

AGENDA

Community Coordination Team - Meeting 3, February 2019

Date: February 21, 2019

Location: East Layton Elementary School

Time: 6 p.m.

2470 East Cherry Lane, Layton

Attendees:

Greg Hales

Karen Smith

Nick Anderson

Scott Nielsen

Keith Bennett

Mike Romero

Arvella Dent

Ann Benson

Randy Jefferies

Kristi Spillman

Quin Soderquist

Vic Saunders

Sam Jeppesen

Lance Nelson

Aubry Bennion

Ross Vellinga

Cory Bruestle

Leah Jaramillo

Bill Crow

Stephen Jackson

Dian McGuire

Travis Child

Bryan Griffith

Meeting Topics:

1. Welcome & Core Values Moment

Nick spoke about Passion, with an example of his son's artwork that illustrated a solution he excitedly came up with to address the community's concern, as he understood it based on his dad's explanation of the project.

2. Feedback Since Last Session

Leah provided an overview of information the Communications Team has distributed to the community via email and web updates as well as the newly formed [Facebook Group](#).

CCT members reported to the group what they have heard from their community:

Karen: multiple general inquiries about the project. She has added her project email address to the business cards that were distributed to the CCT members. There are inquiries about the schedule of the on-site drillers (will continue through April). She indicated that the most positive feedback is about the project delivery process and the Department's intent to do this project the right way. Cycling enthusiasts sent emails to all CCT members. Information about bike and ped facilities will be an upcoming topic in our CCT meetings.



Travis: inquires about bikes, the Oak Hills overpass, and Antelope Drive.

Sam: inquiries about wildlife safety. Wildlife fencing will be included in this project.

Quinn: is concerned about each CCT member putting their own spin on the information they receive in these meetings and publishing that to the web. Is the message consistent? CCT members are welcome to send any draft material to the Communications Team for review, share material published by the Communications Team, direct community members to the Facebook group or website. The South Weber community is concerned about traffic congestion at the north end of the project at the signal at I-84. This concern exists under normal conditions, but even more so if/when there is a closure on I-15 and northbound traffic uses 89 as an alternate.

Randy Jefferies provided an update to the ongoing I-84 study: there are 3-4 concepts being studied, all of which will cost hundreds of millions of dollars. The Department is looking for short term solutions to provide interim relief to the congestion. The U.S. 89 Team will share information about this study with the CCT and via the project email list when it concludes.

3. Design Update: Mike Romero and Bryan Griffith

Bryan presented the design modification to the 400 North/200 North interchange. The design presented at last month's CCT meeting was revised based on comments and suggestions made by CCT members and additional technical data. The hook ramp shown in the previous design on the east side was relocated to be equidistant from the interchange with the on-ramp to the south. The new design increases safety, performs similarly in the traffic model, and reduces out-of-direction travel. The new design is a direct result of feedback provided by the CCT.

Much of the design work occurring presently is looking at reducing right of way impacts, refining fill slopes, maximizing budget, and making room for utility needs.

Leah explained that the project communications team plans to share more design information as it becomes confirmed. We anticipate more regular updates in the spring and summer.

4. UDOT Right-of-Way Process Dian McGuire - U.S. 89 ROW Lead Agent

Dian provided a high-level look at UDOT's ROW process, as pictured in the presentation graphic. Group discussion included the following:



Until the SES was completed, UDOT had only acquired property from willing sellers, with a focus on properties near the future interchange locations, tallying 98 homes since 1998 under the Corridor Preservation process.

Properties are appraised at fair market value by third-party appraisers. UDOT and/or project-specific future use does not influence the appraised value.

Comparable estimates are generally completed for portions of properties valued at \$10,000 or less, instead of appraisals. They are sometimes used at areas valued at \$25,000 or less, with permission of the property owner.

If a property owner chooses to enlist the Ombudsman's office in their acquisition process, the cost of the second appraisal is incurred by UDOT, but the property owner may select the appraiser from the list of qualified, registered appraisers.

If a property proceeds to the condemnation process, the court reviews both appraisals and determines the value of the property.

If a property proceeds to the condemnation process, it can take up to 90 days for the Department to receive Order of Occupancy, while the court determines the value. Contractors may begin work on the project, but are limited to the areas where right-of-way has been purchased or Order of Occupancy has been granted.

UDOT-owned homes that are tenant-occupied will remain occupied until further notice is given. UDOT prefers the homes remain occupied as long as possible. There is a defined early notification process for tenants, so they are aware in advance. Some UDOT-owned homes are vacant. In the event that it costs more to make a property habitable than UDOT anticipates recouping as rent, then UDOT will proceed with demolition. Habitat for Humanity has an opportunity to salvage material in each home prior to demolition.

Properties that may require partial (strip) property acquisitions have not yet been contacted. The Design Team is working through the process to reduce ROW needs where possible. This process will take some time. We will focus on 400 North, Gordon, and Oak Hills first, followed by Antelope, Nicholls, and Crestwood.

UDOT-owned properties that are not utilized in the final design will be sold as surplus upon the completion of construction. They are listed on the state auction site and open to the public.



5. UDOT Noise Abatement Policy

Leah presented a high-level look of the noise abatement policy, as shown in the presentation graphic. Group discussion included the following:

Neighbors can collaborate and campaign among themselves during the balloting process.

These walls are considered for noise abatement purposes, not aesthetics. However, the pattern imprinted on the panels can be selected and that will be linked with the project's overall aesthetics package. Aesthetics will be discussed at a future CCT meeting and with the public.

The UDOT noise abatement policy is available [here](#).

Owners of vacant lots are required to have an issued building permit in-hand in order to be considered a front row receptor.

Front row receptors and benefitted receiver owners will be notified when the noise analysis process begins.

As a part of the SES process, UDOT committed to using quiet pavement. Noise modeling is conducted with a standard pavement type (not the quiet pavement).

Bill Crow provided UDOT with information about noise-absorbing wall technology at the January CCT meeting. Bryan reported that Oak Hills Constructors did review it and that their initial research indicated that the product was cost-prohibitive, however Oak Hills will continue to research this alternative.

6. Wrap up, Comments, and Other Questions

Evaluation forms were distributed to the group. The next meeting will take place on March 21.

ACTION ITEMS:

None.

Meeting Evaluation:

Average score: 6.5/7

What worked well:

- Projector
- An opportunity for feedback early in the meeting
- Sticking to the agenda
- The group feedback discussion
- Meeting location

What could be improved:

- Space
- Would like links to references included in the meeting minutes
- Belaboring certain points
- Seating (times a few)
- Provide hard copy handouts to the presentation