TIP Modification
Highland-Canal Blvd

• Canal Blvd (Murdock Connector) added to the TIP 2008

• $4,170,000 – County Trans Tax

• Delayed by several issues

• Ready to go to bid.
Highland-Canal Blvd
Highland-Canal Blvd

• Delays
  • Initial delays acquiring Pheasant Hollow row.
  • Majority of row owned by Utah State Developmental Center
  • Required years of work with USDC
  • Legislative action
# Highland-Canal Blvd

<table>
<thead>
<tr>
<th>PIN 14088: Canal Blvd Estimate 10/17/19</th>
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<tbody>
<tr>
<td><strong>Construction</strong></td>
</tr>
<tr>
<td><strong>3rd Party Utilities</strong></td>
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<tr>
<td><strong>ROW</strong></td>
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<tr>
<td><strong>State Furnished Materials</strong></td>
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<td><strong>UDOT Contingency &amp; Incentives</strong></td>
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<td><strong>PE</strong></td>
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<td><strong>CE</strong></td>
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<tr>
<td><strong>Highland City PI Line</strong></td>
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<td><strong>Highland City Sewer Line</strong></td>
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<td><strong>Highland City Water Line</strong></td>
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<td><strong>Total</strong></td>
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Needs an additional $6,927,280
Highland-Canal Blvd

- MAG Staff recommends approval
  - Completes the grid

**Motion:**
“*I move that we recommend that the TIP be modified to add $6,927,280 to the Canal Blvd project.*”
**Highland-Canal Blvd**

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<tbody>
<tr>
<td><strong>Awarded</strong></td>
<td>$4,170,000</td>
</tr>
<tr>
<td><strong>Spent</strong></td>
<td>$668,880</td>
</tr>
<tr>
<td><strong>Remaining</strong></td>
<td>$3,501,120</td>
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<tr>
<td><strong>New project total</strong></td>
<td>$10,428,400</td>
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<tr>
<td><strong>New funds needed</strong></td>
<td>$6,927,280</td>
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June 1980 – Highland Street Master Plan draft shows two east-west routes.

October 1989 – Highland explored east-west corridor options.


“… One road proposal that would require intercommunity cooperation is the proposal to cover the Murdock Canal and turn that into a roadway”

November 1997 - 4 proposed East-West routes

October 2000 - Flyer for a public hearing on the East-West corridor. 12 options were shown.


"This is a tough decision, Mayor Adamson said. ‘It’s a no-brainer that the connection should be made. It should have been done 20 to 30 years ago.”

August 2002 - Bidding for east-west road through park authorized.

February 2004 - Work session on Highland Glen park. Discussion included east-west road options. Because the park is 6F land (developed using Federal funds) a $200K environmental study would need to be performed in order to run a road through the park. The East-West road through the park did not materialize due to 6F issues combined with a threaten lawsuit by residents.
September 2008 – 3rd Quarter Cent Tax
- May 2009 - MPO approves project list which included $4,170,000 for East-West road
- May 2009 – City hires Civil Science to complete the design
- May 2009 - Settlement agreement with the residents of Pheasant Hollow requiring the city to
  involvement residents in any decision making process regarding the east-west connector road alignment.
  Highland proceeded with the purchase of the Jensen and Walkenhorst properties. Note, sometime
  between 2004 and 2009 the city and county settled on the southern route for the east west connector
  and began purchasing property along that route.
- Sometime in 2010 - Mayor Frandsen approached the County Commission with a request that this
  become a County project due to some conflicts with a land owner who was also on the City Council
- March 2011 - Agreement entered into between the City and the County for the County to take over
  the project. The City and County tried for several years to acquire the land needed from the state and
  Pheasant Hollow with no luck.
- January 2014 – Developmental Center governing board states that they recommended that an
  east-west connector road terminate at the NE corner of the property (just south of the high school at near
  the 4 way intersection. Also prior to bringing a proposal to the Dev Center it must be shown that a right of
  way exists for the road on non-state owned land.
February 2014 - USDC Properties Master Plan - The East-West connector is mentioned 18 times. Four curb-cuts are proposed along the North County Boulevard. One of those connection points is proposed at Harvey Boulevard, where Highland City has proposed linking the Murdock Connector.”

Later in the document (pg. 55) the plan specifically notes that Harvey Blvd is being analyzed as a signalized intersection and identifies this road as a collector.

December 2015 – UDOT email indicating support for the plan. “… We strongly support Highland City and Utah County in making this important connection. Creation of such as grid system helps our regional and local systems function well into the future.”

December 2015 – Highland City starts redesign of connector based on USDC master plan alignment.

December 2015 – USDC Board Minutes where the East-West connector was discussed. The final approved motion reads as follows:

”After additional discussion Paul Smith, Division Director DSPD requested that the motion be restated with conditions of approval for the Murdock Connector Road to be met as follows:
1. Future access agreements be written into the proposal.
2. Determine the purchase cost of property at fair market value.
3. Define, develop and select design of road for lower traffic speed and intersections.
4. Construction cost will be paid 100% by Utah County. USDC will incur no expense.
5. Highland City will maintain the developed road.
6. Trail designs will remain consistent with the vision of the USDC Properties Master Plan
Bill Exeter seconded, the motion which passed in favor of approval to proceed with design/building of the Murdock Connector Road with Harvey Boulevard Alignment. Meetings will be set; to work on the elements of detail required to proceed between interested parties to include the Governing Body, City Mayors and Utah County.”

- February 2016 - Highland City received a letter signed by President of the Utah Senate, the Speaker of the Utah House, Rep. Mike Kennedy, Senator Margaret Dayton, and the General Counsel for the Utah Legislature stating the concurrent resolution approving the master plan does not constitute legislative approval for the sale, exchange, or long-term lease of land and that such approval “is usually accomplished by passing a joint resolution.”

- March 2017 - HJR 10 Joint resolution authorizing the lease of a portion of the Utah State Development passed unanimously in both houses

- May 2016 - State code (62A-5-206.6) enacted by SB0172 dealing with the process of selling land

- July 2016 - The Daily Herald published two articles on the connector and an editorial
  6-Jul: Herald editorial: Time is right for east-west connector
  6 Jul: Crossing the divide: Highland seeks east-west connector
  14-Jul: USDC Board moves forward on Murdock Connector traffic study, request for proposals
December 2016 - Highland passes resolution supporting Murdock Connector – similar resolution passed by American Fork.
23-Dec: Daily Herald North Utah County residents petition state for Murdock Connector
Link to the Change.org petition “Support building the Murdock Connector” initiated by Robert Shelton (American Fork City Councilman)
January 2017 - UDOT asked to conduct a road study on the impact of the East-West connector. Until this is completed legislative approval cannot start.
March 2017 - The UDOT report was released after the legislative session was over
March 2018 - HJR 7 passed the House and Senator with limited opposition in the Senate.
June 2018 – Highland, MAG, and UDOT agree that UDOT should manage the project.
September 2018 – Horrocks Engineers is hired to complete design.