

July 2, 2019 Work Session Minutes  
2:00 p.m.

## DRAFT MINUTES

Location: Conference room at Bluff Dwellings, Highway 191, Bluff, Utah 84512

Present: Jared Beard, UDOT Region 4 East District Engineer; Kurt McFarlane, UDOT Permits Officer; Jared Berrett, Owner of Bluff Dwellings; Luanne Hook, Brant Murray, Luanne Hook, Ann K. Leppanen, Jim Sayers, all of Bluff Town Council

The work session was called to order by Murray who provided a handout to all that had as its stated purpose: "We are all here today for the same thing. Safe highways and traffic movement."

Berrett has made a request to the town for a letter of support to UDOT for completion of the turn lane coming down canyon on Highway 191. Per McFarlane and Beard, Bluff Dwellings has gone "over and beyond what's required" in terms of providing for a turn lane that was required by UDOT. Berrett hired his own engineering firm, Jones and DeMille, to work with UDOT and the turn lane has been constructed but no asphalt has been laid. Berrett said that he had 2 bids from LeGrand, the first was for \$250,000 but the second, current bid exceeds that by \$100,000 and he does not have the money.

Murray briefly described his plan for using the adjacent SITLA property as a possible exit/entrance and there was some discussion about that. Berrett had unsuccessfully tried to work with SITLA but that was rejected by UDOT. Berrett does have a limited lease with SITLA for approximately an 18' by 1200' or 800' strip for 18 years. It would not be financially feasible to develop that strip.

Alternate routes for entering and exiting Bluff Dwelling were discussed but a substantial sum has already been spent by Berrett on this turn lane. Berrett plans on using the exit on the south end of his property that goes to the road to Montezuma Creek as an alternative route. He already directs his workers to use that road (162) when exiting Bluff Dwellings. Wild Rivers does the same and he could direct guests to use that exit as well in order to create safer roads.

McFarlane said that, if Berrett does not get a letter of support from the town, and if Berrett does not have the funds at this time to finish it, UDOT will blade it into a smooth surface and let it sit until the funds are available. Berrett is looking for approximately \$100,000 from UDOT.

The issue of the speed study dated June 17, 2019 was raised by Murray. The study said that the speed could be raised to 45 mph but UDOT will not do that. There was a discussion about the speed of trucks coming down canyon and vehicles turning or stopped that create a traffic hazard. Concern was expressed that gravel trucks and trucks hauling hazardous are of a particular concern.

All at the meeting agreed that 65 to 50 was too fast for traffic coming down canyon. But, McFarlane and Beard are not the ones who are in charge of the speed or modification of the speed. Beard will talk with Robert Dowell, P.E., UDOT Region Four Traffic Operations Engineer, about the speed study but he and McFarlane urged the town council to write an appeal letter. It was noted that towns of similar size (Hatch and Circleville) have 40 mph speed limits through their town.

Hook expressed concerns that folks will park on the highway itself. While Beard said that would be illegal, people frequently do illegal things. There was a brief discussion about how signage could be utilized. Leppanen thanked UDOT for working on the culvert and striping roads.

The work session adjourned at 3:05 p.m.

Hook, Leppanen, and Sayers then took a brief tour of Pueblo 2 and the spa with Berrett while Murray went with Beard and McFarlane to look at other UDOT projects such as the culvert work by the Post Office.

No audio tape is available for this work session. Notes taken and minutes written by Ann K. Leppanen