

DIXIE TRANSPORTATION ADVISORY COMMITTEE
Meeting Minutes
October 2, 2013
Five County Association of Governments
Conference Room
St. George, UT

PRESENT

Jack Taylor, Santa Clara City, Public Works Director, Chair
Larry Bulloch, St. George City, Public Works Director
Cameron Cutler, St. George City, Transportation Service Manager, Vice-Chair
Monty Thurber, St. George City, Engineer Associate/Traffic Coordinator
Dave Glenn, Ivins City, Public Works Director
Mike Shaw, Washington City, Public Works Director
Todd Edwards for Ron Whitehead, Washington County, Public Works Director
Arthur LeBaron, Hurricane City Engineer
Angela Rohr, Leeds Town Mayor
Dana Meier, UDOT, Region Four Dixie Division
Kirk Thornock, UDOT, Region Four
Myron Lee, MPO Planning Manager, Five County AOG
Curt Hutchings, Transportation Manager, Five County AOG
Bob Lamoreaux, Stanley Consultants
Bruce Fishburn, Stanley Consultants
Dustyn Shaffer, Sunrise Engineering
Lee Cabell, Horrocks Engineering
Jerry Amundsen, Lochner

ABSENT

Derek Imlay, LaVerkin City
Darren Cottam, Toquerville City, Excused
Fred Davies, St. George City Transit Manager
Diane Lamoreaux, Five County AOG, Excused
Bryan Thiriot, Executive Director, Five County AOG, Excused
Kelly Lund, FHWA, Planning Engineer
Steve Call, FHWA, Planning Engineer
Elden Bingham, UDOT, Planning

Jack Taylor, Chair, called the meeting to order and welcomed those in attendance. It was noted that a quorum was present for conduct of business.

1. MINUTES

- A. Approval of September 4, 2013 DTAC Meeting Minutes:** Jack Taylor, Chair, presented minutes of the September 4, 2013 Dixie Transportation Advisory Committee (DTAC) meeting for committee consideration.

MOTION WAS MADE BY MIKE SHAW, SECONDED BY DAVE GLENN, TO ACCEPT MINUTES OF THE SEPTEMBER 4, 2013 MEETING AS PRESENTED. MOTION CARRIED.

2. SHORT RANGE PLANNING

- A. **Mall Drive Underpass Report:** Lee Cabel, Horrocks Engineering, indicated that the Mall Drive Underpass is part of the River Road Corridor Study, but additional funding was included to provide a focus on the Mall Drive Underpass. This project is a result of the I-15 Environmental Assessment conducted by UDOT that included areas from milepost 0-16. The estimated cost for the crossing at Mall Drive was approximately \$35 million. The Mall Drive location would require raising the profile of I-15 and the cross streets, etc. Therefore, UDOT asked for more specific information and options for the crossing location. The Mall Drive Underpass project is also included in the St. George City Master Transportation Plan as well as the Dixie MPO Transportation Long Range Plan. He reviewed the concept from the environmental document with the crossing at Mall Drive underneath I-15. UDOT asked if a crossing could occur somewhere in the Mall Drive vicinity for less than the \$35 million that would be needed for the crossing location at Mall Drive because it would be difficult to obtain funding at that level. The study was also to include whether there would be similar benefits if the location was shifted to another area in the vicinity.

The final recommendation is presented in a technical memo addressing a crossing under I-15 at 1680 East rather than at Mall Drive. There are several reasons that this alternate location resulted from the criteria provided in the evaluation. The grade separation difference at this location between I-15 and Red Cliffs Drive provides an additional 8-13 feet of vertical glance. The only way for the project to meet the projected budget includes no alteration to the profile of I-15 and very minimal profile changes to the rest of the roadway. The recommendation includes the crossing at 1680 East with more of a precast box culvert type of approach. The crossing could be accomplished in this area with a lot less cover requirement and gain more of the vertical separation needed to achieve the goals. This area provides a variety of concepts for evaluation, including the provision of better separation between intersections and the ability for development to occur on several of the parcels in the future. The road could be shifted using various options in this area to accomplish a variety of different goals. From a traffic analysis standpoint, detailed traffic comparisons and shifting of patterns were evaluated for the Mall Drive and 1680 East crossing locations. Horrocks Engineering used the Beta version of the Dixie MPO Travel Demand Model that is in the final stages of being updated by RSG. Several different options were evaluated with and without the Washington Parkway extension and Turkey Farm Road connections. He reviewed a map depicting various locations including St. George Boulevard Interchange, Red Cliffs Drive, Mall Drive, 1680 East, etc. The evaluation included a no-build scenario with the crossing at Mall Drive. Traffic counts projected out to 2040 showed reductions at St. George Boulevard, Green Springs Drive and some of the frontage roads. Traffic would increase on Mall Drive, some of the feeder roads in the immediate area, and sections of Red Cliffs Drive.

The major goal is to help in preserving the capacity of the existing interchanges on I-15. Travelers currently have to use the interchanges as the only option for local travel. The reduction of traffic at the Exit 8 and Exit 10 interchanges is in the range of 10%. He reviewed numbers for the no-build scenario on 1680 East and Mall Drive. Evaluation of 1680 East included the possible use of roundabouts, speed

bumps, etc. to make the traffic flow slower through this area. The assumption that the Mall Drive Bridge will be built was also included in the evaluation. Detailed traffic analysis was conducted at all of the locations along the corridor that are in the immediate vicinity. Scenarios included analysis out to 2040 without the Washington Parkway extension, without the Turkey Farm Road, no crossing, crossing at Mall Drive, crossing at 1680 East, with traffic calming and without traffic calming. The level of service was also included in the analysis of roadways in the vicinity.

The River Road Study will include an analysis of stacking issues with traffic originating from the many restaurants located in this area. Detailed traffic simulations were completed at the St. George Boulevard Interchange and the Green Springs Interchange, with and without the crossing. MPO and UDOT staff accompanied Horrocks Engineering onsite to conduct an evaluation of the crossing locations. Issues including tying into a collector road versus a five lane arterial were topics of discussion while onsite. Options were discussed to widen 1680 East in order to accommodate increased traffic. Various concerns with dumping increased traffic onto 1680 East include narrow pre 1980 roadways, pedestrian safety to access facilities and the bus stop by the Mall. Improvements may be required including widening of Red Cliffs Drive to accommodate traffic out into the future. A five lane crossing would require wider road widths and a wider culvert type structure.

The cost for the crossing at 1680 East is approximately 35% less than a crossing at Mall Drive, providing the opportunity for a crossing at a more reasonable cost point. It would also have similar benefits to a crossing at the Mall Drive location. The 1680 East location provides the least amount of impact to streets and right-of-way. UDOT is trying to determine a value for their participation in this type of local project to preserve capacity and help to improve the operations of their interchanges on both sides. The technical memo will be included as part of the final River Road Corridor Study. UDOT will be able to utilize this information as they go into their STIP planning process over the next few months. Horrocks Engineering is waiting for the final Traffic Demand Model to come out prior to finalizing the River Road Corridor Study. Myron Lee requested a copy of the presentation for inclusion into the meeting packet file.

3. TRANSPORTATION IMPROVEMENT PLAN

- A. UDOT's STIP Process:** Mr. Kirk Thornock, UDOT, provided a brief presentation outlining UDOT's Statewide Transportation Improvement Program (STIP) process to the group. This program serves two purposes for the state of Utah including: 1) Documentation of Utah's compliance with the Federal Transportation Administration under Map 21 as the basis for approval of FHWA; and 2) It serves as UDOT's official work plan used for their program and for programming projects. The STIP includes a six year detailed budget of projects and programs. The first four years are fiscally constrained with a program and allocations to projects. The last two years are concept development with no funds attached to those projects and/or concepts. The STIP follows UDOT's four strategic goals to: 1) Preserve Infrastructure; 2) Increase Mobility; 3) Zero Fatalities, and 4) Strengthen the Economy. Every project will fall within one or more of these strategic goals.

He reviewed what is termed a “funding bubble” for FY 2014 allocated funds based on the current transportation bill. Last year UDOT received \$283 million and he explained how the funding is broken out at the state level. Of the total amount received, six million goes to planning and research and the remainder goes to into what is called programs. Last year \$35.2 million was used for capacity and choke point projects that are generally up to \$5 million in value. Another \$30 million was taken off the top for major rehabilitation projects. Last year Region 4 received \$15 million of the \$30 million for a concrete section of I-15 north of Beaver. An additional \$17 million of rehabilitation funding was used to help fund the total project. Twenty-two million was allocated to bridges, \$1 million to signs, and \$2 million was directed to culverts. The remaining \$137.9 million was generally divided into 25% for preservation and 75% for rehabilitation. The TAP program utilized \$2.4 million, and \$19.9 million was used for safety programs. The next state STIP cycle will look at projects in 2015 and beyond. He provided examples of how UDOT funds programs for preservation, capacity, bridges, signs, safety, and TAP.

The STIP process continues year round beginning each year with the region workshops. Transportation commissioners attend the workshops to obtain a presentation of Region four programs and projects. Prior to the January/February workshops, staff begins to look at pavement and bridge conditions for rating and ranking, examination of safety needs, capacity needs, holds public meetings as necessary, and coordinates with the MPO. UDOT then conducts their local annual visits to obtain department staff recommendations for programs as well as to provide answers to questions on UDOT’s recommendations. Staff works to solidify their recommendations for safety, bridge, and preservation programs. The Joint Highway Committee brings in their programs to the State Transportation Commission. A fiscal analysis is conducted to assure compliance that funds are being expended in the right areas. Recommendations from the different regions and the Joint Highway Committee are presented to the State Transportation Commission in April. The Commission agrees to a preliminary acceptance of the Draft STIP that is advertised for public comment and input during the month of July. The STIP is available on UDOT’s website, in each region office and at each of the MPO offices during this comment period. UDOT receives and compiles all of the public comments and finalizes MPO and UDOT changes. The next step in the process occurs in August when the Transportation Commission formally approves the draft STIP to be sent to FHWA and FTA, with final STIP approval taking place in October. UDOT then begins the next STIP cycle with collection of data for roads, bridges, etc. during June working with local agency partners to gather information and input into each STIP cycle.

Larry Bulloch asked if a high priority project could be moved into an earlier year of the STIP. Kirk responded that this is a possibility and it does happen from time to time. Preservation funding is flexible, but there must be a plan in place while still being able to react to needs that may surface. There is also some flexibility in terms of safety projects that may need to be addressed earlier as well. There would not be as much flexibility with capacity and choke point projects. Capacity projects are generally state funded and choke point are federally funded projects that require a plan. These would be driven by data that outlines the need. These would generally be capacity lanes, acceleration lanes, etc.

- B. Change/Status of TIP Program Funds:** Myron Lee explained that the Dixie MPO has a similar process for development of the Transportation Improvement Program (TIP). However, it is less complicated because there is a lot less money available for programming into projects. Copies of the TIP spreadsheet were provided to committee members, and previously programmed funds were reviewed for several projects. Funding decisions will be made during the December 2013 meeting. The spreadsheet contains projects programmed for funding, amounts of funds anticipated for programming and a running balance. Funding for the upcoming fiscal year will increase with the addition of Hurricane, LaVerkin, Leeds and Toquerville into the Dixie MPO. Committee members pointed out that their running balance totals do not match what is being projected. Prior to the MPO expansion, the amount of funds received was \$1.458 million. Additional funds will be available from 2014 and beyond with the addition of the four communities coming into the MPO. Myron provided this correction bringing in the additional funds to his spreadsheet which then matched information on the handout.

He explained that whatever amounts are programmed for funding, the running balance cannot be in the red. The most that could be programmed in 2014, 2015, 2016 and 2017 would be \$981,000. Last year there was \$1.8 million available for programming. There is an approximate \$2.3 million available this year for programming at any point in the TIP, as long as the running balance does not go into the red. The numbers provided today are estimates, but UDOT staff will provide final numbers within the next few weeks. Good solid numbers should be available for the December DTAC meeting. The RPO counterparts were invited to observe the TIP funding process last year in anticipation of their full participation this year. Last year there were \$36 million of requests for projects and only \$1.8 million dollars that was actually available for programming. Funds are very competitive to address all of the needs in the area. It was noted that local match of 6.77% is required for projects funded through this process.

- C. TIP / TAP Concept Reports - Due November 6, 2013:** Myron Lee reported that additional funding in the amount of \$72,818 will be available beginning in 2014 for programming under the Transportation Alternative Program (TAP). However, this money requires a 20% match. This is the old enhancement and safe route to schools money. Information was provided previously that outlined projects that would be eligible for funding under this program. A copy of this information and a call for concept reports will be provided via e-mail to committee members. A separate concept report will be utilized for TAP funding. Staff is still in the process of developing the concept report spreadsheet that will be e-mailed separately. An allocation will be available each fiscal year for programming. The committee also has the option to accumulate these funds and program all of the monies in 2017. Because this is a small amount of money, it makes sense to not program the funds out too far. He referenced a set of criteria that staff is proposing to utilize to develop scoring criteria to evaluate TAP projects. He asked for a few members to volunteer their time to discuss, review and develop the final scoring criteria. Larry Bulloch suggested that staff e-mail the criteria to committee members to receive input rather than using a smaller group to make that determination. Myron Lee indicated that an e-mail was sent out yesterday by Diane Lamoreaux calling for concept reports that are due no later than November 6, 2013 at the DTAC meeting. It was noted that the next DTAC meeting date happens to occur on the UDOT conference week. Myron

suggested that the November 6th meeting could be cancelled, but still have the concept reports due at noon that day.

- D. **Planning Funds Available in FY 2014:** There was no discussion on this agenda item.
- E. **Project Tour Date in November:** Jack Taylor asked for preferences from committee members for the project tour date. The group will be touring projects that are submitted in the concept reports that are due November 6th. Committee members agreed on November 19th at 9:00 a.m. Cameron Cutler indicated that he would check on getting a bus for the tour. Curt Hutchings indicated that having worked with the Rural Planning Organization for several years, some training may be necessary for the new members.

4. **LOCAL PROJECTS STATUS UPDATE**

- A. **Hurricane City:** Arthur LeBaron reported that Hurricane City is continuing to work on the 600 North project. The design work is at approximately 60% completion, and an open house has been held. The open house was well attended and a number of comments were submitted. The city will also be undertaking a major chip seal project next week on 600 North and 200 West to SR-9.
- B. **Ivins:** None.
- C. **LaVerkin:** None.
- D. **Leeds:** None.
- E. **St. George:** Cameron Cutler reported that the kick off meeting for the Indian Hills project was held, design will be moving forward, and construction is anticipated early next year. A meeting is scheduled for the Red Hills Parkway Interchange project and advertisement is anticipated toward the end of October. The bid opening for the Mall Drive Bridge is scheduled for October 8th, for the bridge only. The project does not include the connecting road package, which will be bid separately. Work is progressing on the traffic signal on Red Cliffs Drive. The deceleration lane is scheduled for paving tomorrow, and construction on the east leg has been completed.
- F. **Santa Clara City:** None.
- G. **Toquerville:** Darren Cottam asked to be excused from today's meeting.
- H. **Washington City:** Mike Shaw reported that completion of the Washington Fields Road Phase Six that connects to the Southern Parkway is back on track with an anticipated opening about a month out. He shared some of the challenges that have occurred with this particular project in terms of laying the asphalt. Because of the amount of rain that occurred in the area, when the asphalt was laid it saturated the base course and went down into the subgrade. The project has been shut down for a couple of months in an attempt to let things dry out and determine how to best

proceed. The project will proceed with an 1.5 inch overlay to seal the top of the surface and help with the cross section of the road. Dana Meier, UDOT, indicated that there is a potential that this could occur on other federally funded projects because a sharp mix design is required. The issue needs to be addressed prior to moving into another project to adjust the design and make sure that the asphalt is sealed to eliminate future pavement problems. Kirk Thornock indicated that regional specifications could be approved by a materials engineer. Dana Meier indicated that the contractor generally has a certain aggregate that they use to design the mix. Everyone needs to be careful about the specifications and make sure that a seal coat is included. This was a rare issue because the mix design did meet specifications.

- I. **Washington County:** Todd Edwards reported that the Washington County Council of Governments (COG) met last night and took action to approve the new bylaws. A determination was also made to open up the corridor preservation project list. Information will be provided to each jurisdiction asking for their updated list for corridor preservation. Projects will be included on the list if they qualify as a state highway, an arterial, or major collector. The list is only changed once each year, generally after the first of the year in February. It was noted that projects can be taken off the list as appropriate. The current list includes 25 corridors and copies will be sent out to committee members. He reviewed some of the changes to the bylaws in terms of how the funding will be appropriated and divided for grants and loans. Communities that qualify for some grant monies will not be required to pay that portion back into the fund. Some funding will be in the form of a loan that must be repaid, but the interest rates will be negotiable. The list will now be alphabetical rather than prioritized. Myron Lee indicated that the COG requested that the MPO coordinate between cities on projects. He suggested that the list be brought back to the December DTAC meeting for approval of a recommendation to the COG.
- J. **UDOT:** Dana Meier reported that the Southern Parkway is still on track to be open by the end of the year. St. George Boulevard and I-15 diverging diamond interchange should be functional prior to Black Friday shopping. UDOT is still moving forward on St. George Boulevard and Bluff with the analysis. Kirk Thornock announced that UDOT is working on the project by Leeds on the curve and will proceed with the climbing lanes as well.

7. **STATE AND FEDERAL UPDATE**

- A. **Program Development - UDOT:** None.
- B. **Federal Oversight:** Myron Lee reported that Steve Call asked to be excused because they are on travel restriction in connection with the federal government shutdown.

8. **ITEMS FOR NEXT MEETING**

The November meeting will be cancelled. However, concept reports are due at noon on November 6th to the MPO office. The project tour is scheduled for November 19, 2013 at 9:00 a.m. The next DTEC meeting is scheduled for Wednesday, December 4, 2013 at the Five County AOG office beginning at 1:00 p.m.

9. **ADJOURNMENT**

MOTION TO ADJOURN WAS MADE BY CAMERON CUTLER AND SECONDED BY MIKE SHAW.

The meeting adjourned at 2:25 p.m.