – it will be a constant grade. Barnes – what is that grade? H.G. – I think around 10%. Black – since it is a trail, does it meet ADA? H.G. – yes it does meet ADA requirements and national guidelines. As you go on any trail, the straighter is better, but there are curves you can put in. Barnes – why 20 feet? H.G. – the width of the structure is 20 to 25 feet so we matched it. Jim McConnel – with livestock it would be hard if it was smaller. There is a 12 foot width it is hard to get the livestock to go through. H.G. – we met with the livestock owners and they want an area to bring the livestock and then take them across all at once, they want some type of a holding pen. Black – the purple line is that surplus property? H.G. – that is the right-of-way. Mayor – is the trail complete? Nancy – it is not asphalt. Paul – is there fence over the flyover? Yes. Cozzens – could the City remove the asphalt and crush it and use it on the trail? Mayor – I was thinking the same thing if the timing was such, I don't know if it would be an advantage to crush it, we may haul it to the pit. Marchant – we used some in the Airport. Jim – the best way to do that is a roto mill and it is more expensive. Rick – that is difficult for Jeff also, this project will be done at the time Jeff is doing his road projects. H.G. – part of the CMGC is to see what is the most economical way to dispose and they are looking to sell it off. Part of the cost is to make it as economical as possible. Kit – if the city decided to take it up we could do it when we have time? H.G. – with additive 3 we could do that, we need to discuss that as soon as possible. Rick – that would postpone the trail. Kit – they would do the part of the trail they are doing. Was there discussion on eliminating the import top soil? Nancy – we did eliminate that, they will take off 6 inches everywhere to give us enough to fill in the other areas. Black – Kit, if this design has been here a year have we had discussion with the livestock people. Kit – yes, they have been in meetings since this has been designed. Nancy – they wanted the pens to gather the livestock. Kit – we have already constructed a catch pen by Home Depot. Cozzens – will we build a trail to tie into this? Kit – the East Bench Trail is already stubbed in on the east side of the road and it will eventually have to cross Hwy 91. Cozzens – the disposal of the excess land, will the revenue off set this cost? Nancy – it goes into the coffers of the Transportation Commission. The project did not meet the standards to get this high on the priority list, so one of the ways this was sold to the Transportation Commission is that the money from the property could go back to the Transportation Commission for other projects. Cedar City had to also help. Kit – it is not just an advantage to UDOT, but also to Cedar City, it will be developed and provide tax revenue. Cozzens – what is the estimated revenue from the property? Nancy – we have not established that, but we were looking at

\$8 to \$10 a square foot. Barnes – what was the square footage? Mayor – we made a presentation to UDOT and it would be approximately 6 acres at approximately \$2 million. Nancy – there is a lot of fill material that will need to take place. Originally we looked to move all material and fill in the surplus property and we were over a million dollars to do that so we had to back off. We worked hard to try and balance all the scenarios. It is going to be dependent on asphalt being removed, the end result looks. Mayor – our presentation was \$7.66 a foot. Kit – I think there is a lot more property. H.G. – the estimate is about 22 acres. Black – out of the \$1 million we thought we had for landscaping, how much is left? Nancy – in Exhibit “B” with the last modifications made we are estimating it to be \$10.195 million. With the landscaping in the base bid it is included in the \$10.195 million. We have \$167,000 the cost of additive 1. Currently we have enough money to award that additive. We also have enough money to award additive #2. There is not enough money for the removal of the asphalt. We have a targeted. Black – I appreciate all you are doing, but the landscaping makes a visual of Cedar City and it is very important and we feel we have contributed a bunch to the project and we want to keep as much as possible. Nancy – the \$1 million brought over was for the livestock and for additional landscaping. We feel we are looking at potential \$673,700 in landscaping and \$744,000 in the livestock. Black – we had \$1 million in cash and \$1 million grant and surplus property which is \$2 million, that is \$4 million out of \$10 million and I think it should give us what we want. Barnes – not just the City, but for UDOT as well, it is a statement. Nancy – what the Department can do is very limited, the City has brought a lot of money for those projects. Barnes – as we have also. Nancy – that is why the project is happening because the City brought forth money; it is truly a partnership and statement for Cedar City and UDOT to work together. If you hadn’t brought the money forward it wouldn’t have happened. Black – the messages sent through Kit was that we were taking a lot of cuts on landscaping. Nancy – we have worked hard to get the contractor to minimize costs and look at ways we could reduce the cost and we did a pretty good job to get additional money. One of the things, we didn’t just look at landscaping; we looked at a lot of things to reduce it down. We didn’t know where we would be, we were looking to see what could be done to maximize the project and look at ways that may not be a big impact to the City or the landscaping to reduce the price. We were hoping to do the coreten Mountain Plates; it is very costly to place. The subcontractor said if you can find a way to bolt those on it would save money. We are unable to locate coreten anchor bolts that match so we can’t make that happen. We were hoping for an anchor bolt that was the same, we were unable to find the anchor bolt so we had to keep it as the original design. It will stick out a little; there will be visual relief with a 3D dimension. Cozzens – will we have a snowcapped mountains with the pigeons. Nancy – they only stick out 2 inches. Marchant – those I see in Utah County look like part of the structure themselves, are the engraved or how, they stand out and they are attractive and don’t seem to be a landing spot for pigeons. H.G. – it is a 4 inch bracket. We have tried to find a bolt that wouldn’t rust and have not found it. Cozzens – what is the mountain? Contractor – rust looking but will not rust, we can still look. The coreten is a good material that looks nice. Marchant – can you mount it directly to the surface without using the bolts? H.G. – there are off sets in other projects and it has a stainless steel bracket that is mounted behind. Marchant – can’t we take that same thing; flush mount it without worrying about bolts and save money that way. H.G. – based on

the supplier with the contractor they could not find that, we will continue to look for something. Cozzens – the company making the coreten finish could make the bolt. Nancy – that is who is saying they cannot find it. H.G. – we can look at a powder coated bolt, and we will continue to look. Black – does the contractor get his mark up on that? Yes. Marchant – we are using a coated metal product to display the scene? Jim – no it is a finish that does not rust, the entire structure is steel and it rusts to a certain point and then stops. Marchant – can we engrave or do something that would give us the same thing that is already a part of the product itself. Jim – the only way to do it is replace the parapets, a form on the concrete and then they pull it out which would be more expensive. Fred Rowley – the stamped concrete is it more expensive than natural landscaping? The stamped concrete collects ice melt and it always needs to be swept. Would that not be less expensive to use natural pine trees? H.G. – there are a number of options, the plans put through have been before and esthetics committee. Nancy – Cedar City hired that consultant. We are trying to follow what the direction Cedar City has given us. H.G. – in the hope is to put in what we call the hardscape, things difficult to add to in the future, the soft scape could be easily added at a later time. Cozzens – a stained concrete would be more feasible than stamped. Kit – a lot depends on when it was put in, some has lasted quite a while. Marchant – we need to consider the maintenance that becomes the City's responsibility. Jim – we had a water system on the trees for about 15 years. HG – we are coming to a critical time in the project where the contractor needs to begin in March, so changes need to be made quickly. If we delay it the cost expands because they cannot complete by the end of the year. Marchant – who is the contractor? HG – WW Clyde. Black – are they selected through an RFP? HG – yes. They have an independent contractor and then it is verified by UDOT and an independent appraiser to make sure it is reasonable. Nancy – in the CMGC process the contractor is put out to bid for everyone and they have to do quite a bit of work in order to put it together and they are the successful contractor. Marchant – you get the same ones over and over. Nancy – we had 3 contractors look at this, this had unique things like lowering the road under the overpass that is why we went to CMGC to get a contractor on board for the design. We hire the contractor they hire a sub-contractor to design the soil nail wall, we did it to get the expertise of the contractor in building some of those things and utilize their experience and it has been successful.

Mayor – I would like Nancy to tell us where we are and what we need to do to cut to be where we have to be.

Nancy – one of the things we have an opportunity to save on is the ornamental fence on the fly over, the price is almost \$118 a foot for a 3.5 foot high fence. One item we asked to Kit to see if we had any other options to that fence that would be agreeable with the City. We weren't trying to tell the City you are going to have to cut things, but find other options to cut costs without cutting the look. I apologize if the Council felt we were trying to cut their landscaping budget, we were just looking everywhere. Option 2A is prefabricated galvanized and powder coated, the savings would be \$7,600. (See Exhibit "B" for the various options). Cozzens – on different fencing materials, what will the animals do to them? Kit – they are on the parapet and are 3 feet off the ground, it will not have any problems. Black – I thought you felt comfortable getting through additive #2

which includes the ornamental fence. Where would the changes go? Nancy – could be in cost savings to the City. The contingency is money if we needed, if it is not used it comes back to the City to help pay off the SIB loan.

Mayor – in the money they have in the base bid, the \$406,000 is included and additive #1, #2, and #3 it is \$267,200, and there is \$39,584 over budget. I think we can say we will remove the asphalt; do we have to remove the dirt? HG – there is seeding that goes with that. Cozzens – remove the asphalt and use the road base to our trail. Mayor – how thick is the asphalt? Nancy – 8 inches. Mayor – we may have to get it out and pile it up on their time frame. Rick – we can talk with the contractor to rotomill and move it to the trail. If the risks don't happen we could issue a change order for the rotomill and get somewhat of a paved trail. Let's get the cost from the contractor to see what it would cost. We are saying we are not comfortable with doing that now, but it could happen. Mayor – I think that is a risk the City could take. Cozzens – can we look at staining the concrete instead of stamped concrete. Kit – the stamp was shown in the original presentation.

Rick Torgerson – Main Street will turn and to into Cross Hollow. You will stop at a light and cross over and get on the freeway without stopping at a light, it takes all the left turn signals out in a DDI which speeds the interchange up. The legislature approved last year a law on DDI structures to make a left on the red if there is no cars.

We will complete the design this month; advertise early February and start construction March through October. We will maintain one lane at all time. We will have a weekend closure for a short time. You can still use the interchange, going under the structure will happen on the weekend. The Public Information Team will provide the city with updates through construction.

Mayor – we are approximately \$40,000 short of getting everything we want; to remove the asphalt will cost a lot more than \$45,000. I would recommend you put it on an agenda and decide what you want to do, I think the Council needs to hope that the \$200,000 contingency can pay for that, but if not be prepared to come up with the money and negotiate with UDOT to rotomill and use it for the trail system. Eight inches of asphalt we don't have the equipment to deal with that. It will tear up our trucks. Jim – you may want to talk with Western Rock to recycle that and they can use the tailings in their asphalt process. We need to have Kit get some prices. Is the \$45,500 hauling it off? Yes. Cozzens – will there be a rotomill here anyway? Yes. Cozzens – also get a price from Western Rock. Mayor – you do a good job in cost analysis so it would be more money.

Rick Torgerson – this decision does not need to be made prior to bid. We will get to additive 1 and 2 and the third will be a change order. We have a right-of-way we have not finalized yet, so there are some risks there also. We know the risks and are trying to get it finalized. Mayor – we know we are \$40,000 short of getting everything we want. We don't want chain link fence, we do want to get to option 3.

Marchant – it has been important to me to have you people here communicating with us. Kit is a good messenger he is easily beaten up and sometimes there are misunderstandings. I appreciate you coming to talk with us, we love to openly discuss projects and it has been very helpful to me. I appreciate you taking time to be here, you are helping us be better in the community and that happens through communication.

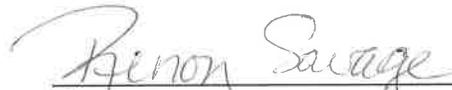
Rick Torgerson – it is your community and interchange and we provide it.

Black – thanks to UDOT, our staff and to John and Evan. I also want to plant a seed; our Coal Creek overpass has exceeded its life. The travel lanes are narrow; I hope that gets in the process to look at to mitigate some of the problems.

Rick Torgerson – this is a local road. Kit – the bottleneck is the structure itself. Black – it is major east west access as well. Kit – we have a small urban grant to improve the road on the east side. How do we get the overpass widened to match the road? Rick Torgerson – we will work with you on the application process.

Barnes – I want to echo the kudos this is how a partnership should work. Also thanks to Kit and the Mayor for their efforts. This is what local involvement is about. Rick Torgerson – the commissioners love to see these partnerships happen.

ADJOURN: Councilmember Barnes moved to adjourn at 10:50 a.m.; second by Councilmember Cozzens; vote unanimous.



Renon Savage, CMC
City Recorder

South Cedar Interchange

Summer 2014

UDOT Region 4
Cedar City



Activity to Date

- Partnered with City for Transportation Commission approval for project in April 2012.
- Selected design firm. Cedar City was part of selection team.
 - HW Lochner/Wilson & Company
- Design underway



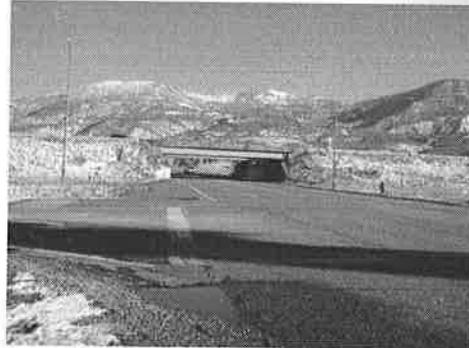
Pedestrian/Livestock Crossing

- Existing flyover will be left in place to function as crossing.
- Considerable cost savings over constructing new crossing to south.
- Will become City owned.
 - City maintenance
 - Possible gateway beautification



Lower Cross Hollow

- Current Clearance 14'-1"
- Required Clearance 16'-6"



Proposed Schedule

- Complete design – Spring/Summer 2013
- Advertise – Fall 2013
- Construct – Summer 2014



Funding

Current Funding Plan:

- \$10.422M (UDOT & City) avail. 2012 - 2015
 - \$0.70M 2011-2012 (UDOT & City)
 - \$1.072M FY 2013 (SUH and Local Match)
 - \$7.75M FY 2015 (Federal IM Funds)
 - \$0.90M Local Contribution (SIB or CIB)



- Available: \$10,422,000
- Engineer's Estimate: \$10,740,000
 - Includes Aesthetics: \$65,000 (0.75%)



South Cedar Interchange

Project Cost Estimate Summary

Total Project Programmed Amount \$10,422,616.00
Estimated Project Base Bid Subtotal \$ 10,195,000.00

	Estimated Cost (Rounded)	Total Project Cost with Additive	Over/Under Budget
Landscaping Included in Base Bid			
Roadway Items			
Ornamental fence	\$ 64,000		
Painted Light Poles and Signal Poles	\$ 35,000		
Colored, Stamped Concrete	\$ 87,600		
Landscaping Detail Base Bid			
Erosion Control	\$ 3,900		
Mulch	\$ 18,000		
Topsoil	\$ 114,000		
Seeding	\$ 11,000		
Lead Based Paint Treatment	\$ 54,000		
Aesthetic Painting of Structures	\$ 19,000		
Total Landscaping in Base Bid	\$ 406,500		(\$55k UDOT standard participation Landscape/Aesthetic)

Landscaping Additive Bids

Additive No. 1			
Coreten Mountain Plates	\$ 82,000		
Gabion Walls	\$ 30,000		
Sign Wall	\$ 20,500		
Rock Mulch - Type A	\$ 25,000		
Rock Mulch - Type B	\$ 9,500		
	\$ 167,000	\$ 10,362,000.00	\$60,616.00
Additive No. 2			
Rock Mulch - Type B	\$ 52,000		
Boulders	\$ 2,700		
	\$ 54,700	\$ 10,416,700.00	\$5,916.00
Additive No. 3			
Remove Additional Asphalt	\$ 45,500	\$ 10,462,200.00	(\$39,584.00)
Total Additives	\$ 267,200		

Total Landscaping \$ **673,700**

Ornamental Fence Options

Options:	Unit cost	Individual Costs	Cost Reduction
Base (541 Feet)	\$ 117.85	\$ 63,756.85	
Option 2A: 3'-6" prefabricated galvanized and powder coated	\$ 103.82	\$ 56,166.62	\$ (7,590.23)
Option 2B: 3'-6" prefabricated zinc primer and powder coated	\$ 91.47	\$ 49,485.27	\$ (14,271.58)
Option 3A: 4' chain link fence type II (powder coated)	\$ 39.28	\$ 21,250.48	\$ (42,506.37)
Option 3B: 4' chain link fence type II (vinyl coated)	\$ 35.71	\$ 19,319.11	\$ (44,437.74)

