

AGENDA

Community Coordination Team - Meeting 5, April 2019

Date: April 18, 2019

Location: East Layton Elementary School

Time: 6 p.m.

2470 East Cherry Lane, Layton

Attendees:

Greg Hales

Karen Smith

Stephen Jackson

Scott Nielsen

Ann Benson

Bryan Griffith

Sam Jeppesen

Quin Soderquist

Nick Anderson

Ross Vellinga

Lance Nelson

Randy Jefferies

Bill Crow

Cory Bruestle

Aubry Bennion

Travis Child

Dave Boothe

Leah Jaramillo

Meeting Topics:

1. Welcome and Core Values

- a. Core Value Moment: Aubry discussed the trust that's been felt between team members (UDOT, Oak Hills, and the CCT) to get the design to the place where it is today. Each discipline/expertise relies on the others to do what's best for the project and team.

2. Project Aesthetics

- a. The UDOT Aesthetics Policy, which was created in 2010 and updated in 2014, guides projects to provide consistency in various elements that fit the context of a project area and evoke a timeless quality. For the US-89 project, the structure elements will be consistent across all interchanges and all municipalities. The policy states that 0.75% of the construction budget, up to \$100k per interchange can be allocated to aesthetics elements. When municipalities are interested in additional aesthetic features, those are considered *betterments*, and are paid for and maintained by the municipality.
- b. The US-89 project will open the following features to public vote: concrete wall pattern ("formliner"), bridge beam (girder) paint color, and bridge wall (parapet) design. The community will have an opportunity to select from 2-3 options for each category, which have already been vetted by the UDOT Aesthetics Committee and the local governments. Voting will begin on May 1 and be open until May 31.
- c. A CCT member was concerned about the quality of paint on nearby interchanges. Wear and tear from snow plows, snow storage, etc. is expected.

The concrete elements of US-89 will be sealed “concrete grey” to reduce the visual impact of the wear and tear.

3. Project Construction Approach

- a. Bryan Griffith presented in initial approach to construction phasing. UDOT recently approved the preliminary tree-clearing work (on UDOT-owned parcels) in preparation for utility work this fall.
- b. In some instances, earth work is required to get the utilities in place. The phasing is designed so that crews can use/move most of the dirt within the corridor and minimize the amount of dirt that is hauled off.
- c. 400 North is expected to take 18 – 24 months to complete.
- d. Oak Hills and Gordon Ave are expected to begin in phase one and have the shortest construction schedule. When Gordon Ave is completed, Cherry Lane will be closed and Antelope Drive construction will begin. As 400 North is completed, Crestwood and Nicholls will begin.
- e. Although the interchanges will be categorized in phases, work in subsequent phases/interchanges will begin immediately following each interchange’s completion. It may appear that the entire corridor is under construction at once, due to requirements regarding the tapering of lane closures, however two lanes of traffic in each direction will be maintained during peak hours. Night work is expected.
- f. UDOT and Oak Hills are still finalizing detours and access routes. This will be a topic for the June CCT meeting.
- g. CCT members can share with their community that work will alternate at major access points in an effort to minimize out-of-direction travel. Travel lanes will be maintained during the day and night work is expected.
- h. Items that will be presented at the May 21 open house (Layton High School): design of the entire corridor will be available for public viewing; noise – proposed noise wall locations, the noise policy, and balloting process; aesthetics, and right of way process and needs.
- i. A CCT member asked about beginning work on the frontage road system prior to judgement on the ongoing lawsuit. There is quite a bit of prep work to complete before construction of the frontage road begins. Low risk activities, such as utility work, will take place first.

4. Input from the Community

- a. Inquiries about the impact of the proposed Inland Port, specifically increased traffic. Randy Jefferies reported that the traffic projections used to design US-89 included projected truck traffic in the year 2040. All UDOT facilities are designed for future growth.
- b. Air Quality: upon receiving multiple inquiries about air quality, specific to the northern portion of US-89, Leah provided some findings from her research into the issue. Air quality is improved with better throughput and connectivity. Three of the four major refineries in Utah have committed to providing grade three fuels,

which are expected to reduce emissions by 50%. Additionally, \$100 million has been committed from the Governor's office to improve air quality concerns in the state. Throughput is still a relevant issue on the north end where the project terminates. Randy Jefferies is involved in the US-89/I-84 study and can provide an update on that project's findings in our June meeting.

5. 50% Design Review

- a. The formal meeting concluded and team members reviewed and provided comments on a scroll plot of the current design.

6. Wrap-up, Comments and Other Questions

- a. The May CCT meeting will be replaced by the May 21 public open house at Layton High School from 5:30 – 7:30 p.m. Postcard invitations will be mailed to all properties on the east side and those within a ½ mile west of US-89.

ACTION ITEMS:

None.

Evaluation:

Average score: 6.5/7

What worked well:

- The info was great – being able to ask questions was so helpful
- It was great to see the maps and get info on the aesthetics. Thank you for keeping things on time.
- Loved the actual maps with updates
- Visual maps
- Discussion of one issue per meeting
- Open discussion – good rapport and trust among the group
- Illustrations and information
- It was a good meeting

What could be improved:

- Find one room that can be used at the school, if possible.

Other comments:

- None.