

AGENDA

Community Coordination Team – Construction Meeting 1, February 2020

Date: February 20, 2020

Location: US-89 Project Office

Time: 6 p.m.

1645 SR-193, Layton

ATTENDEES:

Scott Neilson

Chris Williams

Cory Bruestle

Karen Smith

Travis Child

Mike Romero

Bill Crow

Bryan Griffith

Quinn Soderquist

Bret Krebs

Greg Hale

Jereme Frank

Laurence Nelson

Leah Jaramillo

Meeting Topics:

Duration:

1. Welcome & Core Values Moment

5 minutes

Mike explained the amount of work and dedication that has gone into the project to date, over 300,000 person hours and somewhere close to \$35M in Design.

2. Noise Wall Update

10 minutes

Leah explained the noise ballot process and results to date- All the walls but #1 and #12 have received more than 75% of the ballots and are in the affirmative. Walls 1 & 12 each need 2 more ballots to meet the 75% threshold. Leah's team will go door to door Friday to remind those non-responders. Our goal is to ensure that we have reached the 75% response threshold.

The Noise Study is on the "archive" page of the project website (udot.utah.gov/US89) in case anyone wants to review it.

3. Phase A - Construction Phasing & Impacts

30 minutes

Bryan gave an overview of the phasing – (see slides)

Utilities are coming online now, getting work out in front of Oak Hills. Some of the first Oak Hills work will be water lines and storm drains, tree removal. For about the next month it will look the same as it has for the last 6 months.



There will be 3 project offices onsite and a 10 acre lot to stage equipment near Gordon.

General – the phasing plan hasn’t changed a whole lot. The first phase – 3 interchanges will take about 18 months, then will swap as others complete –

Phase 1 - Work will be on the west side of 400 N, Gordon and Oak Hills for 3-4 months., For utilities and drainage. Then phased shifts, but not for the next few months. We have another 20 or so homes to be demolished. Utilities will take a year and a half to get out of the way.

East side frontage road – we will be connecting the dots end to end, so that it can start being used. Most of the utilities in US 89 get moved to the frontage roads. It will be most of the work this year.

Engineering staff has doubled, craft is 25 – 30 but will grow to about 150 people, 400 total employees on the job. Expect to hit peak around August.

Q- what can you do if you get good weather in December.

A- Our schedule is planned so that paving ends in October so that excavation and wall work will happen in the winter. If we get better weather we can accelerate somewhat

IMPACTS – night work – right now we expect to haul materials at night. We’ll try to run a staggered shift midnight-7, but likely not until the weather gets warmer. Oak Hills tested drive times during traffic to determine cost across different times of day to find the best cost for the project.

Access changes – lots of impacts to driveways for crossings, but the team will coordinate to ensure notice is provided in advance.

Q-Will there be a lot of activity from the pits near I-84. Residents are concerned about an increase in activity, dust and trucks.

A- This project is not utilizing materials from these pits for this project. Geneva uses that material for their asphalt operations but this project is not using their asphalt.

Q - What is the best way to get in touch with the project team –

A- call the hotline 888-752-8789 (US89)

4. Communication Plan

5 minutes

Leah talked about the communication kick-off program (See slide).

5. CCT Role During Construction

15 minutes



Bryan wants a score of 95% or higher. This is a benefit to Oak Hills to do a good job and be responsive. Leah reviewed some potential criteria (see slide). The CCT will think about ways to evaluate contractor performance and at the next meeting they will select criteria and vote.

Q - What is the line between UDOT & the contractor?

A- Mike explained that UDOT's role is oversight but really the CCT is evaluating the team as a whole.

6. Wrap Up, Comments & Other Questions

5 minutes

- Leah asked the CCT for guidance on bicycles in the work zone. The project area is not a work zone and that we need to ask bicyclists not to ride on U.S. 89 anymore. She asked the group for ideas on how to best do this. They discussed the fact that it is no longer safe, work needs to occur and that we should highlight the final configuration and bike facilities, then provide maps showing parallel routes. Mike suggested - off at main to 200 N to Fairfield to SR-193.
- *What are the elevations near the Gordon Interchange?*
<https://publicinput.com/Q115> - At its highest point, the new Gordon Avenue bridge over U.S. 89 will be approximately 8 feet above existing ground, and U.S. 89 will be lowered about 13.5 feet from its current elevation. The lowering extends approximately 800 feet in each direction. The frontage roads stay about the same as they are now.
- *What will the speed limit be?* It will likely be extended to 60 mph for the full length of the corridor. There will be a speed study done about 1 year after the project is completed.
- *House demolition, the instructions from the property management are generic move-out instructions.* Mike has coordinated with UDOT Property Mgmt to ensure the tenants leaving homes that will be demolished are not required to perform the full move-out check list.
- *School bussing – The project team has received a lot of questions about changes or impacts to school busses.* We are coordinating with DSD. They explained that there are 10 schools affected by the project. The challenge is that busses are affected by everything else on the road. They do use new technology now to know whether busses can get up in the winter and they notify people about a change in access.
 - Bryan explained that throughout most of 2020 there won't be changes to bus routes. In 2021 or into 2022, the Crestwood and Nicholls movements will close, but the new interchanges will be open. So, the changes to the routes will be minimal.



- During construction the east/west at 400 N and Oak Hills will be open, but in different locations. We'll want to shift bus stops out of the work zone
- *Budget – costs are increasing regionally in this industry, has the scope changed?* Not significantly
- *Is there still a plan to rehab the Weber River bridges?* Yes, the Weber River Bridges super-structure (girders, deck) will be rehabilitated and widened slightly to get 3 lanes across. The widening will be 3 lanes across the bridge with the 3rd NB lane being the exit to I-84. For SB it would be a free right.
- *I-84 Interchange discussion* – The project team continues to get a lot of questions about plans to improve the I-84/U.S. 89 interchange. Leah explained that we are sending updates on the comments we received to Region 1 Director Lisa Wilson. This project is not currently funded, but there is a website detailing the results of the early concept study:
https://avenuecon.maps.arcgis.com/apps/MapSeries/index.html?appid=3ff29cd42ff143f688a20d9bf22443b6&fbclid=IwAR0oGrBHYte_Stkwd5R7d0fGMbXPAUaoPYcDTbybff4KsynC2UThuLVsdGg
- *What about improvements to the canyon?* No major improvements are currently scheduled. Right now, from a traffic perspective, it still meets the needs. It still functions ok with 2 EB lanes.