

## AGENDA

### Community Coordination Team - Meeting 4, March 2019

**Date:** March 21, 2019

**Location:** East Layton Elementary School

**Time:** 6 p.m.

2470 East Cherry Lane, Layton

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#### Attendees:

Scott Nielsen

Keith Bennett

Bryan Griffith

Arvella Dent

Ann Benson

Nick Anderson

Sam Jeppesen

Quin Soderquist

Mike Romero

Ross Vellinga

Lance Nelson

Randy Jefferies

Bill Crow

Dave Boothe

Aubry Bennion

Karen Smith

Brandon Green

Leah Jaramillo

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#### Meeting Topics:

##### 1. Welcome and Core Values

- a. Core Value Moment: Leah discussed the dedication of the project team, specifically in their weekly task force and individual discipline (specialty) meetings. The public doesn't get to see the inner workings of hundreds of people and hundreds of hours of coordination. The magnitude and dedication to push this project forward is impressive. UDOT is working with a very responsive and engaged team.

##### 2. Feedback since Last Session

- a. Brandon Green: When the "going under" announcement was made, his phone "lit up like crazy" with positive and grateful messages from Fruit Heights residents.
- b. Karen Smith: She received a question about the functionality of the drainage in the areas that go under the existing grade, specifically comparing it to a few drainage hot spots on I-15. Russell Smith, the lead project drainage engineer, is passionate about identifying solutions to the hydraulics and drainage challenges. The water table is fairly deep in the area along US-89. The natural geography grade slopes off east to west more severely than I-15 does.
- c. Sam Jeppesen: Asked about accommodations for snow storage. There will be 12' shoulders on US-89 with a cross slope that drains to the outside. Bryan Griffith mentioned that Oak Hills looked at adjusting the cross slope in an effort to save on cost, but the adjustment resulted in sheet flow across all lanes, so to the team decided against it. A full storm drain system is being developed on the



outside shoulders. Quin Soderquist asked if there were any projects in similar conditions we could learn from. I-215 on the east belt is a good example.

- d. Scott Nielsen: He received an email regarding noise walls at Baer Hollow and if they will affect the Baer Creek crossing. UDOT is looking at providing access under Baer Creek for the proposed trail. Noise modeling is forthcoming. Scott also asked about shoulders and bike lanes that cross in front of the interchange ramps, specifically at 400 North. Ramps are stop conditions (not signalized).

Bike route – the shoulder on the frontage road will be wide enough to accommodate a bike route (not a dedicated bike lane) in an effort to accommodate street parking. Unlike US-89, Legacy Trail functions well as a multi-use trail because there are long stretches of uninterrupted movement. The bike route along US-89 is not in a separated facility. Bikes will be prohibited on mainline US-89.

- e. Sam Jeppesen: Question regarding lighting. As a part of the environmental study, UDOT has committed to dark sky lighting. Interchange lighting at 400 North and Gordon. At Oak and Antelope, some lighting will be included. The corridor has been designed with 30-foot lights (Farmington is 50-60 foot lighting). Some areas are being lowered up to 20 feet, so a 30-foot light will be quite low to the ground. Some lights (called scuppers) will be added under the bridges. Light technology has improved to better focus on its subject area.
- f. Ross Vellinga: Asked about wildlife safety, specifically a wildlife crossing. Mike Romero reported that DWR did not want to accommodate a crossing for deer from the east to the west side of US-89 to avoid allowing colonies to migrate to the west, but preferred that deer fencing be installed to keep them off the roadway itself.
- g. Quin Soderquist: Expressed concern regarding the project termini and how the existing system will accommodate additional traffic. Mike Romero reported that an update will be provided at the Transportation Commission Meeting to present a modified scope. It will include construction of all of the interchanges, including Gordon Ave, surface treatments and pavement preservation, a pedestrian tunnel on the north end, and a free right at the eastbound I-84 to southbound US-89 movement. It does not include more work at the I-84 interchange right now but a study is in progress. UDOT is looking at potentially not including a 3<sup>rd</sup> lane down the hill from SR-193 to US-89 to save this area from being torn out if/when a project occurs. Additionally, Weber Basin Water has a project in the area to include a second feeder line to their plant, which crosses US-89. This would also need to be completed before roadway construction occurs.  
Mike reported that Transportation Commission approval could happen in the March or April meeting. He is optimistic about receiving their approval, but nothing is final until approval is given. The money is savings from other projects that came under budget.

### **3. Project Communication Plan**

- a. Leah presented the data from both the phone survey (approx. 600 participants) and the focus groups that were conducted by a third party research group in preparation for the development of the communication strategy. The research found that respondents were generally supportive of the Highway 89 project, with overall support reaching 86%.
- b. UDOT tasked the public involvement team to seek input, build awareness, and provide project updates. In an effort to do so, information will be shared via website, email updates, social media, drawings & graphics, publicinput.com surveys, individual meetings, open house, pop-up events, videos & animation, strategy to provide information in digestible doses, and a public open house in May. In coming months, the PI team will publish updates regarding US-89 under cross streets, Oak Hills & 200 N/400 N design, the Gordon interchange design, Antelope Drive, aesthetics, open house invitation, and spring/summer work.

### **4. Spring and Summer 2019 Anticipated Activities**

- a. Note: All construction-related activities are subject to change, pending litigation decisions.
- b. The decision to take US-89 under the cross streets will result in approximately 800,000 cubic yards of fill material being exported from the project site. The previous “over” design would have required 2 million cubic yards of material to be imported. This change results in a sizable cost savings. UDOT is evaluating where the best, most fiscally responsible place the exported fill material will be.
- c. Anticipated activities include the following: tree removal, demolition, early grading, and utility relocation.
  - i. Tree removal: Preparatory activity for preliminary utility relocation work that must occur prior to roadway reconstruction. Trees will be removed from UDOT-owned properties in locations where necessary utility relocations have been identified this year. While that work is not scheduled to begin until late summer/early fall, tree removal must take place before April 15 when migratory birds begin nesting. After April 15<sup>th</sup>, prior to each removal, a biologist will verify the tree is clear for removal.
  - ii. Salvage and Structure Demolition: UDOT Property Management will notify tenants of UDOT-owned homes prior to each demolition. Habitat for Humanity will have access to any useful and available materials before demolition. Current property leasees are aware of the imminent timeline for construction.
  - iii. The utility group is coordinating with over 30 utilities. Utilities need to be relocated prior to the start of the roadway work. The cost estimate to relocate all of the affected utilities out of US-89 mainline was \$60 million. UDOT and Oak Hills are currently evaluating which utilities can safely be maintained. If a lane closure is not required to access a utility, UDOT will consider leaving it in place.

- iv. Utility work will not impact current US-89 traffic flow, but will take place in shoulders and residential areas.
- v. Earthwork/Clearing: expected to begin August 1, 2019. All the other pieces have to fall into place before this – funding, design completion, ROW, etc. UDOT would like to begin the main portion of construction in spring 2020.

#### **5. Updated CCT Meeting Topics**

- a. April: Updated design, construction approach, budget update, and aesthetics
- b. May: Open House, date TBD but it will take the place of the May CCT meeting
- c. June: Feedback from Open House and Design Update
- d. July: Contract Specs and other design needs or updates as needed

#### **6. Wrap-up, Comments and Other Questions**

#### **ACTION ITEMS:**

*None.*

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#### **Evaluation:**

Average score: 6.5/7

What worked well:

- Participation from all
- Classroom location, desks, and chairs
- Handouts
- Good involvement
- Graphics help to improve understanding
- Very informative
- Good control of topics

What could be improved:

- More specifics requested after 50% design, specifically at Gordon and Antelope

Other comments:

- Very concerned about traffic impacts to South Weber, including increase in CO emissions.