

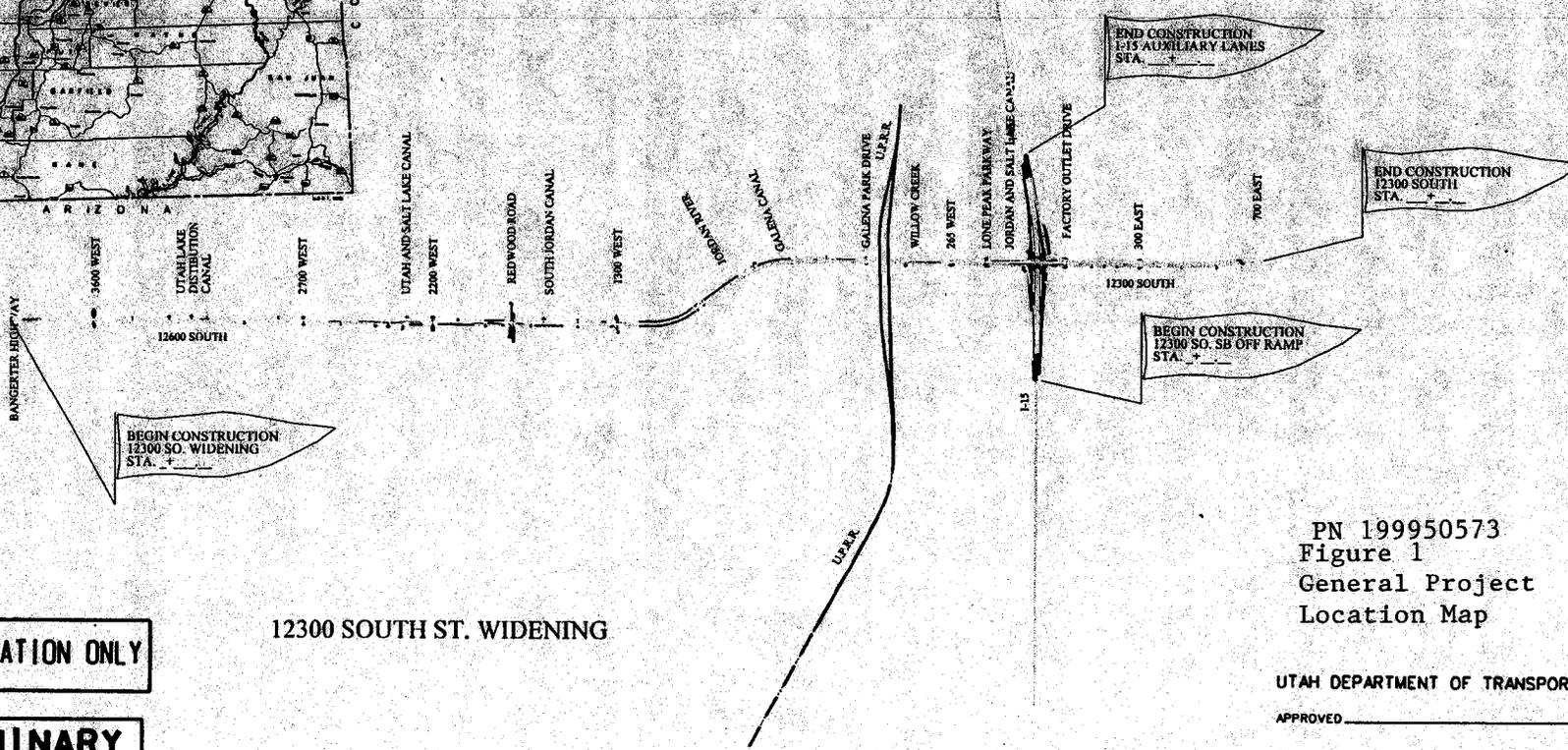
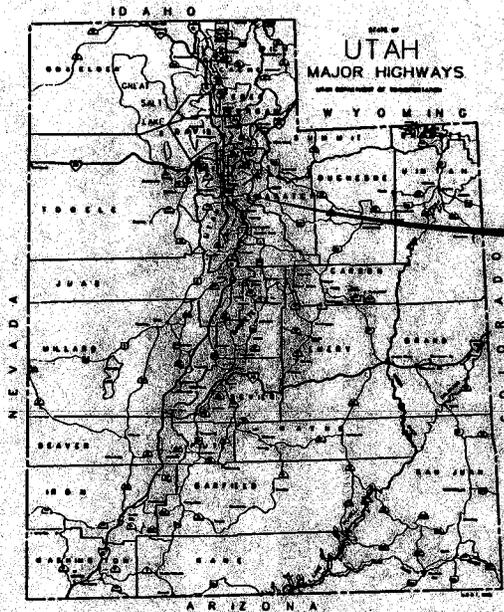
SHEET NO. 1

UTAH DEPARTMENT OF TRANSPORTATION

U.S. STANDARD UNITS
(INCH-POUND UNITS)

PLANS OF PROPOSED STATE ROAD
I-15 AND 12300/12600 SOUTH STREET, BANGERTER HIGHWAY TO 700 EAST
FEDERAL AID PROJECT

*HPP-STP-0071(12)0
GRADING, DRAINAGE, STRUCTURES, SURFACING, SIGNALS, LIGHTING,
RAILROAD GRADE SEPARATION, SIGNING, STRIPING, RETAINING WALLS, ATMS, LANDSCAPING
SALT LAKE COUNTY
LENGTH 5.994 MILES



12300 SOUTH ST. WIDENING

FOR INFORMATION ONLY

PRELIMINARY
NOT FOR CONSTRUCTION

PN 199950573
Figure 1
General Project
Location Map

UTAH DEPARTMENT OF TRANSPORTATION
APPROVED _____ 2002

REGION 2 DIRECTOR

Figure Index

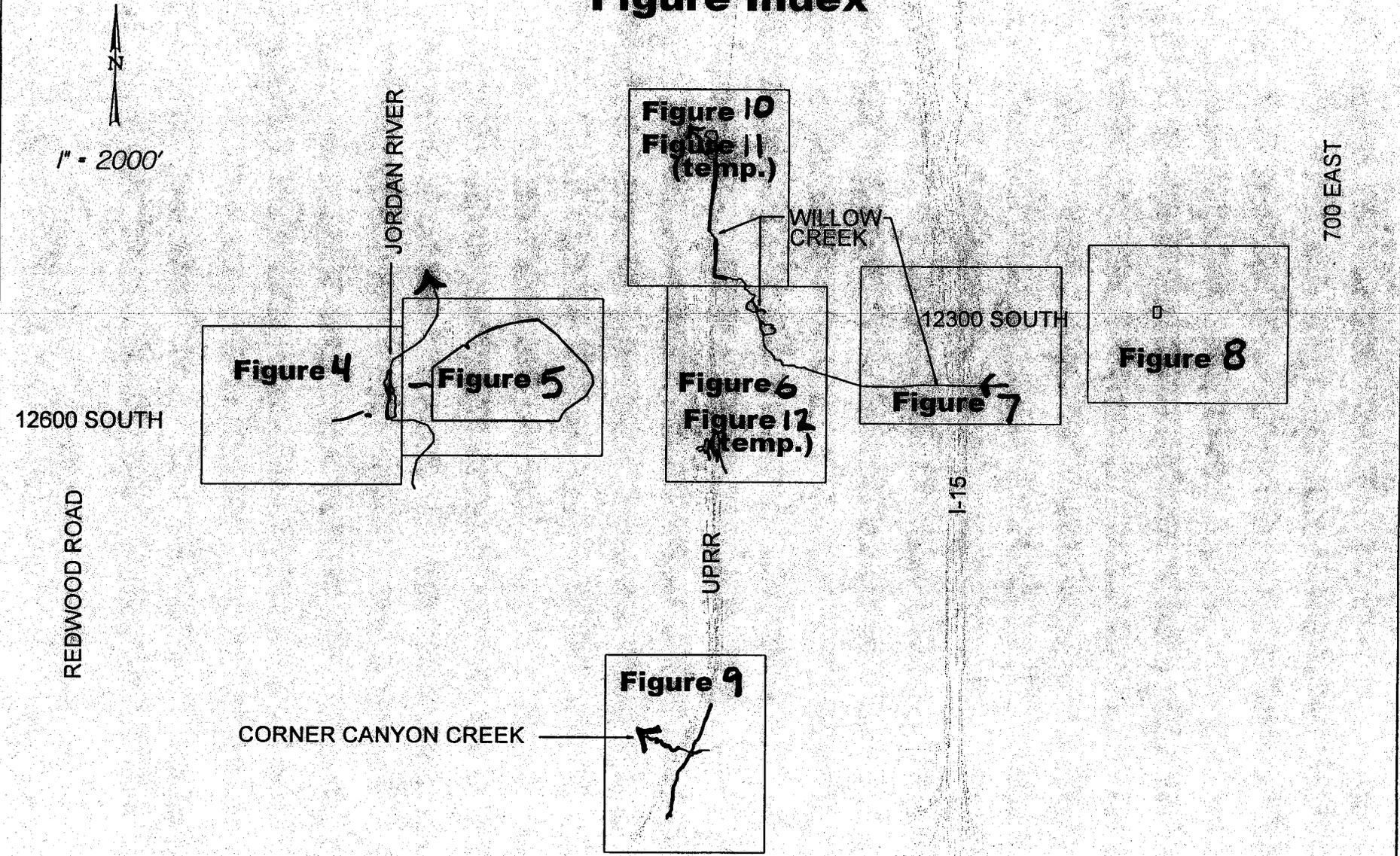


Figure 3
PN 199950573



1" = 300'

Proposed Trall

Jordan River
(Waters of the U.S.)

New Bridge
Over Jordan River
(70 linear feet impacted)

12600 SOUTH

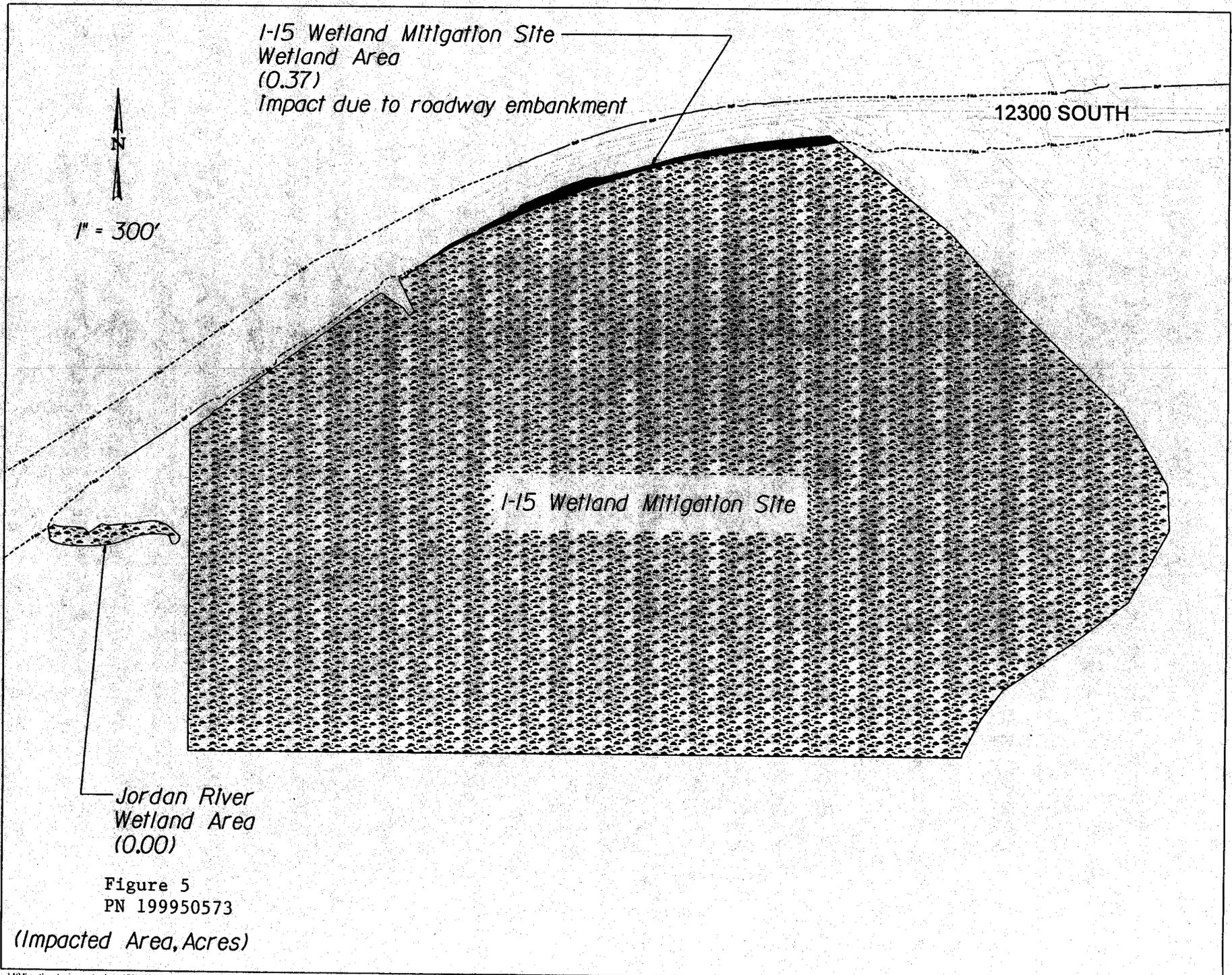
Jordan River
Wetland Area
(0.11)

Jordan River
Wetland Area
(0.00)

• Wetland Impact
due to roadway embankment

Figure 4
PN 199950573

(Impacted Area, Acres)



I-15 Wetland Mitigation Site
Wetland Area
(0.37)
Impact due to roadway embankment

12300 SOUTH

1" = 300'

I-15 Wetland Mitigation Site

Jordan River
Wetland Area
(0.00)

Figure 5
PN 199950573

(Impacted Area, Acres)

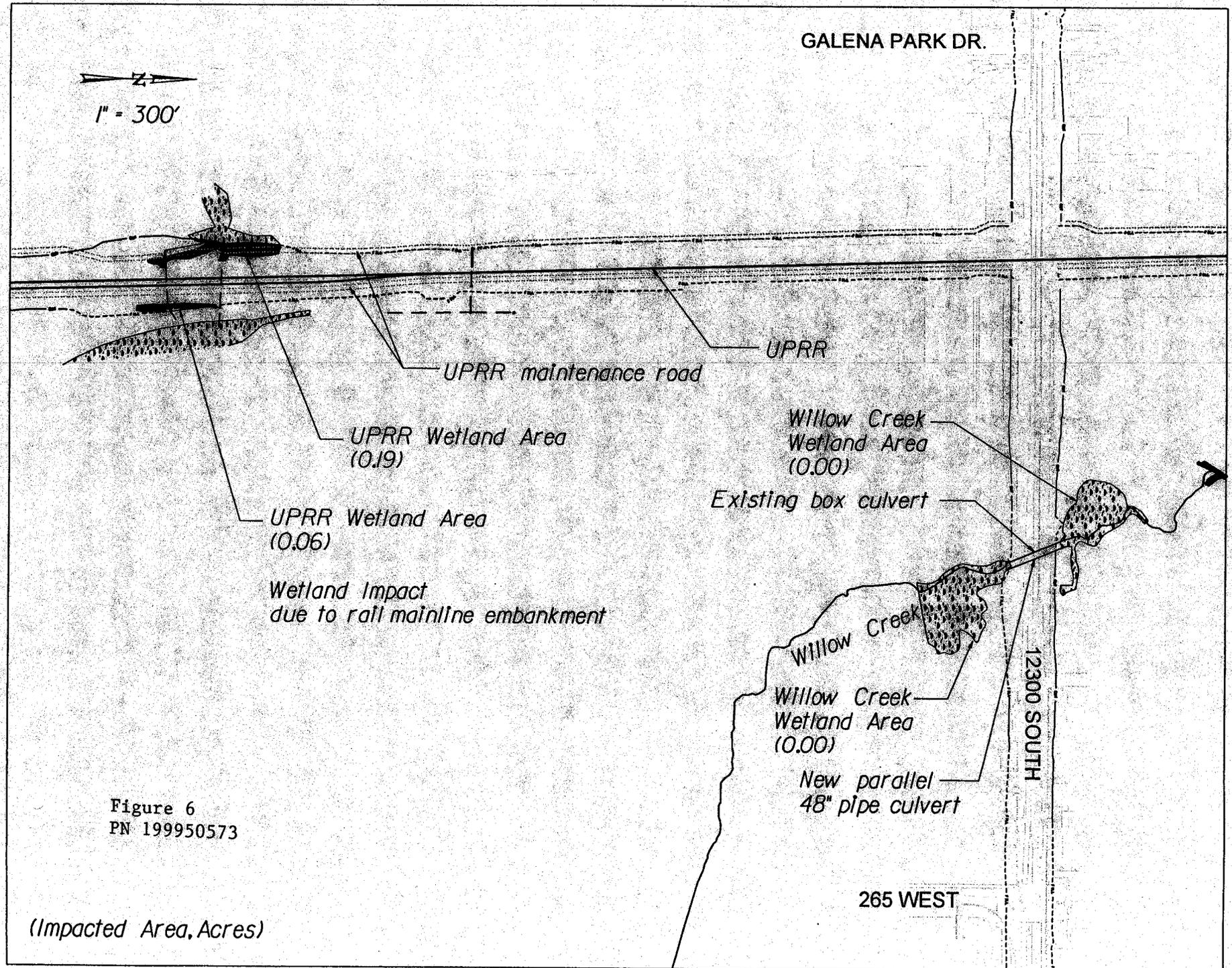


Figure 6
PN 199950573

(Impacted Area, Acres)

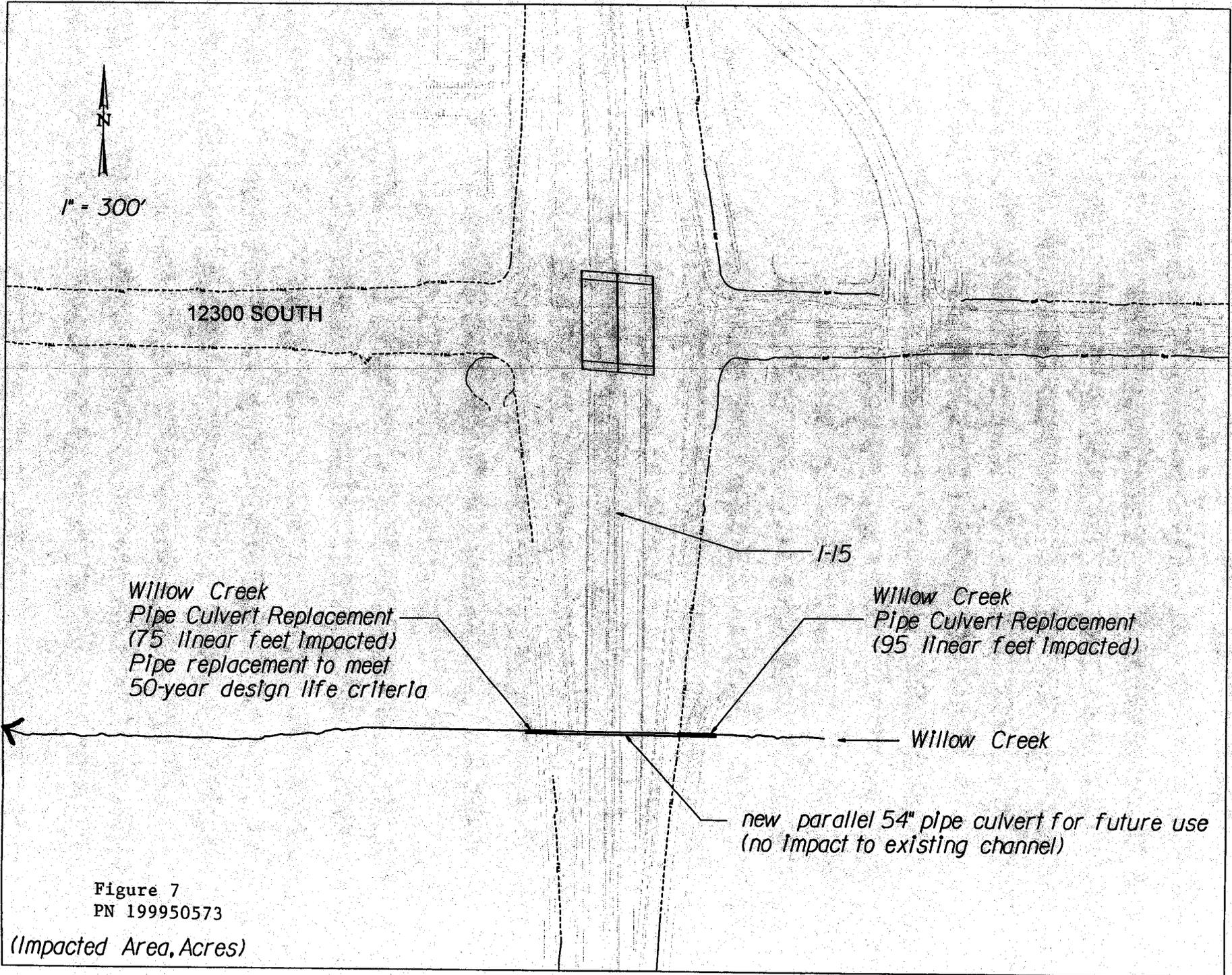


Figure 7
 PN 199950573

(Impacted Area, Acres)

N
1" = 300'

300 EAST



350 East
Wetland Area
(0.02)

Wetland Impact due to
roadway embankment

12300 SOUTH

450 EAST

600 EAST

Figure 8
PN 199950573

(Impacted Area, Acres)

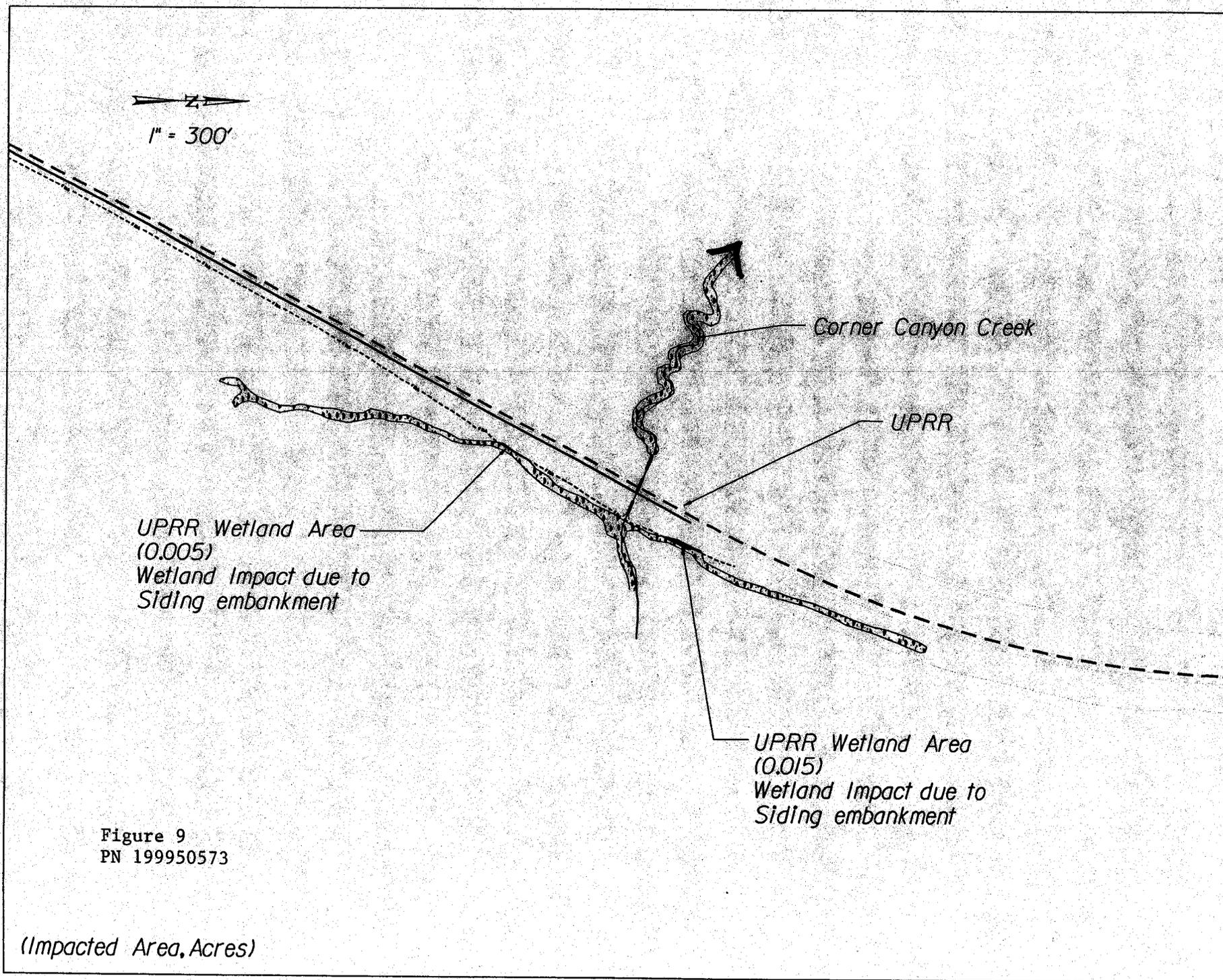


Figure 9
 PN 199950573

(Impacted Area, Acres)

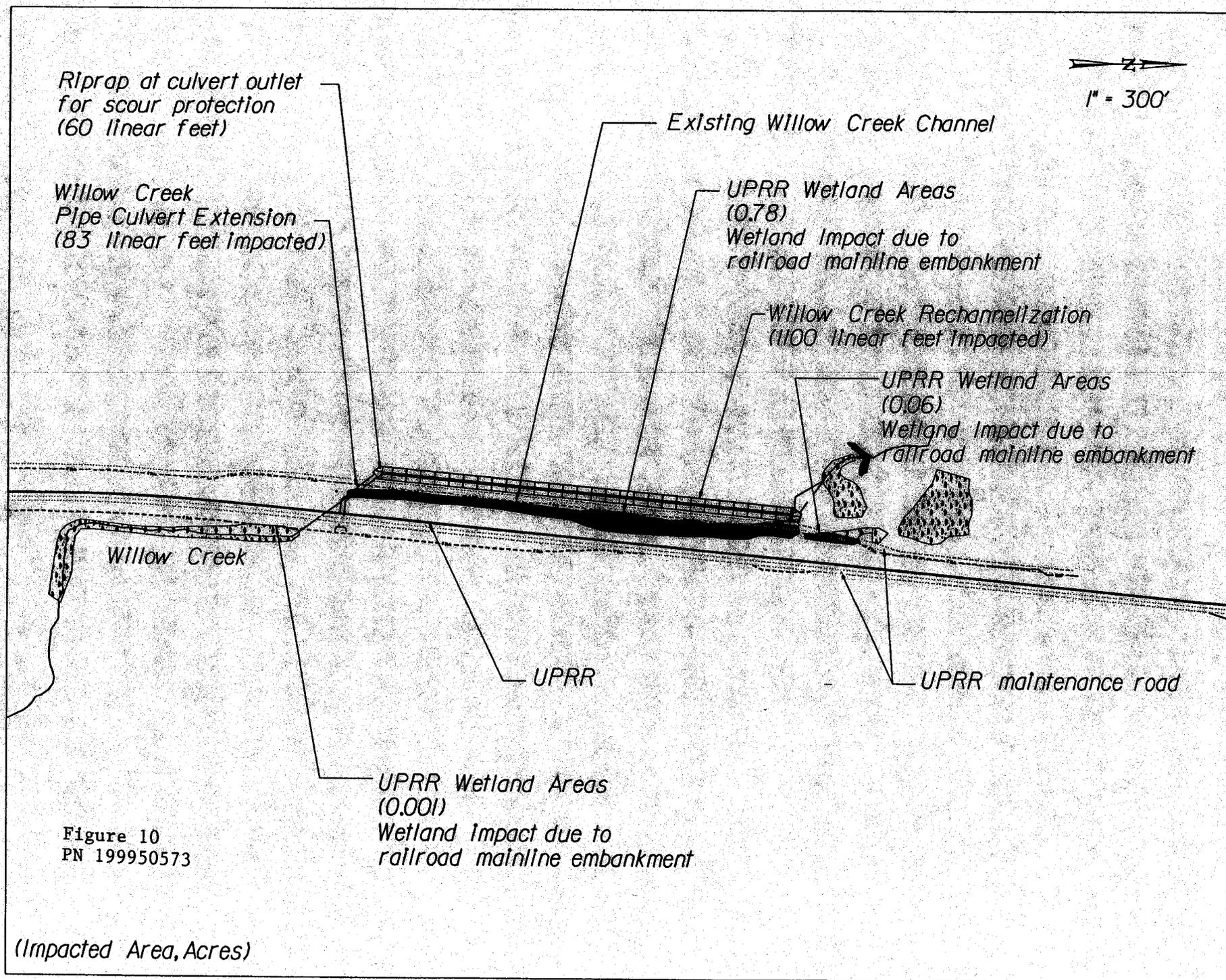


Figure 10
PN 199950573

(Impacted Area, Acres)

North arrow symbol
1" = 300'

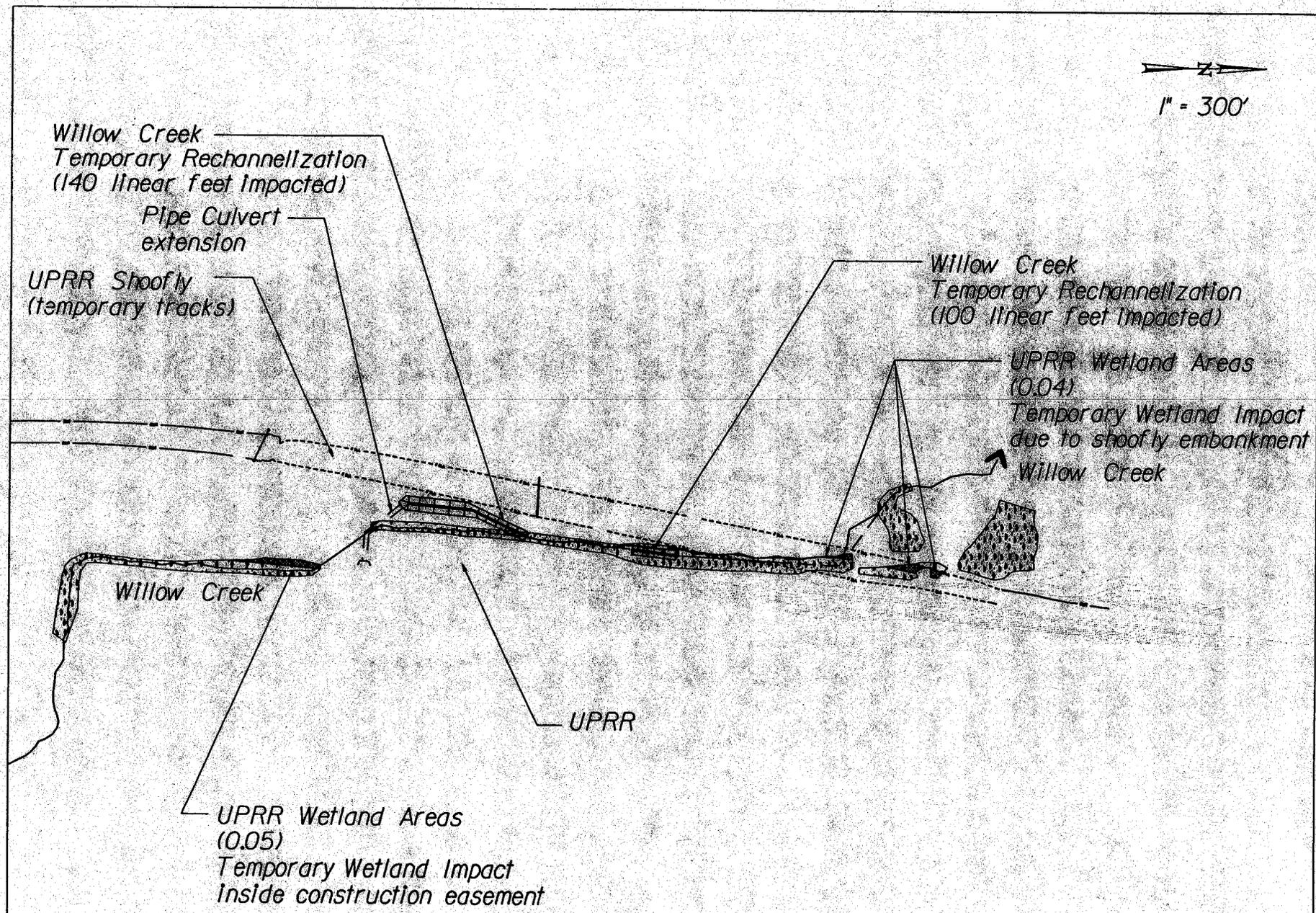


Figure 11
PN 199950573

(Temporarily Impacted Area, Acres)

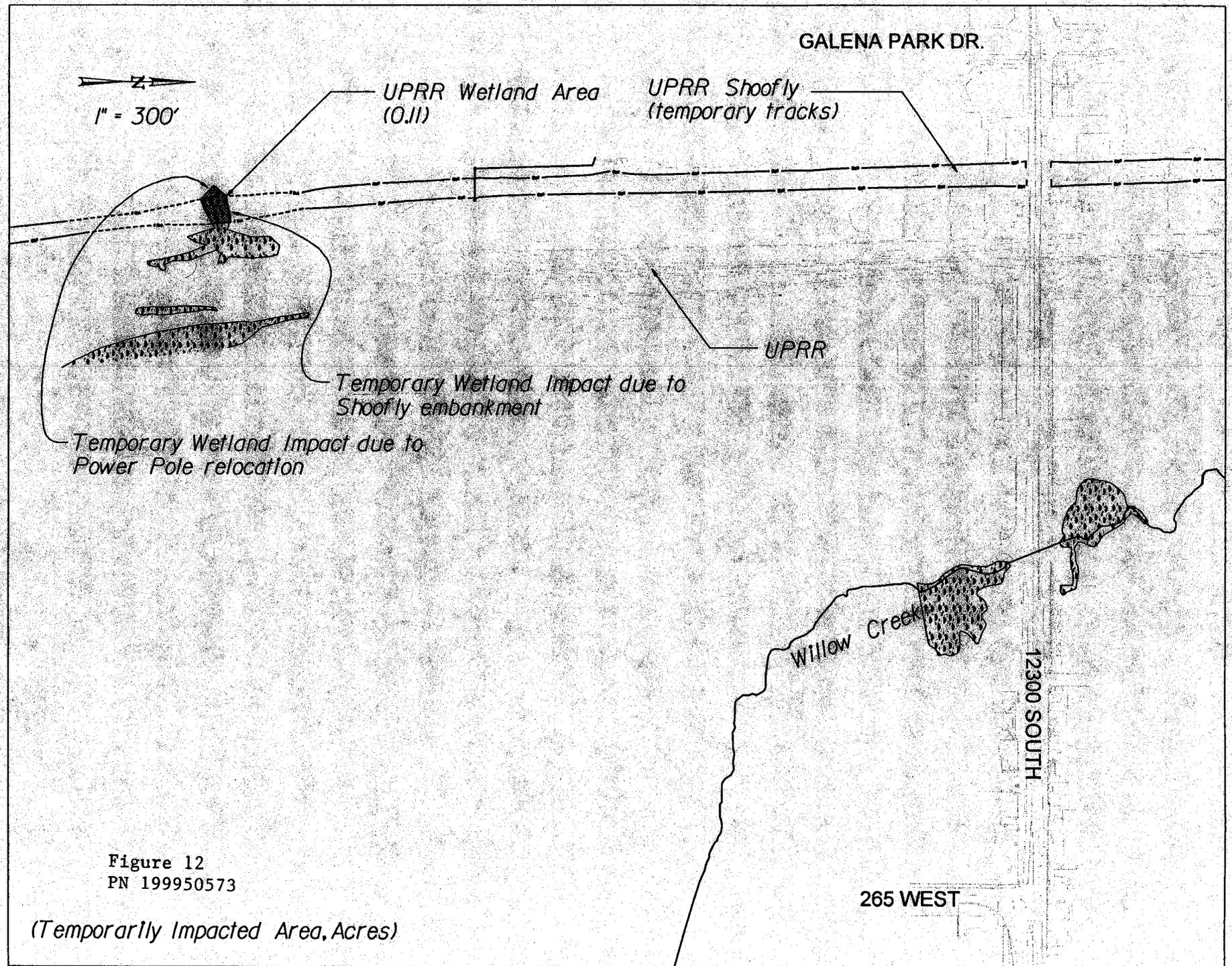


Figure 12
 PN 199950573

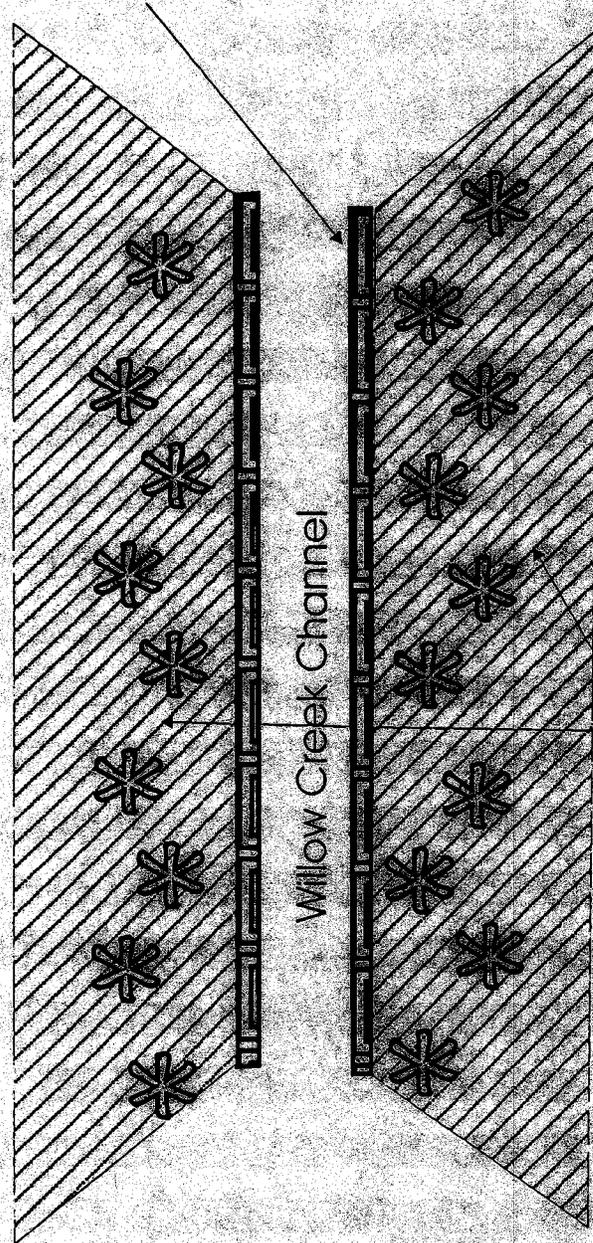
(Temporarily Impacted Area, Acres)

Willow Creek Channel Reconstruction Vegetation Plan (typical)

Not To Scale

Figure 13
Willow Creek
Reconstruction
PN 199950573

Ordinary High Water Line



2:1 Slope Embankment



Area to be planted with rush and sedge mix



Mixed Shrub Species- Wild Rose, Red Twig Dogwood, Peach Leaf Willow
(One gallon containers on 5 foot centers)



Area to be seeded with upland seed mix
(western wheatgrass, sheep fescue,
intermediate wheatgrass, fawn tall fescue)

Jim Paraskeva

From: Andrea Monahan [amonahan@hwlochner.com]
To: Jim Paraskeva
Cc: 'Scott Lucas'
Subject: FW: Railroad Crossing Issues
Attachments:

Sent: Tue 10/8/2002 2:12 PM

Following is a description of alternatives considered in the rail alignment and trail alignment.

PN 199950573
Attachment 1
Rationale for Rail
Alignment

-----Original Message-----

From: Brian Christensen [mailto:BrianC@horrocks.com]
Sent: Tuesday, October 08, 2002 2:10 PM
To: amonahan@hwlochner.com
Subject: Railroad Crossing Issues

Andrea, per our phone conversation, this is the information I can give you:

We looked at 10 different alternatives for the railroad crossing at 12300 South. Here are a few of the highlights:

Raising 12300 South over the railroad tracks was highly favored among the cities and UDOT and UPRR, but, it created impacts to adjacent businesses who would lose their access to 12300 South. It also created impacts to willow creek wetlands adjacent to 12300 south because of 12300 South fill slopes.

We considered shifting the road to the north while taking it over the tracks. This alternative reduced the amount of wetland impacts as well as impacting only the properties on the north side of 12300 south. Other options were looked at which shifted the road to the south while taking it over the tracks, but, they were quickly dismissed because of the large financial impact to the gateway center.

Lowering 12300 South under the railroad tracks was problematic because of groundwater issues....regardless of if the road was shifted to the north or south or remained on existing centerline.

Thus a combination type alternative was developed in which, the grade separation would be split between the railroad and 12300 South. Because of the high clearance over the railroad tracks and the ground water table, the combination alternative of taking the railroad under 12300 South was dismissed. The alternative of taking 12300 South under the tracks was most favorable for a combination alternative.

All alternatives were presented to the public throughout the public involvement process. After receiving input from UDOT, the cities, and local residents, and careful analysis and evaluation, it was determined that the combination alternative was to be the preferred alternative. While taking the road over the tracks was less expensive, the public was not as much in favor of it...especially those who owned property near the crossing. The people wanted to see 12300 South continue on its current alignment and keep their existing access, without a drastic change in vertical profile. The combination alternative was advantageous in that it eliminated impacts to all properties along 12300 South in that area, and minimized impacts to the wetlands to willow

creek at 12300 South. As part of the Context-Sensitive-Solution the preferred alternative was selected.

However, this alternative did present some challenges in that, it introduced impacts to willow creek north of 12300 South. We looked at shifting the RR alignment to the east, but, railroad geometries were very prohibitive and made it impossible to effect any reasonable horizontal shift (the subdivision east of the RR tracks and the Jordan & Salt Lake Canal was too close). Shifting the RR to west out around Willow Creek again was prohibitive because we wouldn't be able to tie the railroad in before the next crossing. We looked at building a new railroad alignment completely outside of the existing UPRR R/W (roughly following the current shoofly alignment) and use the existing track as a shoofly. This alternative created a no-man's-land between what would become the new main line alignment and the existing UPRR R/W. In addition to that, the new alignment would have had to cross willow creek again.

We did not approach the railroad to see about possibly using steeper fill slopes to reduce impacts. Even the use of a 1.5:1 fill slope (which is the steepest allowed in this instance) still would have caused considerable impacts to willow creek. It was determined that the creek would have to be shifted to the west to avoid any further wetland impacts by the railroad fill slopes. Also, in our preliminary package done this year, we identified the use of retaining walls on the east side of the tracks near willow creek.

regarding the Jordan River trail:

We looked at the option of taking the trail and shifting it to the east before taking it under the Jordan River. This alternative was dismissed for two reasons: 1. It would have required raising 12300 South more at the new crossing which would have caused further impacts into the I-15 wetland mitigation site; 2. The trail would have had to be constructed through the wetlands to bring it farther east.

stan's the best source to go to on the city involvement regarding the trail. I'm not sure to what extent it was taken to. But, the cities were involved from the beginning throughout the entire process, so it would be safe to assume that they had opportunity to provide input.

hope this information helps. Let me know if you need more.

BRIAN CHRISTENSEN, P.E.

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Direct line: 763-5207

||| ||| ||| One West Main
Fax: 756-2362

||| ||| ||| American Fork, UT 84003 email:
brianc@horrocks.com
||| ||| ||| (801) 763-5100

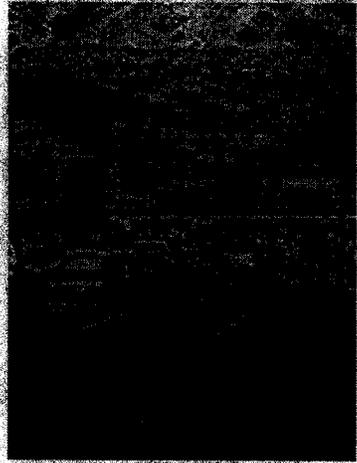


12300 South Design Build Project

12300

Home Project Design News/Events Construction Schedule Comments

PROJECT DESCRIPTION



The Utah Department of Transportation (UDOT), in conjunction with the cities of Draper and Riverton, proposes to make roadway related improvements to the 12300/12600 South corridor between Bangerter Highway and 700 East. The project will provide the following improvements for the corridor:

- Widen the corridor (6.2 miles) to a consistent cross section of two travel lanes in each direction with a center median and shoulders; curb and gutter; park strips; and sidewalks.
- Add Class II bicycle lanes to the corridor which entails a striped and signed lane on each side of a roadway for one-way bicycle travel.
- Replace the existing bridge across the Jordan River with a new, wider, and longer structure to accommodate the proposed roadway improvements and the proposed Jordan River Parkway Trail.
- Upgrade the at-grade railroad crossing at the Union Pacific Railroad (UPRR) tracks to provide a new grade-separated crossing of the tracks over the roadway which accommodates both freight and future commuter rail usage.
- Widen and improve many of the intersections along the corridor with dedicated right and/or left-turn lanes and upgraded traffic signals.
- Implement mountable raised center island medians at several locations along the corridor for access control and to improve safety and operations.
- Reconstruct existing diamond interchange on I-15 at 12300 South to provide a more efficient interchange with increased capacity similar to the interchange at 9000 South.
- Accommodate bus service along the corridor by providing 3.0 m (10 ft) shoulders for bus loading and unloading.

WHAT IS DESIGN-BUILD?

Design-Build is an innovative approach to construction that capitalizes on a close and innovative working relationship between the contractor and the engineer. Traditional phases of construction projects are:

PN 199950573
Attachment 2
www.12300south.com
Project Description

1. Preliminary planning and engineering (design)
2. Selection of a construction contractor (bid)
3. Project construction (build)

The design-build process combines stages 1 and 3 (design and build). With this process, engineers prepare the design while construction is proceeding. Using the design-build process as opposed to a traditional construction approach generally results in an accelerated schedule which thereby minimizes extended impacts to property owners and commuters.

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