

AGENDA

Community Coordination Team - Meeting 2, January 2019

Date: January 17, 2019

Location: Fruit Heights City Hall

Time: 6 p.m.

910 South Mountain Road

Attendees:

Greg Hales

Keith Bennett

Bryan Griffith

Scott Nielsen

Arvella Dent

Nick Anderson

Bill Crow

Ross Vellinga

Mike Romero

Travis Child

Sam Jeppesen

Randy Jefferies

Quin Soderquist

Brandon Green

Vic Saunders

Cory Bruestle

Alan McCain

Brian Atkinson

Karen Smith

Randy Cox

Kristi Spillman

Aubry Bennion

Ann Benson

Leah Jaramillo

Meeting Topics:

1. Welcome & Core Values Moment

Nick explained the Core Values and spoke about Public Responsiveness: we know this is important, we want to understand your concerns and preferences and are happy to be here

2. Introductions

Members were asked to introduce themselves, explain where they are from and respond to the question -- What do you hope to achieve by participating on the U.S. 89CCT?

Generally, the entire group wants to help educate the community about UDOT's process, help educate UDOT about the communities needs and concerns and to make the project better. There was a desire to make sure that accurate information is shared in the public, to reduce frustration and help the public feel like their voice has been heard. Members also want to reduce impacts where possible.

3. Project Process to Date: **Brian Atkinson – Project Design Lead**

Brian talked about the strategic initiatives guiding the team and project process. He explained that these are the benchmarks by which the team ensures we are meeting the

core values of the project. He showed the group UDOT's project delivery network flowchart and explained how all of those steps are combined into the process being used for this project – Progressive Design Build. This process allows for earlier contractor and public involvement.

He talked about how the design has been refined at Nicholls and Oak Hills as examples of design refinement at multiple project locations. Primarily, he explained how the more detailed survey and utility research has allowed for the team to better understand some of the risks including pipeline and utility locations. Since the SES phase, Brian explained this data suggests that it is feasible for the highway to go under at all locations. He explained that there is still significant design refinement to confirm the details, but that this is what the team is working towards. He explained that since September, his team has spent 42,000 hours working to research and refine the design.

4. Group Activity

The group decided to review design by location and broke up into 5 groups by their area of interest. A member of the project team was seated each table to be able to answer technical questions. Also provided was a handout detailing the SES concept for comparison. The groups were asked to take about 20 minutes to review the design, look for how public input had been incorporated to date, and share remaining questions and concerns.

5. Group Report-Out

Since most people were only able to look at one or two areas, the small groups were asked to report out to the larger group about what they had learned.

400N – The group requested that the ramp be aligned closer to the U.S. 89 mainline to limit impacts to properties. There is some concern that the design will increase traffic on the east frontage road and Mountain Road because of the intersection. The refined design changes the traffic configuration on the east side and the group expressed some concern about the northbound off-ramp to westbound 400 N movement. The group initially preferred the SES free-flow concept, but after Brian A provided more detail – that the revised design is both safer and less expensive, and provides more equal advantage for traffic coming from all directions, they feel more supportive of the refinements. There was a request to look at adding 2 left turns to current design.

Crestwood- This remains an overpass connecting to frontage roads. Pretty straightforward. U.S. 89 goes under. The group felt that this would address neighborhood concerns.

Nicholls/Main St – The group felt that one big concern from the SES is being addressed by providing access North from Smith's at Main Street. They were pleased at this addition.

The group had some concerns about not having a frontage road that directly parallels U-89 between Green Road to Nicholls, the access uses local streets.

There was also some question about how Green Road works since there is no east/west access across U.S. 89 at this location. The group discussed how the connections work to the north and south. The group felt that it might be a bit of a long distance to go to Nicholls then to Mountain Road to go North.

Oak Hills- This group felt that the revised design did what was needed to address current backing at this location and felt that the revisions would address residents' needs. There was some discussion about a possible future LDS Temple near this area that may impact the design. Bryan Griffith said the team would monitor this.

One of the major limitations in this area was the water tank on the NW corner, which in order for U.S. 89 to have gone over would have needed 60' walls. The current design revision, with U.S. 89 under, reduces those to sloped embankment instead. The group remained a bit concerned about the "serpentine path" on the west side, instead of a frontage road parallel to U.S. 89, but they understand that this solution reduces impacts to properties and feel that "it is about as good as it is going to get."

Antelope to Gordon –

This group appreciated that the profile of U.S. 89 would likely go under, and appreciated that there would be east/west access without having to go on U.S. 89.

This group felt strongly that the western extension of Gordon Avenue was vital to functionality on the U.S. 89 corridor. They are concerned that there is not currently enough funding to build the Gordon extension and they feel that a delay in that would divert a lot of traffic from Cherry Lane on the frontage road to either Antelope or Oak Hills interchanges.

SR-193 to I-84 – The group recognized that there is not a lot of construction at SR-193 or to the north, but were pleased to learn that there is a study looking at the interchange for future projects. One of the biggest concerns from Uintah is that the bottleneck would be at SR-193/I-84.

This community wants a walking path along the river which would go under U.S. 89 to connect to the trail in the canyon by the Ogden River. The U.S. 89 project is looking at options to address this, which could mean widening the bridge or perhaps adding a separate structure. Mike Romero explained that the challenge is that there isn't much room between the bridge and the river, so UDOT has to develop solutions that address the need without allowing water on the trail consistently, or requiring a pump.

Questions During the Report-out:

Q- Does the water table change significantly between wet & dry water years?

The water table does change, but not significantly. Bryan mentioned that from the data Oak Hills has gathered, they know that most of the water tables are 50'-60' down, the shallowest they've measured is 24'.

Q- Can more direct access be created on the west Frontage Road near Nicholls?

The team has moved the Frontage Road closer to U.S. 89 to avoid needing a bridge and have made it straighter to reduce property impacts.

Q- What about a directional lane that changes with peak traffic needs?

Mike explained that the team did look at this option, but that this type of solution functions best when there is a bigger split in the directionality, meaning that significantly more traffic would be going southbound in the a.m. peak and northbound in the p.m. peak. On U.S. 89, the peak travel times are different by direction, but not enough that this type of solution would work.

6. Other Business

The team asked that all members confirm the contact information they are comfortable sharing online, explained that the next meeting will discuss UDOT's Right-of-Way process and Noise Wall policies, and distributed evaluations.

As the meeting wrapped up, Aubry explained that if there had been more time the group would have discussed ways to talk about the information so far. She explained that there will be several opportunities for the public to engage more broadly throughout 2019 and that this was really the first public review of the concept design. She offered to develop some speaking points for CCT members to use when discussing the project with their neighbors. The group agreed that this would be useful.

The project team explained that for now, the best explanation was:

- *UDOT and Oak Hills are working together to design the project together, incorporating public input early.*
- *Although more than 40,000 hours of labor has gone into the design since September, there is a lot more refinement to be done.*
- *Based on the technical information gathered so far, the team thinks that U.S. 89 can go under the side streets, which will reduce wall heights and impacts to views. But more design refinement is necessary before that can be confirmed.*
- *The project team will share more information as it becomes available*

ACTION ITEMS:

- *Resend Ann, Greg, Travis & Ross email instructions - done*
- *Add Kristi Spillman, Cory Bruestle to email - done*
- *Talking points - done*