Route 71

Updated: February 2006

Salt Lake From Route 4 to Draper May 12, 1931.
Added, from Route 4 north to 181. Deleted. 7700 South Street to Draper on Route 111, May 14, 1957.

1959 Descri12tion:
From Route 111 near Draper northerly via Seventh and Ninth East Street to Route 181 at Seventh East and South Temple Street in Salt Lake City.

Approved by 1963 Legislature:
Approved by 1965 Legislature:

1967 Legislature:

1969 Legislature:
3.891 miles from SR-68 to a point 0.264 miles east of FAS-149 transferred from SR-lll to SR- 71, and 0.600 mile from 400 South Street north to South Temple Street taken off the State System by the **1969 Legislature.**

1969 Description:
From SR-68 in Riverton easterly to Seventh East Street in Draper, thence northerly via Seventh and Ninth East Streets to SR-186 at Seventh East and Forth South Street in Salt Lake City.

1983 Legislature: Description remains the same.
1985 Legislature: Description remains the same.
1986 Legislature: Description remains the same.
1987 Legislature: Description remains the same.
1988 Legislature: Description remains the same.
1990 Legislature: Description remains the same.
1992 Legislature: Description remains the same.
1993 Legislature: Description remains the same.
1994 Legislature: Description remains the same.

1995 Legislative Description:
From Route 68 in Riverton easterly to Seventh East Street in Draper; thence northerly via Seventh East Street and Fourth South Street in Salt Lake City.

Route 71 Cont.

1996 Legislature: Description remains the same.
1997 Legislature: Description remains the same.

1998 Legislative Description:
From Route 68 in Riverton easterly to Seventh East Street in Draper; then northerly on Seventh East and Ninth East Streets to Route 186 at Seventh East Street and Fourth South Street in Salt Lake City.

1999 Legislature: Description remains the same.
2000 Legislature: Description remains the same.

*(A) 2001 Commission Action (Jan. 19.2001):
Extended SR- 71 at its beginning termini to begin at SR-154 (Bangerter Highway) **Not Actuated.**

2001 Legislative Description:
From Route 154 in Riverton easterly to Seventh East Street in Draper; then northerly on Seventh East and Ninth East Streets to Route 186 at Seventh East Street and Fourth South Street in Salt Lake City.

2002 Legislature: Description remains the same.
2003 Legislature: Description remains the same.
2004 Legislature: Description remains the same.

2005 Legislative Description:
From Route 154 in Riverton easterly to Seventh East Street in Draper; then northerly on Seventh East and Ninth East Streets to Route 186 in Salt Lake City.

* Refers to resolution index page following.

Route 71

COUNTY/VOLUME & RESOLUTION NO.

A. Salt Lake Co. 10/26

DESCRIPTION OF RESOLUTION CHANGE

(**A**). Addition - Added a portion of 12600 South from SR-154 (Bangerter Highway) to SR- 68 (Redwood Road) as a portion of SR-71.

10-26 Extension SR-71 + SR-151 Salt Lake County

RESOLUTION

Extension of SR-71 & SR-151
12600 South & 10600 South
From Redwood Road to Bangerter Highway
Salt Lake County

WHEREAS, Sections 72-4-102, 72-4-103, 72-4-104 of the Utah Code Annotated 1953, as amended, authorize the Transportation Commission to approve deletions from the state highway system between general sessions of the state Legislature: and

WHEREAS, the Transportation Commission considering the extended additions of 12600 South and 10400 South (refered to as 10600 South), as portions of SR-71 and SR-151 respectively, has determined with the continued amount of growth in the south end of Salt Lake Valley along with an underdeveloped State Highway System along the east west corridor of the south end of the Salt Lake Valley, and

WHEREAS, the duly appointed officials of Riverton City and South Jordan Ctiy respectfully, agree to adhear to all the provisions discussed and acted upon, which are contained and described in the documentation of minutes passed by the Transportation Commission in the February Commission meeting, and

WHEREAS, the Region Two Director recognizing the problems with unprecedented growth in the southern portion of Salt Lake County requisite to improve the underdeveloped State Highway System along the east west corridor, concurs with the Transportation Commission's passage of stated documentation, and

WHEREAS, the Program Development Division, concurring with the Transportation Commission advocating the inclusion of 12600 South and 10400 South (refered to as 10600 South), onto the State System of Highways as extensions of SR-71 (12600 South) and SR-151 (10600 South) from SR-154 (Bangerter Highway) to SR-68 (Redwood Road) when all conditions related to the documentation of minutes passed by the Transportation Commission are satisfied.

NOW THEREFORE, be it resolved as follows:

1. Roadway known as 12600 South in Riverton City, from the junction with SR-154 (Bangerter Highway) traversing easterly to the junction with SR-68 (Redwood Road) a distance of 1.46± miles be placed on the State System of Highways as the beginning termini of SR-71 when all conditions defined by the stated documentation of minutes passed by the Transportation Commission are satisfied.

2. Proposed roadway alignment and existing roadway know as 10400 South (referred to as being 10600 South) in South Jordan City, proceeding from the junction with SR-154 (Bangerter Highway) traversing easterly to a junction with SR-68 (Redwood Road) a distance of 1.97± miles be placed on the State System of Highways as the beginning termini of SR-151 when proposed roadway is constructed as well as when all conditions defined by the stated documentation of minutes passed by the Transportation Commission are satisfied.

3. The new addition to SR-71 will be funcionally classed Urban Principal Arterial and the new addition to SR-151 will be functionally classed as Urban Minor Arterial.

4. These actions will become effective upon passage of this resolution and actuated when all provisions defined by the stated documentation of minutes passed by the Transportation Commission are satisfied.

5. The accompanying Commission minutes, Cooperative Maintenance Agreements between UDOT, Riverton City, and South Jordan City respectively, and Exhibit "A" will be included and become part of this resolution.

Dated on this 19th day of January 2001

UTAH TRANSPORTATION COMMISSION

Chairman

Vice-Chairman

Commissioner

Commissioner

Commissioner

Commissioner

Commissioner

Attest:
Secretary

FOR 10600 AND 12600 SOUTH
SEE PAGES 4, 5 AND 6

UTAH TRANSPORTATION COMMISSION

February 10, 2000
Salt Lake City

The regular meeting of the Utah Transportation Commission, held at 4501 South 2700 West, Salt Lake City, Utah, was called to order at 9:05 a.m. by Commission Chairman Glen E. Brown. He welcomed those in attendance. Mike Ritchie was recognized, as this would be his last meeting as the Utah Division Administrator for FHWA before moving on to another capacity in California. Also, Deputy Director Clint Topham announced his retirement from the Department after 30 years of service, and said he would be taking a position with Parsons Brinckerhoff. The following Commissioners, staff members and others were in attendance:

Glen E. Brown, Chairman
James G. Larkin, Vice-Chairman
Hal M. Clyde, Commissioner
Dan R. Eastman, Commissioner
Stephen M. Bodily, Commissioner
Jan C. Wells, Commissioner
Bevan K. Wilson, Commissioner
LeAnn G. Abeggien, Commission Secretary
Thomas R. Warne, Executive Director
Clinton D Topham, Deputy Director
Randall K. Lamoreaux, Project Development Director
David K. Miles, Engineer for Operations
Linda Toy Hull, Program Development Director
Max J. Ditlevsen, Comptroller
Dyke M. LeFevre, Region One Director
Jim McMinimee, Region Two Director
Alan W. Mecham, Region Three Director
Robert P. Barrett, Director of Aeronautics
Andrea Packer, Community Relations
Lyle McMillan, Chief of Right of Way
John Quick, Program Development
Austin Baysinger, Program Development
Kevin Nichol, Program Development
Dan Kuhn, Program Development
Robb Edgar, Region Two
Dave West, Legacy Highway/I-15 North Project
John Njord, UDOT/SLOC
Mike Ritchie, Division Administrator, FHWA
Senator Mont Evans, Utah State Senate
Representative David Hogue, Utah House of Representatives
Stuart Adams, Layton City Council
Alex Jensen, Layton City Manager
Tom Christopulos, Layton City Economic Development Director
Mayor Sandra Lloyd, Riverton City
Mark Palesh, Riverton City Administrator
Leon Berrett, Riverton City Engineer
Mayor Dix McMullin, South Jordan City
Mayor Harold (Hal) Wing, Springville City

FOR 10600 AND 12600 SOUTH

SEE PAGES 4, 5 AND 6

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Salt Lake City

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Alex Jensen, Layton City Manager
Tom Christopulos, Layton City Economic Development Director
Mayor Sandra Lloyd, Riverton City
Mark Palesh, Riverton City Administrator
Leon Berrett, Riverton City Engineer
Mayor Dix McMullin, South Jordan City
Mayor Harold (Hal) Wing, Springville City

Fritz Boyer, Springville City Council
Wayne Hall, Springville City Community Development Director
Randy Drummond, Springville City
Russ Fotheringham, DCED, Business and Economic Development
Carey Wold, Uintah County/Uintah Basin - Vernal
Kathleen McMullen, Mountainland AOG
Ken Warnick, Ogden/Weber Chamber of Commerce
Larry Montoya, H.W. Lochner
Scott V. Dunn, Contech Construction Products
Tyler Robirds, Lochner Engineering
Phil Holland, Green ??????
Thomas Pollock, Riverton
Linda Peterson, South Valley Journal
Sean Brown, Brighton Estates
Paul Peters
Chris Conabee

APPROVAL OF MINUTES

Commissioner Larkin moved to approve the minutes of the February 10, 2000, Commission meeting held in Salt Lake City, Utah. The motion was seconded by Commissioner Eastman and approved unanimously.

SOUTH LAYTON INTERCHANGE

Chairman Brown said some of the items on the agenda will be moved around in order to accommodate various individuals attending this meeting. The first item of discussion will be on the South Layton Interchange. Stuart Adams, Layton City Councilmember, started the presentation. Mr. Adams referred to some displayed maps of the south area of Layton, and said copies of the maps are also in the Commission's binders. He noted the traffic problems they are experiencing with their I-15 interchanges, and said interchange 332 was rated an F, which is about as bad as it can get. It's also one of the more difficult interchanges in northern Utah. One of their challenges is that people in the southern area of Layton who want to go north have to go through that interchange to get onto I-15, which creates more congestion around the mall area. Layton City proposed that a new interchange with an off ramp coming from the north and an on ramp going to the north, using an existing overpass, would greatly eliminate and reduce some of the problems around the mall area. Layton has some economic and development needs there too. Mr. Adams turned the time over to Tom Christopulos for the next part of the presentation.

Mr. Christopulos stated they are not here today to ask for money but to point out their particular plans in moving forward to resolve a problem that exists in Layton at interchange 332. In their master plan of a 100 acre corridor, they are planning for an intermodal transportation mode in South Layton to relieve some of the transportation problems at the 332 interchange. They are trying to anticipate the planning for a rail station, if all goes well, in the long term. And, over time, as the intersection they talked about earlier is expanded, it will not only offer relief for the construction period, but they'd also like to complete the development in order to disburse traffic. Mr. Adams added that they don't want to be part of the problem, they want to be part of the solution, and in the Commission's binders there is a resolution that was passed by the Layton City Council two weeks ago, authorizing $50,000 from Layton City to be spent for a feasibility study. They want to move ahead. They've partnered with UDOT in the past and have experienced fabulous success with projects they've done. Additional discussion focused on the rail station and potential locations.

SPRINGVILLE 400 SOUTH FROM I-15 TO 400 WEST - REQUEST

Mayor Hal Wing of Springville spoke to the Commission. He thanked the Commission for the opportunity to discuss the improvements needed on SR-77. Using slides with his presentation, he said the 400 South corridor, which is referred to as SR-77, is the main artery into Springville, and there are changes that need to be made. There is an at grade railroad crossing that intersects with SR-77, and there are a number of trains that go through there, which causes problems when the trains stop because it's a changing area for the crew members. The area is blocked for 12 to 18 minutes, one to three times a day, causing large traffic back ups. Traffic backs up over the overpass to the I-15 off ramp. And with 700 vehicles stopping there per day, the additional pollution spewing into the air amounts to 16.6 tons per year. Mayor Wing shared accident statistics along that stretch of SR-77, and the types of accidents that occur. He said increasing development also creates additional public safety issues. And, Springville has moved from a bedroom community to attracting a great deal of commercial development to help with their tax base. One of the grave concerns Springville has is the continued growth west of the freeway, and the response time for their emergency services. When a train is blocking the road, they are in deep trouble. With out a train, response time is about 5 to 7 minutes. With a train at that crossing, it increases the response time to 15 to 18 minutes.

Mayor Wing said they are not looking for a handout. They are very proactive in making things happen, and they would like to work jointly to make this happen. Springville would like to propose some improvements. One would be a phasing project for improvement on SR-77. The first phase, which is their immediate concern, is for a grade separation where SR-77 and the UP tracks intersect. The road is also going to need 4-5 lanes. Springville is annexing 2200 acres into the city and it is going to build up rather quickly. Developing the road into five lanes will be done in conjunction with UDOT, but will be paid for by the developers that come in and be built to UDOT specifications. Also, Springville is trying to improve local traffic collection distribution, and wants to put in a road at 1750 West, connecting SR-77 and SR-75 with 1750 West. That will eliminate the need for constructing a frontage road. It will also provide a very direct artery with which to transfer and distribute traffic to the freeway interchanges. They would also like to run 1750 West from SR-77 to 1600 South. In addition, Springville is willing to invest $150,000 to $170,000 for infrastructure needed for a signal light, so when the time comes, UDOT can put the traffic light in and everything will be ready to go. Mayor Wing mentioned other methods they are working on to improve local and regional traffic, including making improvement to Highway 89. Again, he said they are not just bringing problems to the Commission, but are bringing something well planned out, in a wise and prudent way, to collect the traffic that is growing, direct it onto I-15, and do it in a cost effective manner. They are deeply committed, involved, and determined to make this work.

Chairman Brown asked Alan Mecham where this project is in their region program. Mr. Mecham responded that it is not on the STIP. He mentioned that Springville has worked well with Region Three on SR-77 to control access, and they have held back at least 1000 feet on each side of the railroad crossing, which has not been an easy thing to do. That will give UDOT enough room to get touchdown points for a grade separation in the future. Mr. Mecham also mentioned that in their STIP planning meeting they did put two projects for SR-77 on their potential STIP list that will be presented to the Commission at the April Workshop. The grade separation will be the top priority for the SR-77 corridor, while they can still do it without having to impact any businesses or accesses. The second priority project for the corridor would be reconstruction of the interchange, which now warrants a signal light on the west side. The ramps are not to current standards for acceleration and deceleration, the site distance is poor, and there are only two lanes over the freeway. Commissioner Clyde commented on how well Springville is working with those who are developing these areas to allow DOT to better use their funds.

CONSIDERATION OF ADDING 10600 SOUTH AND 12600 SOUTH BETWEEN REDWOOD ROAD AND BANGERTER HIGHWAY TO THE STATE SYSTEM

Director Warne pointed out that both 10600 South and 12600 South are state highways up to Redwood Road. The sections between Redwood Road and Bangerter Highway have been designated as city streets. Over the years, there have been numerous discussions with the communities regarding these roads. In the last few weeks, there seems to be some desire at the Legislature to proceed with the funding of the continuation and completion of these routes to Bangerter Highway. With that being the case, the logical conclusion is for these routes to become state highways. About two months ago, there was an agreement made to do a study on the east/west routes. The north/south system in the valley is very well developed, but the east/west system is only well developed in the central and northern part of the valley. The southern part of the valley is not nearly as mature. Director Warne said the events occurring at the Legislature right now have essentially precipitated the action that is being requested today for this agenda item, which would be to add the portions from Redwood Road to Bangerter Highway of both corridors to the state system. Clearly, there isn't enough funding at this time on 10600 South, and South Jordan City recognizes that. The Legislature has recommended moving some money from 2000 East to do the build-out on 12300 South, and given the dynamics in the south part of the valley, that seems to be the appropriate priority here.

Chairman Brown added that as this discussion has evolved in the Legislature, the Department has been trying to respond to the local elected officials and the legislators. Annually, there is a bill the Legislature acts on that deals with the designation of highways. The Legislature was considering taking an action to add these highways to that bill. But UDOT requested they follow the system that is already in place and let the Transportation Commission take the action. If they don't follow the system, then it creates more problems with other roads. Director Warne remarked that the Department has been hesitant to add 12600 South from Redwood Road to Bangerter to the state system for a couple of reasons. One is that the Department never seems to receive sufficient funding for maintenance purposes, and would inherit a road that would bring immediate financial liability to the state from a maintenance standpoint. The same concern goes for 10600 South too. Also, there's a pattern and a strategy the Department is concerned with in that there would be immediacy to the desire of the communities to have the newly added state route widened. Director Warne cited 5600 West as an example.

Director Warne noted that a couple of circumstances have changed though. In regards to ongoing maintenance, both communities have agreed to handle the same maintenance responsibilities they have been doing to date, and would do so until actual construction begins. So basically, there's no financial liability to the state until such time as construction begins on the route. Director Warne said the other thing that has changed is the Legislature's interest in moving the 2000 East money from the Centennial Highway Fund, to fill the financial gap that exists on 12300 South, and accommodate the construction that will need to be done in the next few years. He also said in regards to the previously mentioned study, there is not much point in spending precious transportation dollars to do a study that will tell everyone what they already know. Senator Mont Evans expressed appreciation to the Commission for considering this action, and said it's something they have been concerned about for a long time. Representative Dave Hogue echoed Senator Evans' comments. He said this has been a long process in the south part of the valley, which has experienced tremendous growth. And with Intel going in, it's going to take some interaction between the communities, as well as the legislators in the south part of Salt Lake County, to help UDOT accomplish their goals in that part of town.

Thomas Pollock, a citizen of Riverton spoke. His primary concern has to do with the aquifer, which is the sole source of drinking water for Riverton City. He said there is a strong probability that the improvement of this road will accelerate the ongoing degradation of this aquifer resource. The improvements to 12600 South will accelerate growth in Riverton. Several wells in Riverton City have been shut down because of the encroachment of Kennecott Copper's pollution plume. The accelerated growth will surely contribute to the continued over pumping of the aquifer, inevitably leading to its demise. He asked that the Commission defer adding 12600 South to the state

system until Department of Interior has assured the residents of Riverton that this danger to its primary and sole source of drinking water no longer exists. Mr. Pollock gave his list of 200 signatures of persons who share his same concerns, along with other attachments, to the Commission. He said they need a study to clarify whether or not the aquifer will be overloaded. Chairman Brown said he doesn't think the Commission's action would interfere with the concerns Mr. Pollock has legitimately raised. He then said he would like to have two separate motions made. There was additional discussion regarding the transfer of funds from the 2000 East project to12600 South.

Commissioner Clyde asked Riverton City what they are going to leverage the developers with when it comes time to raise funds, and if they are looking ahead in that direction? Riverton Mayor Sandra Lloyd said they are currently working with Intel, where they have $1.5 million to put forward to start some widening. Commissioner Clyde said there is enormous economic value in opening these corridors up, and increasing the capacity and help for providing the mechanisms for developers of the property. The same would apply on 10600 South, which isn't even a road now – just a line on a map. Mayor Lloyd said this would be a commitment from the city that they would absolutely be working with developers in every way possible to help offset the costs for construction and the widening. Senator Evans commented that both Riverton City and South Jordan City need to be very aggressive in right of way acquisition and other things to help this project move along, and to make sure they do everything they can to minimize the cost of this road to the state agencies involved.

Commissioner Wells moved to add 12600 South, from Redwood Road to Bangerter Highway to the state system, conditional on the agreement with the city in regards to maintenance. The motion was seconded by Commissioner Eastman and approved unanimously.

Chairman Brown asked that the next motion for 10600 South include a caveat – that it be conditional upon the fact the study to consider this as an addition to the state system not be considered or funded. If someone says they still want the study to be done, then that will negate this action. There's no need to do both. Commissioner Clyde expressed his concerns, and referred to Mayor McMullin's letter, which he thinks specifically states actual construction will initiate responsibility of the road being under the direction of UDOT. He's concerned with the way it is worded. It looks like it is going to put the whole burden of the construction of this road on UDOT, and he doesn't think the Department should take the position to do that at this point. It's a road that doesn't even exist, yet the city is trying to get it into position where UDOT is committed to do it. He said things happen, and there's going to be progress and movement, but at this point he doesn't think it's the right thing to do. South Jordan Mayor Dix McMullin said the only reason they stated they didn't want the maintenance taken over by the state until construction started is because they already have money set aside, and the preliminary design is already done on the section of road that is not completed. They have already obtained some of the right of way and will work vigorously to obtain as much as they possibly can. The reason for the letter is they didn't want the state to feel like they would be responsible for widening and moving in and taking care of the maintenance on the section of road the city is doing now. Commissioner Clyde reiterated what Senator Evans said in that those who are going to develop property need to be very much involved in paying part of the cost because it's going to be an enormous financial consideration for them. There was additional discussion focusing on growth in the area, and right of way acquisition.

Chairman Brown stated that the Legislature has a difference sense of ownership with the Centennial Highway Program, and that it can only be advanced as they fund it. He said the issues that have been raised will be on their minds as they have to grapple with how they find that money. And as money is tight, they are going to be just as concerned that the local efforts are made. It's a responsibility issue to them, so they are really not going to let these cities off the hook as far as their efforts are concerned. Commissioner Bodily said he thinks that any work that is done should be done to a standard that is acceptable to UDOT. Also, he thinks there is still some question as to the definition of when UDOT takes over responsibility for maintenance. It's a pretty broad statement to say when construction starts. Chairman Brown noted that the intent would be that a UDOT contract has to be part of it, and that it connects Redwood Road with Bangerter Highway. Mayor McMullin responded that when the state moves

ahead with state construction, that's when the maintenance is started. In the mean time, if South Jordan City can go in and complete the environmental work, etc, it would be to state standards. They would make sure of that. But as contractors come in, the city will require they put in the road, in which they may end up building the whole thing. The problem is the point where UDOT steps in to help finish the road, or if there's a section of road in between. Another problem is the section between 1700 West and 2200 West. In the mean time, if they can get a contractor to do that four block section as the development comes, the city is still going to maintain it and do so until the state comes in to help with the connection. Director Warne said the Department will enter into some kind of an interagency agreement with both cities, individually, on this, as has been outlined. In fact, South Jordan has offered to do some additional things on the corridor even after UDOT has rebuilt it and owns it, in terms of some of the routine maintenance. So, there are some other terms and conditions that will be negotiated.

Commissioner Wells made a motion to add 10600 South to the state system, conditional upon the fact that the study to consider 10600 South as an addition to the state system not be considered or funded. It was seconded by Commissioner Eastman and passed with one dissenting vote by Commissioner Clyde.

PUBLIC COMMENTS (SR-224)

Clint Topham said he addressed the Commission at the last meeting and said the Department had made an offer to Park City of possibly programming some federal funds to help with an intermodal project in the city. In consideration for that, Park City would take over SR-224 from the Yarrow to the county line. The Commission gave their philosophical approval to move ahead with those discussions, and the Department expected to come back today with a recommendation, but the discussions with Park City are not completely finished. Jim McMinimee is working with Park City on that. Park City would also like to enter into a cooperative agreement with UDOT to do some maintenance, at their request, in the future and at their cost. UDOT has entered into similar agreements with other cities in the past. Mr. Topham said discussions are continuing and the Department should be back in another month with a resolution.

Paul Peters said he represents a number of year round residents at the Brighton Estates subdivision in Wasatch County. There are 440 home sites up there, with about 90 residents there right now. Their historical access has been through Park City. They have traditionally been snowmobiling up in the winter, and plowing on the shoulder season so they can drive up in fall, spring and summer. There are enough individuals living up there that the homeowners association is considering plowing and creating emergency access year round to their properties. Mr. Peters said that shouldn't cause any problems because they are not asking the state for any money, and they are considering doing it to the state's standards. The association is also considering contracting with a private ambulance service. The problem is that Park City has taken an antagonistic position toward the families that live up in Wasatch County because they don't pay taxes, they are all going to drive through Park City, and Park City doesn't want the impacts. The city manager has gone on record saying they don't want to see those impacts. The families of Brighton Estates are very concerned with what the Department is going to do with this road because it involves a basic public safety issue and allowing emergency vehicles to access their homes. They are hoping the Commission will recognize this in the transfer to Park City and make some kind of contingency that Park City cannot do anything adverse to these rights they may have.

Jim McMinimee remarked that he has been responsible for working with Park City on this agreement, and they have discussed the concerns of Brighton Estates. He and Toby Ross, Park City's city manager, have discussed this particular item. Mr. McMinimee said Mr. Ross has assured him that it is Park City's intent that the same access those individuals enjoy right now will be continued under Park City's jurisdiction of the road. That includes wintertime access as it is now to Brighton Estates. During the summer, there would still be an access that would

accomplish the same thing. Mr. Peters responded that the problem is having to ride a snowmobile in the wintertime. The point is, there are now enough people up there that they can afford to plow during the winter. The issue is getting an ambulance up there in January. It is not possible to get one up there now. They are prepared to plow the current road in order to get an ambulance up there. Chairman Brown asked about plowing from Midway. Mr. Peters said it's possible, but it's a tougher road to plow. The traditional access has always been through Park City though.

Chairman Brown asked if the reason the residents have to snowmobile now is because the state doesn't push the snow. He also asked about the homeowners saying they have plenty of funds to push their own snow. Mr. McMinimee stated there are not enough permanent residences to warrant putting the policy to work year round. Also, there are some issues of liability and some agreements the Department has with Deer Valley, who operate some ski runs over the top of the state road. Mr. Topham noted that as far as access to the property itself is concerned, outside of the issue of whether it's kept open in the winter or not, he believes they are covered under state law already as far as abandonment of a road is concerned, whether it's UDOT's road or the city's road. They would have to provide access to the property. And, a road can't be abandoned unless they go through a process that is specified by law. If that happened and the residents were denied access to their property all together, that would be considered a taking and they would be able to get compensation for that. So, as far as the access itself is concerned, they are already covered under state law without having an agreement. However, Mr. Topham said he thinks the issue here has to do with winter maintenance. Mr. Topham said with the Department's experience over the years, this is exactly the reason why these roads ought to be local roads rather than state roads, because they provide local land access, and people usually get better response from local governments than from the state. However, this gentlemen is testifying to the opposite of that. Mr. Peters stated that if Park City was getting a tax base, it might be a different story.

Michelle Daum made some brief comments. She said she is the site manager at the Cloud Rim Girl Scout Camp, and has been a year round resident for about nine years now. Don't they deserve an ambulance? They are not asking the state for money for plowing. They've been budgeting and plowing the road themselves for years. She doesn't care who owns the road, she just doesn't want whoever owns the road to say they can drive on it from June to September, but can't drive on it from October through January, meaning they can have an ambulance come during certain times of the year, but not others. They are two miles from the nearest fire department in Deer Valley, and are miles closer to the clinics in Park City. As far as an ambulance is concerned, she is much closer to Park City than Heber City. It's incomprehensible that she would have to go twelve miles one way rather than three and a half the other way. Chairman Brown said this kind of situation can be found anywhere in the U.S. where there are state or county lines. These types of irrational things can be found anywhere there are public jurisdictions and responsibilities. Sometimes an interlocal agreement can be entered into where revenues are shared, etc. That may or may not be the answer here, and the Commission is not in a position to resolve that. But the rights the residents have under state jurisdiction will be maintained under Park City. Ms. Daum remarked that Park City has specifically said they will only be allowed snowmobile access during the winter.

Chris Conabee, a full time resident spoke. He said if this road were being given to Wasatch County, it would be a much easier deal. But unfortunately, the road is being given to Park City, which is in Summit County, and the Brighton Estates residents' interests are not protected there. Park City would like to shut them out. The head of Park City Mines and the City Attorney said in a meeting they would close the road and restrict access if they could. Mr. Conabee said that is why they are very concerned about this road. Also, this portion of SR-224 has ski runs over it, which creates problems. Solving that problem with skier bridges over the road unfortunately becomes a very expensive solution. Commissioner Eastman asked if Wasatch County, Summit County and Park City have all been around the same table to discuss this issue? Mr. Conabee responded that the closest thing they've had to a public forum was when they threatened to plow the road last year. Because of the ski runs, Deer Valley called a meeting, and that got the ball rolling. Wasatch County was invited, but there's a lot of friction between Summit County and Wasatch County, and the residents are caught in the middle of it. Park City is now going out and annexing a tax base away from Wasatch County, and here are 400 homeowners sitting out there in the wind. Commissioner Eastman said

taxpayers in Wasatch County, it seems to him the residents would have a certain amount of pressure to apply to the county commission and urge them to sit down with Park City and work something out in terms of revenue share, or whatever. The county has an obligation to it's taxpayers to do something with Park City and Summit County to accommodate the public safety, if nothing else, of Brighton Estates. Mr. Peters said he would contact the county attorney at Wasatch County.

Chairman Brown said this doesn't preclude Wasatch County from looking at the issue of plowing 8-10 miles of dirt road, versus paying Park City so many dollars a year to help keep the road plowed to accommodate their citizens. The residents still keep their closest access, but the county has got to financially contribute to their public safety being met. Mr. Peters reiterated that they are not asking for any public service whatsoever. They just want the ability to plow the road at their own cost, and hire a private ambulance service. Chairman Brown asked Mr. McMinimee to work with these people who are here today, and give them an opportunity to have their issue be part of the discussions. He also said he can't promise any real conclusions at this point, but will keep them in the discussions and considerations as this is worked through.

Chairman Brown called a short break.

PLANNING AND PROGRAMMING
Programming of Minimum Allocation Funds

Clint Topham said the Commission has undoubtedly read and heard that the Governor made a proposal in his budget to take an amount of money of general funds out of the Centennial Highway fund and replace it by lengthening the time to pay off the bonds, rather than doing it in the time the Legislature said. That caused a great deal of scrutiny by the Legislature on the Centennial Highway Program itself, and UDOT was asked to present information to them, which they did. One item had to do with the $450 million of Assumed Federal Funds as a funding source for Centennial Highway Funds. A year ago, the Legislature upped that to $520 million, and the Department was concerned about the increase. So, the Department sent a letter expressing their concern, but the Governor's budget assumes the $520 million figure again this year as well. UDOT presented information saying they could probably get to $420 million, and it might even be possible to get to $450 million, but didn't see any way possible to get to $520 million of federal funds by 2007. The Department then went back to look for ways to get from $420 million to $450 million.

Mr. Topham explained when TEA 21 passed, UDOT received an increase in funding in several different funding categories, such as Interstate Maintenance, National Highway System, STP, and Bridge Replacement. One thing that could be done to help add money to the Centennial Highway Fund was to contribute the incremental increase to the fund, which is currently being done. Mr. Topham said there is another source of funding called Minimum Allocation, and there were no recommendations made to program those funds for the first two years because the Department wanted to see whether or not they could really use it for STIP projects. The total amount that had accumulated in the fund is about $45 million. This year the Department asked the Commission to program $9 million of those funds to projects in order to make up for the shortfall in the preservation program. The issue now becomes how to program the rest of those Minimum Allocation funds. The recommendation of the Department would be to program $27 million of that to Centennial Highway Projects, leaving $9 million to be programmed for STIP projects. Then in years 2001, 2002 and 2003, programming $15 million to STIP projects, which have not yet been identified. Mr. Topham said they are not looking for a motion today, but are just talking to the Commission philosophically about doing it that way. If the Commission agrees, then the Department will put together a list of projects to recommend. Chairman Brown said he thinks they ought to follow the Legislature's plan of finance first and not get ahead of things. This source of money needs to be dealt with in the equation of how the Legislature completes their action this year.

2000 NOISE WALL STIP RE-EVALUATION

Clint Topham referred to a letter in the Commission's binders and said there are problems regarding noise walls. There is a project programmed this year on I-80 between 500 East and 1300 East, and the most recent noise reading since a jersey barrier was installed, shows that most of the area no longer qualifies for a wall. In addition, in following the Commission's policy, the Department has found Salt Lake City to have no interest in supporting this project. Therefore, after reviewing the list of remaining qualifying areas, the recommendation is to change the programming from the 500 to 1300 East project five qualifying projects in the Salt Lake area. Mr. Topham stated there are no guarantees that Salt Lake City will be interested in the projects within their jurisdiction, but the Department will follow the process and let them know those projects qualify for funding. The same goes for those under Salt Lake County's jurisdiction. However, the Department has had excellent cooperation with the county. Mr. Topham then reviewed the locations of each of the five projects.

Commissioner Larkin moved to accept the Department's recommendation to work on the five projects through the local government entities. And, if some of the projects are not supported, then the Department will replace them with other projects. The motion was seconded by Commissioner Bodily and approved unanimously.

PLANNING AND PROGRAMMING

Aeronautics (14 projects)

Bob Barrett presented the next item. He said there are a total of 14 projects to be presented. The first six are development projects. The FAA's reauthorization bill has still not made it through Conference Committee in the U.S. Congress, but these projects are being presented in anticipation that the deadlock will be resolved and the Federal AIP program will be authorized in the process. So, approval of these projects will be contingent upon the passing of the FAA's reauthorization fund, which should be included in the motion. If by chance Congress does give another partial or six month extension, Mr. Barrett said they need to be ready to move on these projects as quickly as possible.

Mr. Barrett said there are three projects at the Logan-Cache airport. The first project is a wetlands mitigation for runway expansion to the north, the second project is to extend and rehabilitate the aprons, taxiways, and taxilanes, and the third project is to extend runway 17 and it's parallel taxiway approximately 3500 feet to the north. Mr. Barrett said the applications for federal assistance for these projects includes federal, state and applicant funding. However, in accordance with the policy the Commission adopted last June, the state and local portions of these funds would be entirely borne by the applicant. Therefore, the numbers have been adjusted. For the wetlands mitigation, the federal funding would be 300,000, and the sponsor would pay the remaining 29,888. The second project is one of the pavement maintenance projects that is eligible for federal funding, so the federal amount is $740,000 with the local sponsor paying the remainder of $73,722. The third project is a big one, with the federal funding amount being $2,817,340, and the sponsor's share being $286,660.

Commissioner Bodily moved to approve the projects, pending the availability of federal money. It was seconded by Commissioner Larkin and approved unanimously.

Mr. Barrett said the next project is at the Blanding Municipal Airport to install precision approach path indicator lights at each runway, and to also install runway and identifier lights where each runway ends. The federal funding would be $156,400, and Blanding's share would be $15,600.

Commissioner Larkin moved for approval, pending the availability of federal money. It was seconded by Commissioner Eastman and approved unanimously.

The next project, at Heber Valley Airport in Heber City, is to reconstruct a partial parallel taxiway that goes to runway 03/21, to light taxiway 21, construct a runup area to runway 21, do some drainage improvements, and install obstruction lights on hangar row. The federal amount for this is $664,996, with Heber City's share being $66,251. This will be one of the four airports that will be heavily impacted by the expected traffic during the 2002 Winter Olympics.

Commissioner Clyde moved to approve, pending the availability of federal money. It was seconded by Commissioner Bodily and approved unanimously.

Mr. Barrett continued and said the next project is in St. George, and is the last of the Federal development projects. This is an addition to a previous project due to additional requirements the FAA has placed on them. It consists of installing runway and identifier lights on runway 16, and relocating a 40 foot security light pole. The additional cost on this project is actually $47,140. The federal amount is $120,505, and the sponsor will pay the remainder.

Commissioner Larkin moved to approve, pending availability of federal money. Commissioner Eastman seconded the motion and it passed unanimously.

Mr. Barrett noted that the remainder of the projects are all either strictly maintenance projects or are projects that are either not eligible for federal funding or are at such a priority there would not be any federal funds for them. A number of these are crack sealing projects. The first one is for Panguitch City to crack seal all airport pavement and asphalt. Total cost of the project is $5,057. They are requesting 80% from the state, or $4,046, and the remaining $1,011 would be paid by Panguitch City. The next project is at Kanab Municipal Airport and is a crack seal project for the runway, taxiway, and aircraft parking apron. Total cost is $25,491, with 80% from the state, or $20,393, and the sponsor paying $5,098. Next is a project in St. George for crack sealing of the runway, taxiway and aircraft aprons. The total cost of the project is $36,070, with 80% from the state, or $28,856, and the remainder of $7,214 paid by St. George City. Manti/Ephraim's project is another crack seal to the runway and taxiway. Total cost is $5,185, with 80%, or $4,148, being provided by the state, and $1,037 being provided by the sponsor. At the Blanding Municipal Airport they will rout and crack seal the runway, taxiway and aircraft parking apron. The total cost of the project is $24,693, with 80% from the state, or $19,754, and the remaining $4,939 being borne by Blanding City.

Mr. Barrett said he will come back to the first Ogden City project. The second Ogden City project is a maintenance project to do weed killing. The estimated total cost of the project is $8,000. They are asking for $5,000, or $62.5% from the state, and Ogden City will pay the remaining $3,000. That's a higher percentage than normal. Finally, the Cal Black Memorial Airport in San Juan County is a rout and crack seal of the runway, taxiway and aircraft parking aprons. Total cost is $18,573. They are requesting state funds of $14,858, and the sponsor will pay $3,715.

Commissioner Larkin moved to approve all of the projects indicated for state funds. It was seconded by Commissioner Eastman and approved unanimously.

Mr. Barrett said the last project is at the Ogden Hinckley Airport, which had previously been approved for construction of an emergency generator housing. However, the cost was more than was originally requested. The project is now complete and the generator is in full operation, and Ogden City is asking for an additional $10,000 grant from the state. There would be no additional money put in by Ogden City.

Commissioner Clyde moved to approve. It was seconded by Commissioner Larkin and approved unanimously.

Commissioner Clyde asked Mr. Barrett to give a brief update on issues concerning the Division of Aeronautics that are before the Legislature right now. Mr. Barrett responded that there are two bills before the Legislature that have a significant impact above and beyond the UDOT Authorization that includes their budget for the next year. The two bills are sponsored by Senator Hillyard. Senate Bill 112 would change the distribution of the aviation fuel tax revenues that are collected from commercial operators at any of the commercial service airports in the state. The second bill, Senate Bill 150, asks for a $2 million appropriation for airports from the general fund, recognizing that all citizens in the state do benefit somewhat from the airports, whether they fly themselves or not.

APPROVAL FOR USE OF CORRIDOR PRESERVATION FUNDS - LEGACY HIGHWAY

Lyle McMillan said the first property is a parcel owned by Bill and Marilyn Random, who have divorced and would now like to split their ownership in the property. There are three acres with an industrial building on it. The acquisition price is estimated to be $250,000. Dave West said this parcel is part of the proposed mitigation, and the FHWA has made it clear the Department can acquire all the properties needed along the alignment. There will be no Legacy project unless they get all of the mitigation land taken care of. Mr. McMillan said property numbers 2, 3, and 4, are all part of the same categorical exclusion that has been approved. The properties are also all within the mitigation area. The property owners would like to begin development, so the Department is looking at this as a protective purchase to prevent the development, which would cost the Department much more in the future. Dan and Vickie Smith, the property owners of the last property, are unable to sell their property because of the cloud of the future project. This parcel is also needed for mitigation.

Commissioner Wells made a motion to approve these property acquisitions. It was seconded by Commissioner Wilson and approved.

ISOLATED EMPIRE RAILROAD PROJECT

Russ Fotheringham, with DCED's Division of Business and Economic Development, said he is the project manager for the Isolated Empire Phosphate and Railroad Project. They have received a $1 million TCSP grant to study and submit applications for the railroad that would be part of this project. They have also submitted an application for additional money for the same purposes. Mr. Fotheringham said they are asking the Commission for their non-financial support of this two part project. The first part of the project is a complex of manufacturing businesses/factories. The second part is a short line railroad that would tie the resource – Uintah Basin – to the main line U.S. Rail System. Two years ago they received a proposal from Universal Chemical and Mineral, out of Chicago, to develop a $300 million complex of businesses using the phosphate deposits in Eastern Utah as a base for their manufacturing. Three keys to this project are the phosphate itself, the new manufacturing processes that would be used, and a railroad. The railroad is needed to bring products into the area, and to transport the manufactured products out. A 100 acre site at the Deseret Generation and Transmission (DG&T) plant would be used as the site for the manufacturing complex. The railroad servicing the project would run from the DG&T east into Colorado, and over to Rifle.

Dan Kuhn, railroad planner for UDOT, continued with the presentation. He said the funding that was obtained and that they have applied for is in no way connected with highway funding. This is money the Federal Government now sets aside specifically for the development of short line railroads in various part of the U.S. This is regarded as a pilot project for the rest of the country to follow because it's the first project that has met all of the

ria set aside for these types of operations. Mr. Kuhn mentioned that the new railroad construction was going be in Colorado. The only feasible route is to go east, and some of the reasons for going to Rifle include it being ne most environmental friendly route, and being the shortest route at about 92 miles. And at $1 to 2 million per mile to build a new railroad, distance is money. However, the most important reason deals with competitiveness. By going to Rifle, they will have access to the two largest railroads in the U.S. And, the DG&T company has offered the use of their railroad line, saving about 32 miles of new railroad construction. Part of the money they will be receiving will be earmarked to study and determine exactly what kind of engineering work would be necessary on the Deseret Western Railroad, which is an isolated electric railroad, to bring it up to standard to handle the 10 million tons a year this railroad is projected to carry – a railroad like this only needs 3 million to be profitable. Another issue is that the railroad needs to be built to mainline standards, which includes the ability to handle double stacked containers. Since they don't run double stacked containers under overhead electric cantinary, it will be an interesting study to determine whether they have to go to diesel operation for Deseret Western, or if they can raise the overhead electric cantinary sufficiently to clear two nine-foot containers, double stacked. Traffic patterns will also be studied. Mr. Kuhn said there is a great deal of interest in the railroad from engineering and construction firms, etc. There is also interest in this project because it is not a one commodity railroad. It's really the first railroad of this magnitude to be built for multiple list of commodities. Mr. Kuhn noted this is not the only railroad project in the state. There is another railroad being planned right now to run between Levan and Salina, which promises to take about 700 truck loads of coal off the highways.

Cary Wold from Uintah County spoke and said he is also representing Duchesne County and the Ute Indian Tribe. His focus is on the local economics. Uintah Basin as a whole, in its isolation, is constantly one of the highest unemployed regions in the state. They are 2.5 to 3 times the state's average of unemployment, and are limited to the oil and gas industry. They are. They would like to have an opportunity to become diversified and sustainable. Mr. Fotheringham added this is about a $.5 billion project with the rail and manufacturing parts together, and will have an impact that will be a hundred times greater than Micron would have on the Wasatch Front when it's finished. Continued discussion focused on ownership of the deposits that will be mined, and the affects this project will have on the two gypsum plants in operation in the Sigurd area. Director Warne suggested inviting these gentlemen back for an update when the study is finished.

LEGISLATIVE UPDATE

Director Warne said they have spent a lot of time on the Centennial Highway Fund at the Legislature. He referred to the larger sheets of the handouts, and said this is different than any of the other Centennial Highway Fund lists the Commission has seen before. The Legislature said they wanted more detail about the projects, what the scope of each project is, what the original funding amount was, and what the current project scope would be for that amount of money. Director Warne said in some cases there was a difference in what people's expectations were and what the project scope was. One of the problems with the original Centennial Fund list that was adopted in February of 1997, was that the scope was not well defined on most of the projects. The Department essentially spent the first two weeks of the Legislative session working on this, and this sheet of paper is the most recent copy given to the Legislature. Director Warne then went through each column. He said they listed the original dollar amount that was provided on the project with an original concept, and in the fifth column they listed what the project would cost in today's dollars. One of the things that most people in the Legislature didn't understand is when the Centennial Highway Fund list was adopted, it was adopted in 1997 dollars and those 1997 dollars were carried through the life of the project. Those 1997 dollars should have been inflated, but they were not. The Legislature, though, in their financial plans, did inflate the revenues. So the revenues were growing with inflation, but the dollars were constant. Some of the projects were changed because of that. The sixth column gets more definitive about the project concept, and the seventh column shows what's going on in every project.

Director Warne noted that every project has something happening on it, and the Department has done their job in keeping the commitment to advancing projects, making sure something is happening, and staying on a schedule. However, some of the projects have changed in value, including the 1100 South overpass in Brigham City. The original dollar amount was $10 million to construct an interchange, but the Department now knows in order to build the single point urban interchange it would cost $22 million. Other projects mentioned and discussed by Director Warne included Soldier Summit to Helper, SR-20, and SR-71. On the final page of the first handout, Director Warne pointed out that the Legislature directed the Department to leave in the original dollar amounts for four projects in the Centennial Highway Fund, but to separate them out, recognizing there would be four projects funded after 2007. Those projects add up to $2 billion, but are not included in the Centennial Fund. For a long time, the Department took this list and held the 41 projects inviolate, as well as the number in the bottom right hand corner. What the Legislature changed was they said to go ahead and adjust the project amounts to the real numbers and recognize that the number in the bottom right hand corner may change from the $1.240 billion for the first three years of the Centennial Fund. So, that changed how the Department put this information together. The other thing the Legislature said was to adjust the dollar amounts, but keep the years the same for when the projects go to construction. Don't delay any projects, money's not the object. Chairman Brown added that's not reality, but it's what the Legislature wanted. Director Warne said it's what could be if money wasn't an object. He then asked Max Ditlevsen to talk about some of the startling changes that have occurred, and that are very significant in terms of cash.

Mr. Ditlevsen referred to the next handout (other projects funded with Centennial Highway Funds), and said just to the right of the project location description is the original amount and the revised amount, which should correspond to the handout Director Warne just went through. The projects that were changed are shaded. In looking at the original amount, Mr. Ditlevsen said one of the things he thinks some people forgot or maybe never understood was that in that original amount there was $1.640 billion, but the Department was constrained at a level of $1.240 billion through FY 07, so there was some $300 to 400 million of original estimated cost that was not in that first ten years. When the Department went through the exercise of revising the estimates and taking some of the larger project amounts to future periods, they ended up with $1,636,812,000, spread out over the ten year period. He believes the Legislature can get them through 2001 either through a very minor amount of bonding or by some adjustments in the revenue stream. Where the Legislature really runs into difficulties will be in FY 02, assuming the Legacy project moves along the schedule that is listed. Mr. Ditlevsen remarked that the completion of the Bangerter Highway to the interchange at I-15 was always a part of the Centennial plan. The Department received some additional general funding to begin the early segments of that highway. The completion was part of this list, and that is now $100 million of the Centennial Highway Fund. Director Warne commented that the Legislature seems to have changed in that they want to see the Department update these project numbers every year, and they also consider the 41 projects part of an inviolatable list. They said they would raise the money to build projects on an annual basis. Discussions ensued regarding bonding, federal funding, and high priority money.

Director Warne said with the discussions they have had with the Legislature, the Legislature seem to be more realistic than they have in the last three years about what projects cost, about how little money they really have raised, and how much more it's going to take to meet constituents expectations. Chairman Brown said there will be some inter-relationships with the funding. Mr. Ditlevsen used SR-6 as an example to explain the combination of Centennial money and STIP money used.

Moving on, Director Warne asked Mr. Ditlevsen to explain the next handout regarding federal funding. Mr. Ditlevsen said that the lighter blue color identifies the actual formula funds the Department thought they could count on. They wanted to graphically show that through the first five years they have done quite well on federal funds, but the Department's opportunity for discretionary money is really related to the Olympics and this particular time frame. They can't extrapolate or project just on a straight line basis from this first five years out to the next five years. This is extraordinary due to the circumstances the state is in because of the Olympics. And, $450 million is in fact a more realistic estimate of federal funds than $520 million is. Also, there's been a lot of time spent on the hill talking about

we need to put more money into the preservation program. Mr. Ditlevsen said the History of Contractual Maintenance handout shows that the condition of the highway, the rideability, and the quality of what is out there, does track with the amount of investment being made, and that's a strong point in keeping money in the STIP and putting it into the system. Chairman Brown asked for a review of the previous discussion on Minimum Allocation Funds. Linda Hull reviewed that information with the Commission. There was also brief discussion regarding a noise wall bill filed by Representative LaMont Tyler.

INFORMATIONAL ITEMS

Next Transportation Commission Meeting

The next regular Utah Transportation Commission meeting is scheduled for Thursday, March 16, 2000 in St. George, Utah. The following date and location has also been scheduled:

April 20, 2000 - Salt Lake City

The meeting adjourned at 12:58 p.m.

LeAnn Abegglen, Commission Secretary

RESOLUTION NO. 1-16-01-2

A RESOLUTION ADOPTING A COOPERATIVE AGREEMENT BETWEEN THE UTAH DEPARTMENT OF TRANSPORTATION AND RIVERTON CITY, UTAH, TO PROVIDE FOR THE JURISDICTIONAL TRANSFER OF A PORTION OF 12600 SOUTH STREET.

WHEREAS, the parties to this agreement desire to provide for the jurisdictional transfer of the portion of 12600 South Street between 1700 West (Redwood Road) and the Bangerter Highway, and;

WHEREAS, the Utah Transportation Commission moved to accept this portion of 12600 South Street to the State system conditional on this Agreement with the City, and;

WHEREAS, the City agreed to continue normal maintenance on 12600 South Street until such time as 12600 South is reconstructed by UDOT, and;

WHEREAS, by law, UDOT may not expend State funds on any local government streets.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Riverton City, Utah, that:

1) The attached Cooperative Agreement between the Utah Department of Transportation and Riverton City, Utah, is hereby adopted.
2) This Resolution shall become effective immediately upon passage.

PASSED AND ADOPTED by the City Council of Riverton City, Utah, this 16 day of Jan, 2001.

APPROVED in form & Legality

City Attorney

ATTEST:

City Recorder

RIVERTON CITY CORPORATION

Sandra N. Lloyd, Mayor

COOPERATIVE AGREEMENT

THIS AGREEMENT, made and entered into this 17 day of June, 2001, by and between the Utah Department of Transportation hereinafter referred to as "UDOT" and Riverton City, a Utah Municipal Corporation, hereinafter referred to as the "CITY" witnesseth that:

WHEREAS, the parties to this agreement desire to provide for the jurisdictional transfer of the portion of 12600 South between 1700 West (Redwood Road) and Bangerter Highway, hereinafter referred to as the "HIGHWAY", from the CITY to UDOT, and;

WHEREAS, the Utah Transportation Commission moved to accept this portion of 12600 South HIGHWAY to the state system conditional on this agreement with the CITY, and;

WHEREAS, the CITY agreed to continue normal maintenance on the HIGHWAY until such time as the highway is reconstructed by UDOT, and;

WHEREAS, by law, UDOT may not expend State funds on any local government highways.

NOW, THEREFORE, it is agreed by and between the parties hereto as follows:

A. **Maintenance:** All maintenance activities, including but not limited to, snow removal, pavement repair, pavement markings, and drainage, will be completed by the CITY until the roadway is reconstructed by UDOT.

B. **Access Management/Permits/Encroachments:**

1. Access management completed by the CITY until the HIGHWAY is transferred to UDOT will be in accordance to the UDOT *State Highway Access Management Manual*, dated October 2000, and any subsequent revisions to that manual.

2. Safe and reasonable access onto 12600 South from the Intel complex will be granted by UDOT after a recommendation is developed for the optimum location based on Intel need and traffic projections. The *12300/12600, Bangerter Highway to 700 East, Environmental Assessment & Section 4(f) Evaluation* document will determine the recommended location and access conditions.

3. All access requests, utility work within the right-of-way, or any other encroachment will be administered and granted by written permit by the UDOT Region Permits Office in cooperation with the CITY.

C. **Right-of-way Preservation:** Right-of-way preservation will be established at 106 feet by the CITY in accordance with the Wasatch Front Regional Council (WFRC) Long-Range Plan and any highway environmental studies that are completed on the HIGHWAY, including but not limited to, *12300/12600, Bangerter Highway to 700 East, Environmental Assessment & Section 4(f) Evaluation.*

D. **Plan Review:** Final plans, specifications and estimates used on the HIGHWAY shall be recommended by the CITY and approved by the UDOT.

E. **Signal Locations:** Signalized intersections will include existing facilities at 3600 West and 2700 West with a proposed signalized intersection, when warranted by UDOT procedures, at the realigned 2200 West intersection. Additional locations may be considered by UDOT as an amended agreement with the CITY.

F. **Inter-local Co-operation Act Requirements:**

1. This agreement shall be authorized by resolution of the governing body of each party to Section 11-13-17 of the Inter-local Co-operation Act, Utah Code Title 11, Chapter 13, as amended (the "Act");

2. This agreement shall be approved as to form and legality by a duly authorized attorney on behalf of each party, pursuant to Section 11-13-9 of the Act;

3. A duly executed original counterpart of this agreement shall be filed with keeper of records of each party, pursuant to Section 11-13-10 of the Act;

4. Except as otherwise specifically provided herein, each party shall be responsible for its own costs of any action done pursuant to this agreement, and for any financing of such costs; and

5. No separate legal entity is created by the term of this agreement. To the extent that this agreement requires administration other than as set forth herein, it shall be administered by the mayor of the CITY and the Region Director of UDOT, acting as a joint board. No real or personal property shall be acquired jointly by the parties as a result of this agreement. To the extent that a party acquires, holds, or disposes of any real or personal property for use in the joint or cooperative undertaking contemplated by this agreement, such party shall do so in the same manner that it deals with other property of such party.

IN WITNESS THEREOF, the parties hereto have caused these presents to be executed by their duly authorized officers as of the day, month, and year first above written.

RIVERTON CITY CORPORATION:

By: _____ 1/16/01
Title: Mayor Sandra N. Lloyd Date:

UTAH DEPARTMENT OF TRANSPORTATION REGION OFFICE

By: _____ 1/17/01
Title: Region Director Date:

APPROVED AS TO FORM
BY _____
Riverton City Attorney

COOPERATIVE AGREEMENT

Utah Department of Transportation and South Jordan City
10400 South, 1700 West to Bangerter Highway

THIS AGREEMENT, made and entered into this **17th** day of **January, 2001**, by and between the Utah Department of Transportation hereinafter referred to as "UDOT" and South Jordan City, a Utah Municipal Corporation, hereinafter referred to as the "CITY" witnesseth that:

WHEREAS, the parties to this agreement desire to provide for the jurisdictional transfer of the portion of 10400 South between 1700 West (Redwood Road) and Bangerter Highway, hereinafter referred to as the "HIGHWAY", from the CITY to UDOT, and

WHEREAS, the Utah Transportation Commission moved to accept this portion of 10400 South HIGHWAY to the state system conditional on this agreement with the CITY, and

WHEREAS, the CITY agreed to continue normal maintenance on the HIGHWAY until such time as the highway is reconstructed by UDOT, and

WHEREAS, by law, UDOT may not expend State funds on any local government highways, and

NOW, THEREFORE, it is agreed by and between the parties hereto as follows:

1. **Maintenance**: All maintenance activities, including but not limited to, snow removal, pavement repair, pavement markings, and drainage, will be completed by the CITY until the roadway is reconstructed by UDOT.

2. **Access Management/Permits/Encroachments**:

   a. Access management will be completed in accordance to the UDOT *State Highway Access Management Manual*, dated October 2000, and any subsequent revisions to that manual.

   b. All access requests, utility work within the right-of-way, or any other encroachment will be administered and granted by written permit by the UDOT Region Permits Office.

3. **Right-of-way Preservation**: Right-of-way preservation will be established at 106 feet by the CITY in accordance with the Wasatch Front Regional Council (WFRC) Long-Range Plan and any highway environmental studies that are completed on the HIGHWAY.

4. **Plan Review**: Final plans, specifications and estimates used on the HIGHWAY shall be approved by the UDOT.

5. **Signal Locations**: Proposed signalized intersections will include facilities at 3200 West when warranted by UDOT procedures. Additional locations may be considered by UDOT as an amended agreement with the CITY. Signalized intersections include existing facilities at 2700 West and 2200 West.

6. **Inter-local Co-operation Act Requirements**:

a. This agreement shall be authorized by resolution of the governing body of each party to Section 11-13-17 of the Inter-local Co-operation Act, Utah Code Title 11, Chapter 13, as amended (the "Act");

b. This agreement shall be approved as to form and legality by a duly authorized attorney on behalf of each party, pursuant to Section 11-13-9 of the Act;

c. A duly executed original counterpart of this agreement shall be filed with keeper of records of each party, pursuant to Section 11-13-10 of the Act;

d. Except as otherwise specifically provided herein, each party shall be responsible for its own costs of any action done pursuant to this agreement, and for any financing of such costs; and

e. No separate legal entity is created by the term of this agreement. To the extent that this agreement requires administration other than as set forth herein, it shall be administered by the mayor of the CITY and the Region Director of UDOT, acting as a joint board. No real or personal property shall be acquired jointly by the parties as a result of this agreement. To the extent that a party acquires, holds, or disposes of any real or personal property for use in the joint or cooperative undertaking contemplated by this agreement, such party shall do so in the same manner that it deals with other property of such party.

IN WITNESS THEREOF, the parties hereto have caused these presents to be executed by their duly authorized officers as of the day, month, and year first above written.

AUTHORIZED CITY OFFICIAL:

By: Dix H. McMullin
Title:

1-17-01
Date:

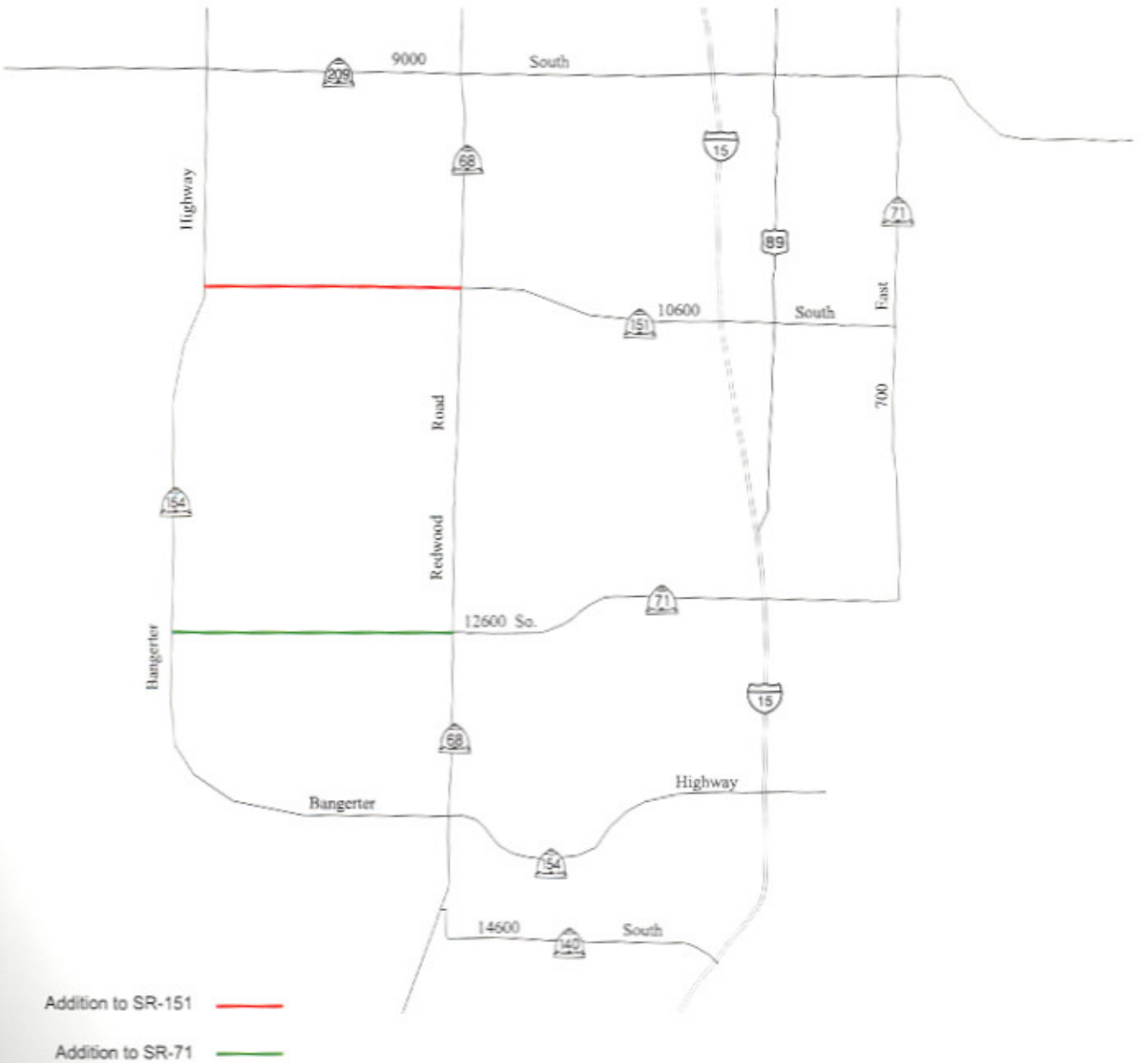
Printed Name: Dix H. McMullin
Mayor

UTAH DEPARTMENT OF TRANSPORTATION REGION OFFICE

By:
Title: Region Director

1/17/01
Date:

UTAH DEPARTMENT OF TRANSPORTATION


9000
South
209
68
15
Highway
89
71
10600
South
151
East
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Road
154
Redwood
71
12600 So.
Bangerter
15
68
Highway
Bangerter
154
14600
South
140
Addition to SR-151
Addition to SR-71
N

Exhibit A