

LTDOT



Keeping Utah Moving

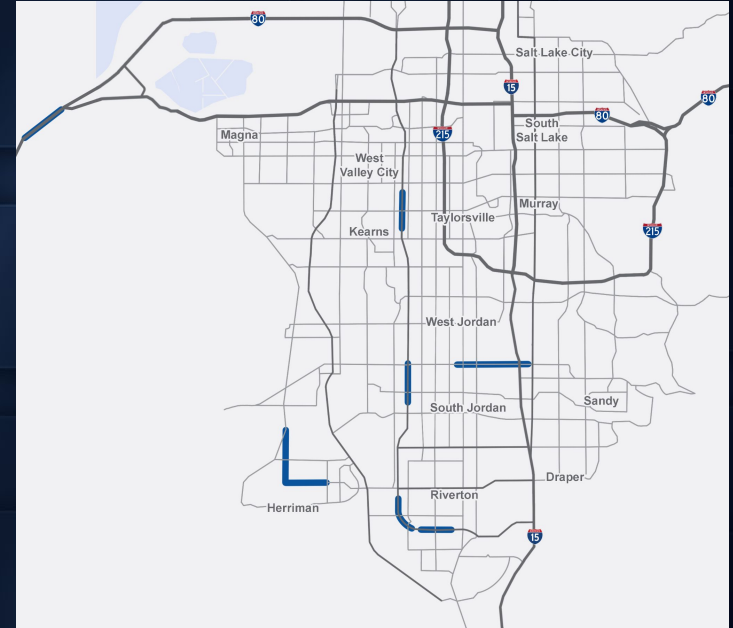
Transportation Coordinating Committee

Region 2 - 2025 Construction Season

January 15, 202

Capacity Projects

- 1. Bangerter Hwy South Interchanges**
 - New Interchanges 2700 W, 13400 S, 9800 S
 - \$268 M - Anticipated Completion Fall of 2025
- 2. Bangerter Hwy at 4700 S**
 - New Interchange
 - \$132 M - Anticipated Completion Fall of 2025
- 3. SR-209 (9000 S); Redwood Rd. to 700 W**
 - Widen to 7 Lane Section
 - \$59 M - Anticipated Completion Fall of 2025
- 4. I-80; EB Auxiliary Lane and SR-36**
 - Add Aux Lane from Tooele to SR-201
 - Add Lane Northbound SR-36 from Stansbury Parkway to I-80
 - \$38 M - Anticipated Completion Fall of 2026
- 5. SR-111; Herriman Parkway to South Jordan Parkway**
 - New Roadway from South Jordan Parkway to Herriman Parkway
 - \$71 M - Anticipated Completion Fall of 2026



Pavement

Pavement Reconstruction

I-215; SR-201 to North Temple

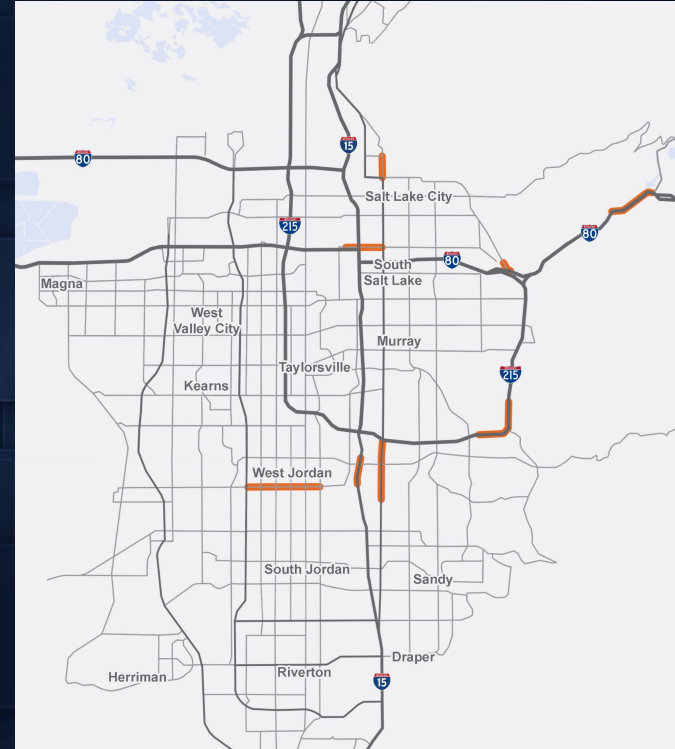
- 22 Bridges
- 14 miles of ramps for SR-201, I-80 and California Avenue
- \$190 M - Anticipated Completion Spring of 2027



Pavement Projects

Pavement Preservation

- SR-209; Bangerter Highway to Redwood Road
- US-89; 9400 S to I-215
- SR-186; 400 S to North Temple
- SR-201; 900 W to State Street
- I-215; 4500 S to 2000 E
- I-15; 7200 S to 9000 S
- I-80; MP 131.4 to 134 (East Canyon Exit Area)
- I-80; Kimball's Junction to US-40
- I-80; Paley's Way Ramps



Other Projects

Traffic and Safety

- SR-111(Bacchus Highway); MP 0-10.5 Safety Improvements
- SR-71 & SR-36; FYA & Lighting Improvements
- US-89/SR-186 Lighting Improvements
- Various Routes; FYA & Lighting Improvements (SR-151, 152, 175, 186, 210, 248, 269, 270)
- US-89; MP 374.9-375.8, Segment Lighting
- SR-173 (5400 S); MP 7.75-8.78, Install Sidewalk
- SR-171 Sidewalk (Wing Point Dr to 7495 W)
- 2100 S Queue Cutter

Miscellaneous

- SR-154; Barrier Replacement (California Ave to I-80)
- I-80; Sign Replacement (Mouth of Paley's)
- I-215 NB; 2100 N Off Ramp Widening
- I-15; Concrete Repair & Expansion Joints Phase 3 (12300 S NB, 1700 S SB, 4500 S SB)
- SR-210 Barrier Repair 8.2-8.4
- Big Cottonwood Creek Culvert Preservation (Mouth of Big Cottonwood Canyon)

UDOT Projects and STIP APP

[STIP APP LINK](#)

[UDOT Projects Map](#)

Programs

- Pavement
- Transportation Investment Fund
- Transportation Solutions
- Structures
- Traffic and Safety
- Active Transportation
- MPO Projects

LTDOT



Keeping Utah Moving

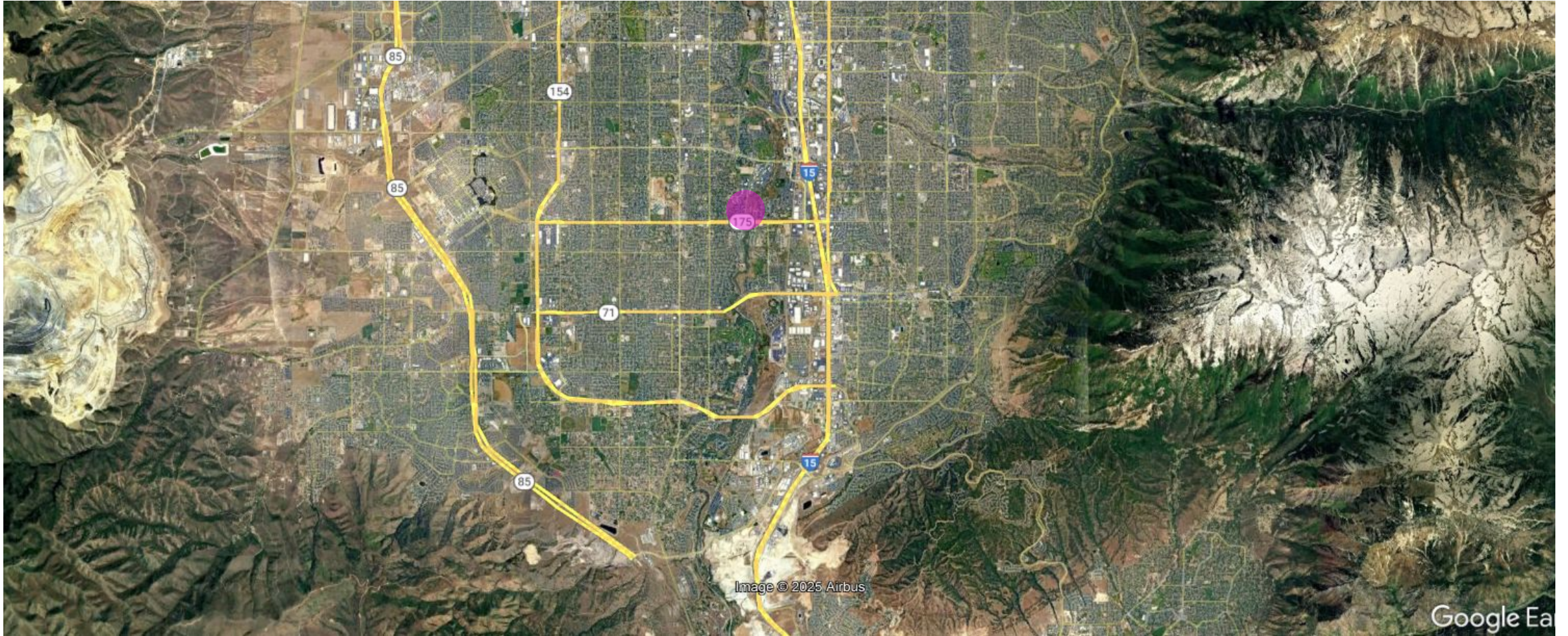
PIN 15914 – South Jordan – Riverfront Parkway;

11050 South to 11400 South –Widen from 3 to 5 lanes including curb, gutter, sidewalk, park strip, intersection improvements, and necessary streetlights.

PIN 7650 – UTA - 5600 West Bus Rapid Transit (BRT)

Phase I; 2700 South to 6200 South - ROW & Construction of Bus Rapid Transit (BRT)

PIN 15914 – South Jordan – Riverfront Parkway; 11050 South to 11400 South –Widen from 2-3 to 5 lanes including curb, gutter, sidewalk, park strip, intersection improvements, and necessary streetlights.

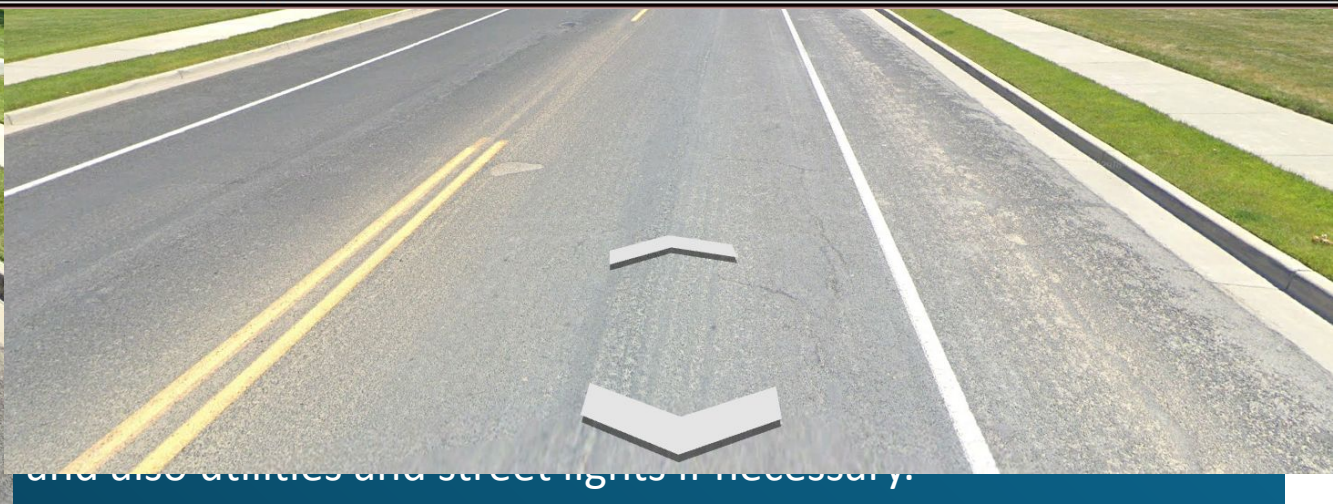




South Jordan	Riverfront Parkway	Minor Collector	15914	Riverfront Parkway; 11050 South 11400 South	Widen from 3 to 5 lanes including curb, gutter, sidewalk, park strip, intersection improvements, and necessary street lights.	STP_URB_SL - (Federal Funds) (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$4,852,600	\$1,632,271	Additional Funding	\$1,400,000	2025
						LOCAL_GOVT (Local Government Funds)		\$208,629		\$1,611,700	

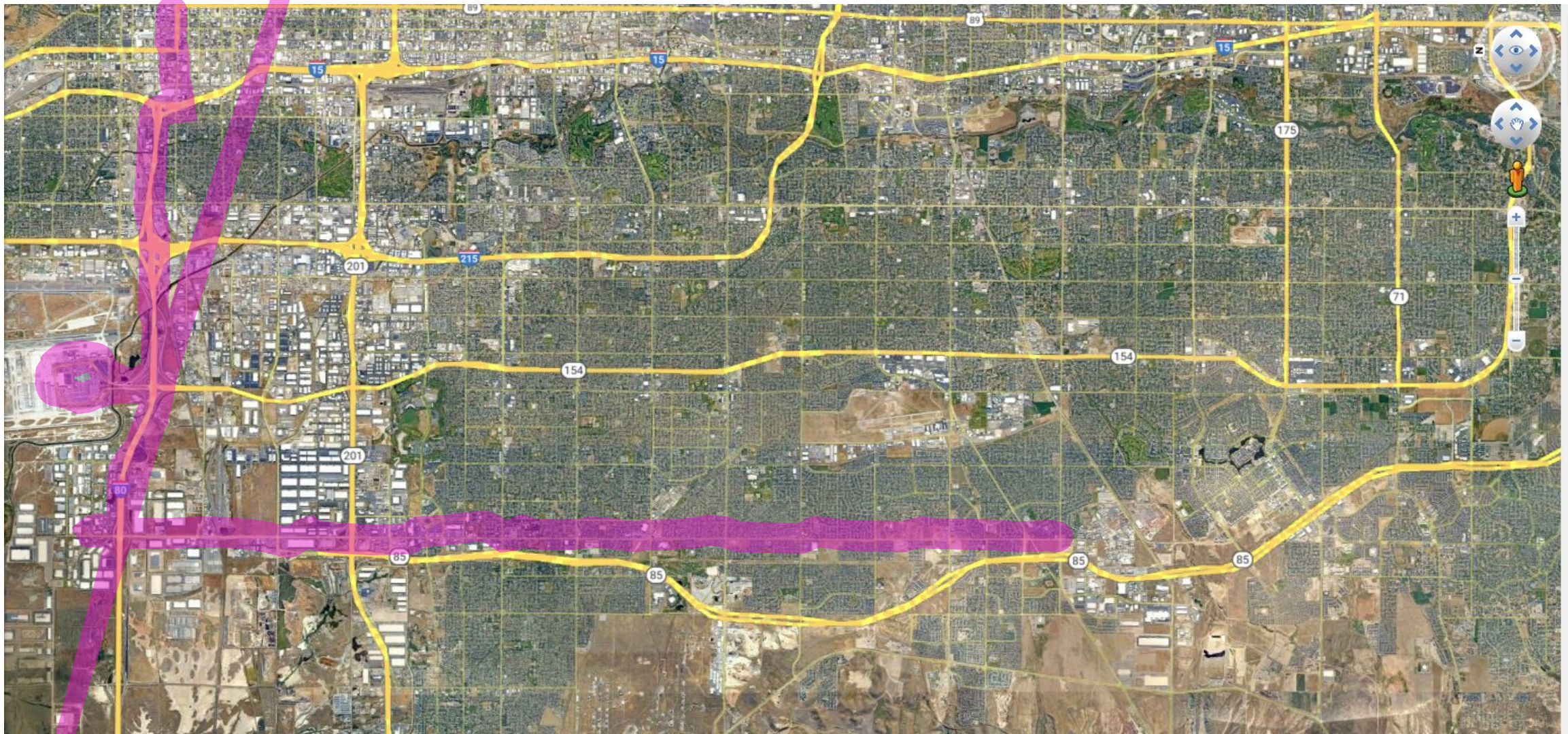
This section is heavily traveled and needs widening to accommodate the additional traffic and reduce queue lengths. Project will widen Riverfront Parkway from a 3 lane to a 5 lane facility including improvements of the curb, gutter, sidewalk, park strip, street lighting, and intersection geometry.

South Jordan is requesting additional funding because of the following. During the project design phase and the finalization of the construction estimate South Jordan identified a significant funding gap due to the increase cost of the Right of Way, impacts to the intersection at 11400 South, and overall project cost escalation from inflation and market conditions.



and also utilities and street lights if necessary.

***PIN 7650 – UTA - 5600 West Bus Rapid Transit (BRT) Phase I;
2700 South to 6200 South - ROW & Construction of Bus Rapid
Transit (BRT)***



UTA – Westside Express – Bus Service

Project Type – Transit

Salt Lake Central Intermodal Hub to 5600 West Old Bingham Highway Station– (29 miles)

Provide a one-seat transit ride for residents along 5600 West to Salt Lake City International Airport,

The proposed scope change is to support the CNG Fueling Facility. This Facility will support the CNG vehicles that will be used on the 5600 West Core Route Project.

and other tools to improve the travel time, reliability, and efficiency of the bus service.

The request supports the efforts of the 5600 W project to adjust where sources of funding will be most effectively used. The original 5600 West Construction request will be covered with other funding.

Project
\$ 76,040,000

Funds Request –
\$ 5,000,000



Westside Express

Utah Transit Authority

In 2008, the Utah Department of Transportation (UDOT) completed a Record of Decision for the Mountain View Corridor (MVC) project to construct a freeway in the western portion of Salt Lake County. The roadway is being

transit element.

ntation.

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one-seat
ong 5600

West to SLC International Airport, downtown SLC, and other regional job centers

Includes 15-minute service, electric buses, travel time, and shelters, benches, bus arrival displays

g for Next Steps

.....

Benefits

outh transit service, helping to reduce region's air quality

Serves low-income and minority neighborhoods in western Salt Lake County

Provides improved access to jobs, including the SLC International Airport and other key industrial centers

Congestion Mitigation/ Air Quality (CMAQ), Carbon Reduction Program (CRP), and
Surface Transportation Program (STP) Concept Reports Received

County	Project Location	Funding Type	Agency	Name of Project	From	To	Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description
Salt Lake	Cottonwood Heights	CMAQ	Cottonwood Heights	2300 E Sidewalk Connection	Fort Union Blvd	I-215 (approximately 6400 S)	\$ 1,909,000	\$ 1,779,761	\$ 129,239	This project is located on 2300 E between Fort Union Blvd and the City's northern extents at I-215. The project will reconstruct the west side of 2300 E to include rebuilding and building a new 6' sidewalk bridging gaps in sidewalk, curb, and gutter of approximately 2,000 feet on 2300 E.
Salt Lake	Cottonwood Heights	STP	Cottonwood Heights	2300 E Sidewalk Connection	Fort Union Blvd	I-215 (approximately 6400 S)	\$ 1,909,000	\$ 1,779,761	\$ 129,239	This project is located on 2300 E between Fort Union Blvd and the City's northern extents at I-215. The project will reconstruct the west side of 2300 E to include rebuilding and building a new 6' sidewalk bridging gaps in sidewalk, curb, and gutter of approximately 2,000 feet on 2300 E.
Salt Lake	Cottonwood Heights	CMAQ	Cottonwood Heights	Bengal Boulevard Pedestrian Trail	2600 E	Pamela drive	\$ 4,813,000	\$ 4,487,160	\$ 325,840	This project facilitates active transportation on the north side of Bengal Blvd by replacing a deep gutter system with a new storm drain pipe, inlets, and curb and gutter, installing a 5' pedestrian trail and 5' park strip to allow a safe walking path along a blind corner and removing a hazard to bicyclists.
Salt Lake	Cottonwood Heights	STP	Cottonwood Heights	Bengal Boulevard Pedestrian Trail	2600 E	Pamela drive	\$ 4,813,000	\$ 4,487,160	\$ 325,840	This project facilitates active transportation on the north side of Bengal Blvd by replacing a deep gutter system with a new storm drain pipe, inlets, and curb and gutter, installing a 5' pedestrian trail and 5' park strip to allow a safe walking path along a blind corner and removing a hazard to bicyclists.
Salt Lake	Cottonwood Heights	STP	Cottonwood Heights	Highland Drive Widening Project	7101 South Highland Drive	6990 South Highland Drive	\$ 3,825,000	\$ 3,566,000	\$ 259,000	NB Highland Dr bottlenecks into two lanes at Fort Union Blvd, causing significant delays (74.7 sec/vehicle). The project will widen Highland Dr on the east side between 6990 - 7101 South, adding a third northbound thru lane to enhance capacity and traffic flow.
Salt Lake	Draper	STP	Draper City	Fort Street	13200 South	13800 South	\$ 9,513,300	\$ 8,771,358	\$ 636,942	Fort Street is a north/south collector that runs through the heart of old Draper. Currently it is a two lane street without curb and gutter. It is designated as a safe walking route to nearby schools but does not have continuous sidewalks. The proposed project would reconstruct and widen Fort Street from 13200 South to its terminus at 13800 South to include paved shoulders, curb and gutter, park strips, and sidewalks.
Salt Lake	Draper	STP	Draper City	Lone Peak Parkway	12300 South	12650 South	\$ 13,155,000	\$ 4,314,591	\$ 535,514	Lone Peak Parkway is a north/south minor arterial just west of I-15. The existing 0.4 mile segment of Lone Peak Parkway from 12650 South to 12300 South has a problematic alignment and is too narrow to accommodate the planned 5-lane section. With recent development in the area, and connection of Lone Peak Pkwy all the way to Bangerter Hwy, widening is more urgently needed. Draper City previously was awarded funding for this project programed for 2025.
Salt Lake	Emigration Canyon Metro Township	STP	Emigration Canyon Metro Township	Emigration Canyon Slope Mitigation - 4909 E	4858 E Emigration Canyon Road	4909 E Emigration Canyon Rd	\$ 4,048,700	\$ 3,774,603	\$ 274,097	The purpose of this project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network.

Public Involvement and Right of Way Acquisition

A MURRAY CASE STUDY OF 3 PROJECTS

The \$15,000 Question*

Is there any value to utilizing public involvement professionals to supplement the right of way acquisition team?

*costs may vary on project size

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700W Winchester – 3 Slides (Beginning/Process/Result)

Pros and Cons – 3 Slides

Background

Federally-funded projects are required to follow UDOT acquisition process.

- This requires both permanent and temporary easements and right of way takes.
- Basis in US Constitution

[U.S. Constitution - Fifth Amendment | Resources | Constitution Annotated | Congress.gov | Library of Congress](#)

Fifth Amendment

Fifth Amendment Explained

No person shall be held to answer for a capital, or otherwise infamous crime, unless on a presentment or indictment of a Grand Jury, except in cases arising in the land or naval forces, or in the Militia, when in actual service in time of War or public danger; nor shall any person be subject for the same offence to be twice put in jeopardy of life or limb; nor shall be compelled in any criminal case to be a witness against himself, nor be deprived of life, liberty, or property, without due process of law; nor shall private property be taken for public use, **without just compensation.**

Background

UDOT Process

- Step 1: Surveyor/Engineer get approval of ROW packages f by UDOT
- Step 2: Agent provides Just Compensation Letter/Appraisal
- Step 3: Agent works with owner for acquisition - Signed Letter by Owner/City returned to UDOT (if approved)
 - If not approved must meet timelines for Four Options Letter
 - Four Options:
 - Continued negotiation (admin settlements/incentive payments)
 - Mediation (Ombudsman) and second appraisal
 - Arbitration (Ombudsman) and hearing
 - Litigation (i.e. condemnation)
- Step 4: UDOT/City approval of acquisition files
- Step 5: UDOT/City approval of Payment
- Step 6: UDOT disperses funds and deeds recorded

(abridged from UDOT ROW Operations Manual: https://drive.google.com/file/d/15RzYPcsPtU6_tc2wnOevFmfIIKTPKe_B/view)

Background – Challenges with ROW Acquisition

Agents are not engineers or surveyors and may lack knowledge of the why for many changes to properties

Agents typically bill per property or per acquisition service, not per hour

- Multiple visits to a property or extended negotiations may hurt their bottom line and ultimately raise costs for future acquisitions

Negotiations can be challenging due to federal restrictions on betterments

Condemnation process is challenging and time consuming

Background – Murray's Challenges with ROW Acquisition

Negotiations can drastically increase project acquisition costs

- Second appraisals are paid by city
- Owner expectations may exceed appraised valuations by thousands
- Delayed ROW acquisition may cause project timeline to extend into subsequent years

Need Mayor and Council approval for condemnation

- No projects in the last 10 years, including City Hall, went through condemnation, rather extensive negotiation continued, or redesigns have been required

Murray's Recent Federally Funded Projects

Vine Street (2021) – 30 partial acquisitions/strip takes

- Over \$300,000 in total acquisition spent
- Primarily low-density residential

5300 South College (2022) – 5 total partial acquisitions/strip takes

- Over \$335,000 in total acquisition spent
- Commercial properties

700 West Winchester (2024) – 7 total partial acquisitions/strip takes

- Nearly \$150,000 in total acquisition spent
- Primarily low-density residential
- One commercial mobile home park HOA

Vine Street Beginning

Vocal Opposition

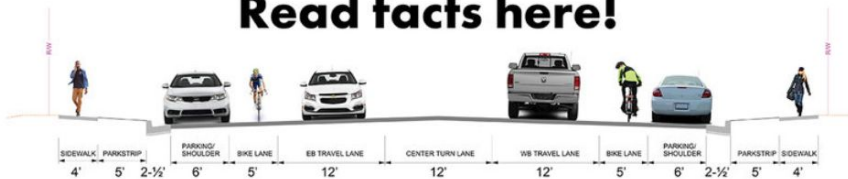
- “Save not pave” banners
- Online petition
- Meetings with Mayor/Council between residents

Limit the Widening of Vine Street



WIDEN VINE STREET?

Trade Trees for Asphalt?
81' sidewalk to sidewalk?
Read facts here!



1,177[✓]

Verified signatures ▾

Sign this petition

First name

Last name

Email

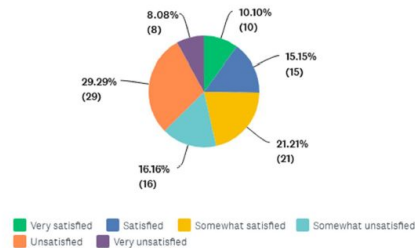
Vine Street Process

Hired Public Involvement with Design Team

- Public outreach to understand issues
- Community survey
- One on one meetings
 - 3 hours at “tea”
- PI extended into Construction



Q7 How would you rate your satisfaction/level of safety BIKING along Vine Street between 1300 East and Van Winkle Expressway?



Data chart shown with 'No opinion' removed



Murray City Vine Street Improvement Project

Phase 2: 1300 East and Van Winkle Expressway

Community Input Survey

Murray City has begun the design of Phase 2 of the Vine Street Improvement project between 1300 East and Van Winkle Expressway. We hope that you received the project information sheet that was emailed to our stakeholder list and hand delivered along the corridor. If you would like to access this information to learn more about the project, history, and goals, please visit please visit: www.murray.utah.gov/1861/Vine-Street-1300-East-to-Van-Winkle-Expr.

The purpose of this survey is to gather input from the community surrounding Vine Street. This survey will focus on various project elements including the narrowest areas between the canal near Rodeo Lane and 1830 East.

Please do not submit a paper copy of this survey if you have already or plan to take the survey online. To maintain social distancing practices, please place your completed paper copies of the survey hanging from your mailbox on Tuesday, August 18 or Tuesday, August 25 between 5 and 7 p.m. for our project team to collect. This survey is scheduled to close for comments on August 25, 2020.

Thank you for completing this survey. Please feel free to reach out to our public involvement team at 855-663-6800 or info@murrayvinestreet.com. Please see the Murray city project website for more information regarding the project.

1. What best describes your association with Vine Street? (Please check ONE box below)

- I live on Vine Street
- My neighborhood has access off Vine Street between 1300 East and Van Winkle Expressway
- My commute takes me on this section of Vine Street
- I use Vine Street to access the canal trail
- I use Vine Street to access work, drop off children at school, or visit friends/family
- I do not use this area of Vine street

2. How often do you do the following on Vine Street? (mark with ONE X per activity below)

	Multiple times a day	Daily	2-3 times a week	Weekly	2-3 times a month	Once a month	Never
Drive							
Walk							
Bike							
Other							

Other: _____

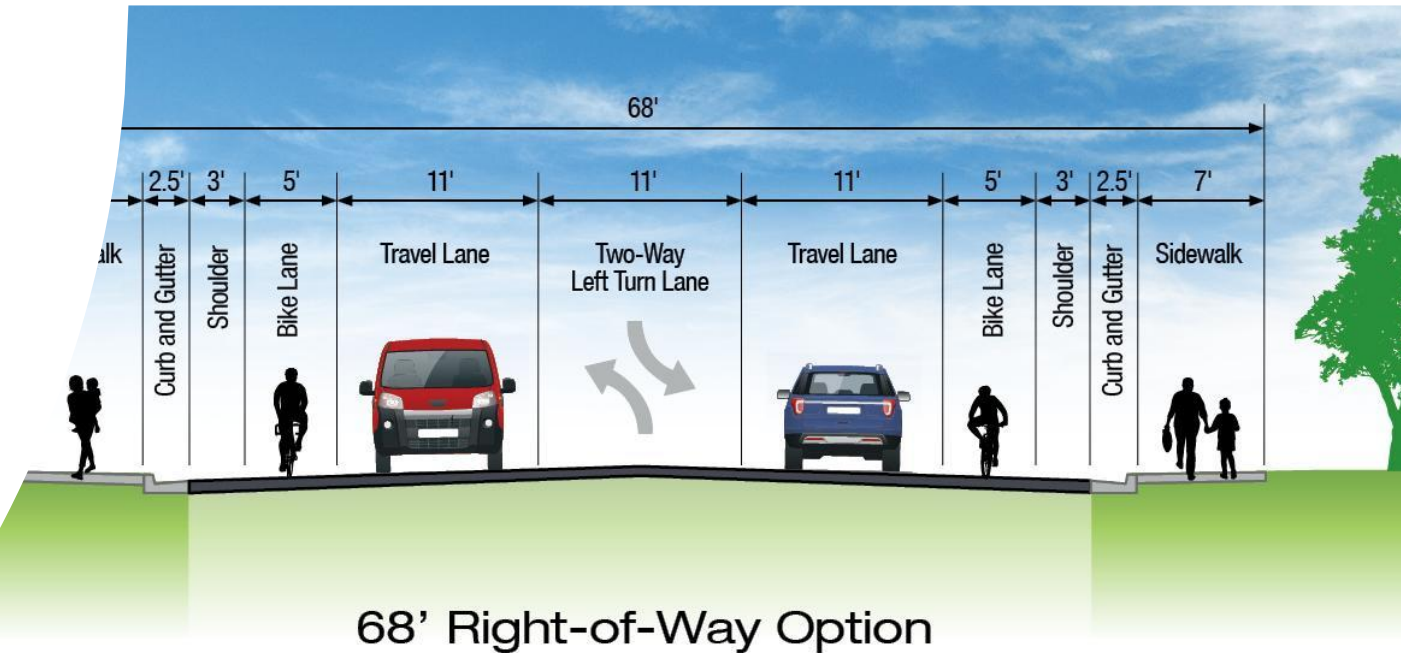
Vine Street Result

Narrowed right of way but still accomplished goals

- Reduced ROW acquisitions from 44 to 30

Community buy-in

- Detractors lessened to a handful of vocal opponents
 - All but one signed ROW acquisition





College Drive and 5300S - Beginning

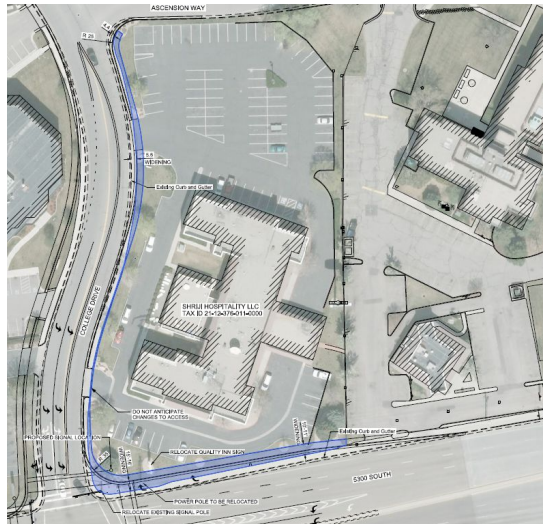
Limited Public Involvement in Design

- Primarily notices and mailers

All commercial properties

- IHC office building
- Law Office
- Medical Condominium (16 owners)
- Hotel (ownership split between USA and India)
- Credit Union

Design began in Summer 2021



College Drive and 5300 South - Process

Public Involvement not utilized in design, primary contacts were City staff, engineer, and real estate agent (agent)

- Law Office refused to work with agent
 - City had to get signatures
- Hotel issued Four Options Letter and went to mediation
- Medical HOA had disagreement with owners and required on site meetings during and after work hours with agent and City.
- Credit Union was delayed in signing because of local management changes and a home office in NC



5300 South College - Result

Drawn out ROW process delayed the bidding of the project

- ROW began in January of 2022 with intent for fall build
- ROW not certified until December of 2022
- Changes in CM team occurred as staff needed to be shifted around

More time required of City staff to coordinate with agent and owners

More time required of City staff to bridge between design and construction (lack of trust from owners)

On-going damage claim with Medical Office HOA because of unclear expectations and delayed communication

- Initial complaints filed with ROW agent months after their contract expired and passed to City

PI in Construction was under-utilized because City had been point of contact



700 West Winchester - Beginning

The intersection had seen extensive utility work in recent memory

- 2020 – Jordan Valley Water installed PRV vault on NW corner
- 2023/2024 – Midvale Water ran 20” line south from the NW corner into Midvale

Knowing a new project upcoming, City staff made initial contacts with potential affected residents with mixed results

- Trailer Park had out of state management
- One resident threatened City staff (get off my property)
- One resident did not want to part with old growth tree

SUBJECT PHOTOGRAPHS



SUBJECT – FACING NORTH
FROM WINCHESTER STREET



EAST BORDER OF SUBJECT – FACING NORTH
FROM WINCHESTER STREET



SUBJECT – FACING NORTHWEST
FROM WINCHESTER STREET



SOUTH BORDER OF SUBJECT – FACING WEST

700 West Winchester - Process

City opted to bring Public Involvement in with Design Team for ROW acquisition and information

- Contract did not extend to Construction
- Identify issues early in design
 - To preserve tree or not preserve tree?

PI team had distributed flyers and developed rapport with several owners

- Even addressing difficult property owner's concerns



700 West Winchester - Result

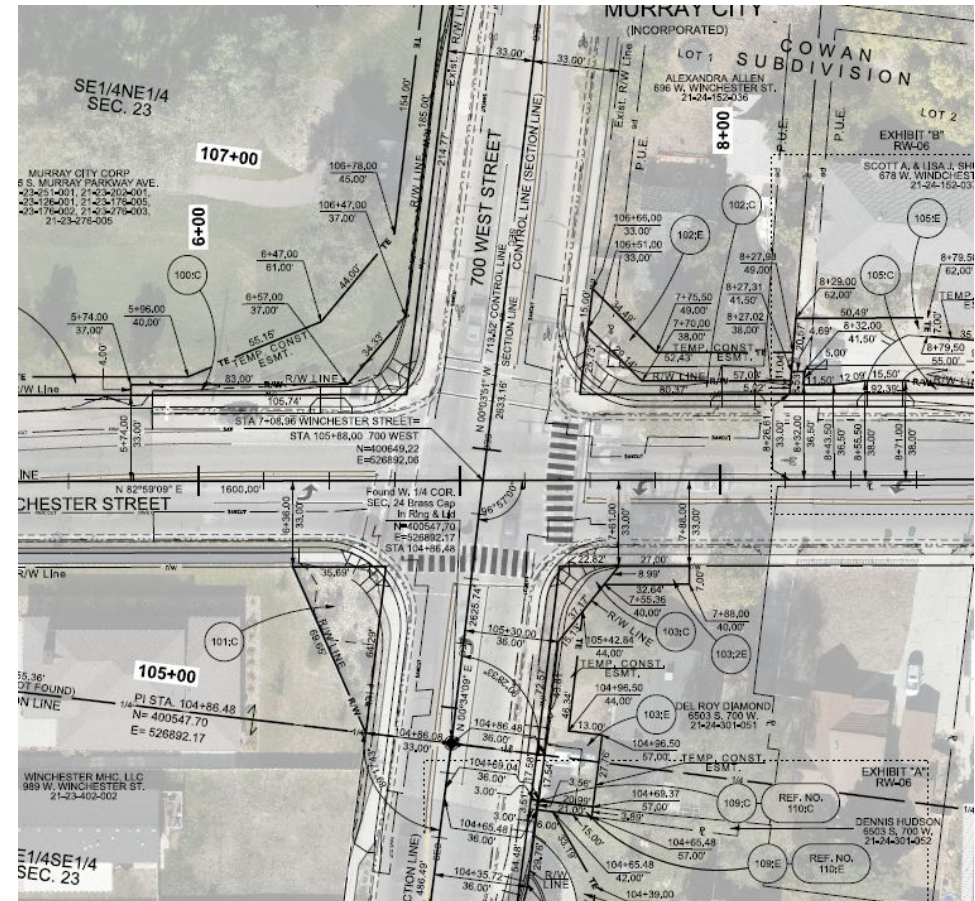
Owners were relatively quick to sign

- All but 2 were signed in the first 4 months
- Extended negotiations with Trailer Park Ownerships/title
- One owner had lingering interests from previous owners', complicating sales
- Limited objections from other owners
 - Most accepted appraisals as provided with limited re-designs to accommodate tie-in concerns

City staff not directly involved in negotiations

- Only needed to meet once with two different property owners so they understood impacts to property

Project to be completed in 2025



Public Involvement Team Perspective

In a brief discussion with Amalia Andrews of Kimley Horn (Vine Street PI) she revealed:

- Between research and contact with residents, it can be expected a public involvement professional will spend about 2-20 hours per property
 - Some easier ones are less than 30 minutes
 - Time is used to build trust and rapport
 - Empathize with resident
 - Understand individual concerns and visions for properties
- **Benefits**
 - Continuity for residents in communication
 - Unlike contractors, agents, engineers, and designers; there is not a fixed timeline or goal

Murray's Lessons with ROW Acquisition

Cons

- Some owners resent a third party representing the City and prefer to work directly with City officials
 - Same goes for acquisition agents
- “Whisper down the lane” effect – some messages from residents may be mis-interpreted through another person in the acquisition process
- Additional costs for time with Public Involvement in design versus construction
- Can be confusing for residents if a different PI firm is hired for construction

Murray's Lessons with ROW Acquisition

Pros

- When paired correctly in acquisition, PI can provide agent required communication documentation to agents and be a long-term ear for the resident beyond acquisition
- Early outreach from PI can save money in negotiations and shorten delays in acquisition
 - Minimizes delays in bidding process and can save overall project costs
- Some residents with grievances towards city government may feel more at-ease talking with a third party
- Allows time for City staff to focus on the engineering portion of the project while getting the “cliff notes” of resident concerns
- PI is most effective if carried with same contact from pre-design through construction
 - Rapport is most important factor

Questions?
