



# 2020 Infrastructure Tracker Annual Update

June 2020

# Agenda

- Belt Line Replacement
  - 2020 Projects Update
  - Scheduling
  - 2019 Cost Variance
- High Pressure Replacement
  - 2020 Projects Update
  - Scheduling
  - 2019 Cost Variance

# Belt Line 2020

- Current 2020 Projects Schedule:
  - Salt Lake County (\$10M)
    - 600N/700N in Salt Lake City



# Belt Line Work 2020

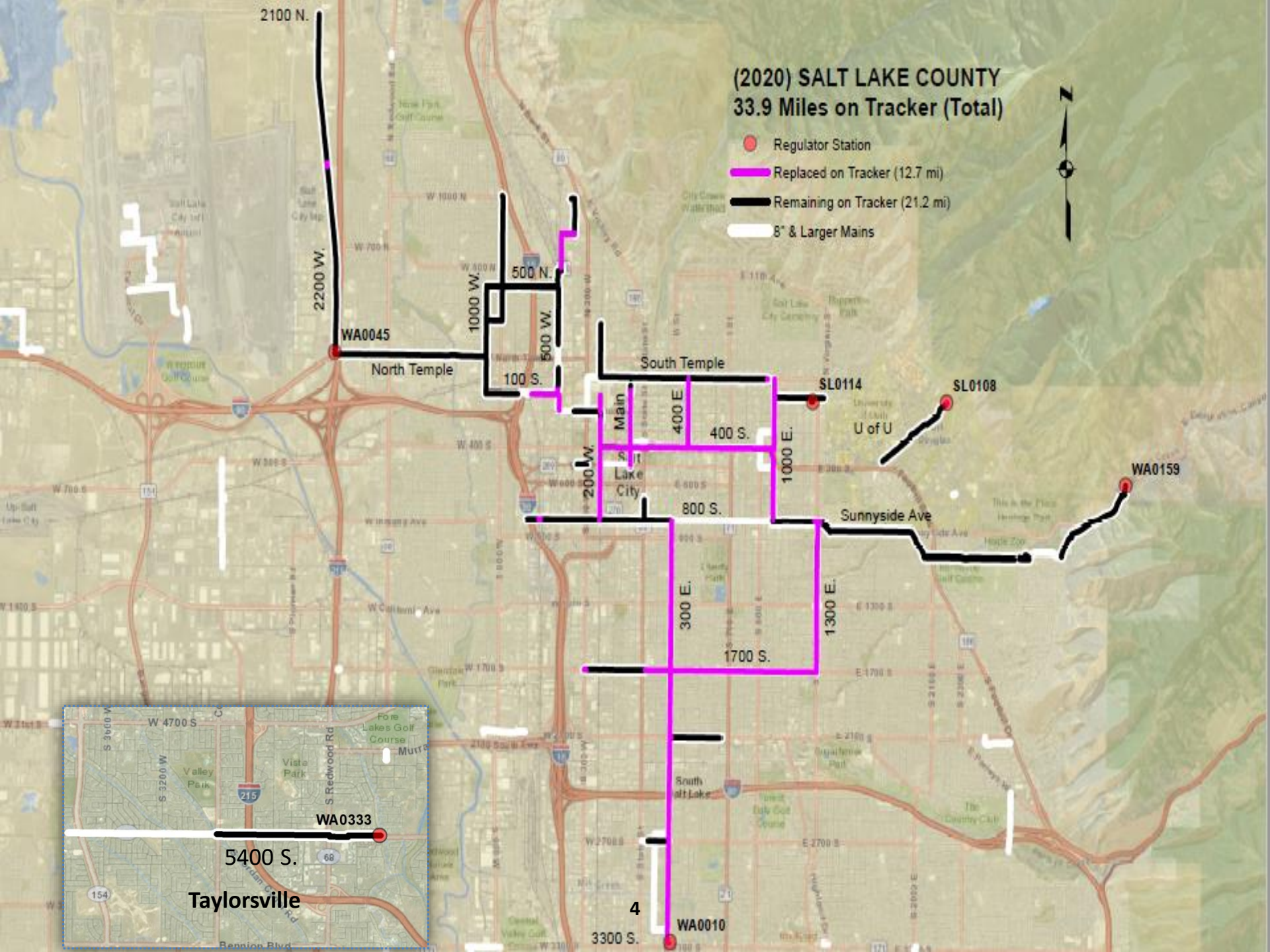


Belt Line:	BL32-in Salt Lake City
Construction:	In Progress
Challenges Include:	Boring of I-215, Redwood Road and the Jordan River
Footage:	Approx. 15,000 feet



**(2020) SALT LAKE COUNTY  
33.9 Miles on Tracker (Total)**

- Regulator Station
- █ Replaced on Tracker (12.7 mi)
- █ Remaining on Tracker (21.2 mi)
- █ 8" & Larger Mains



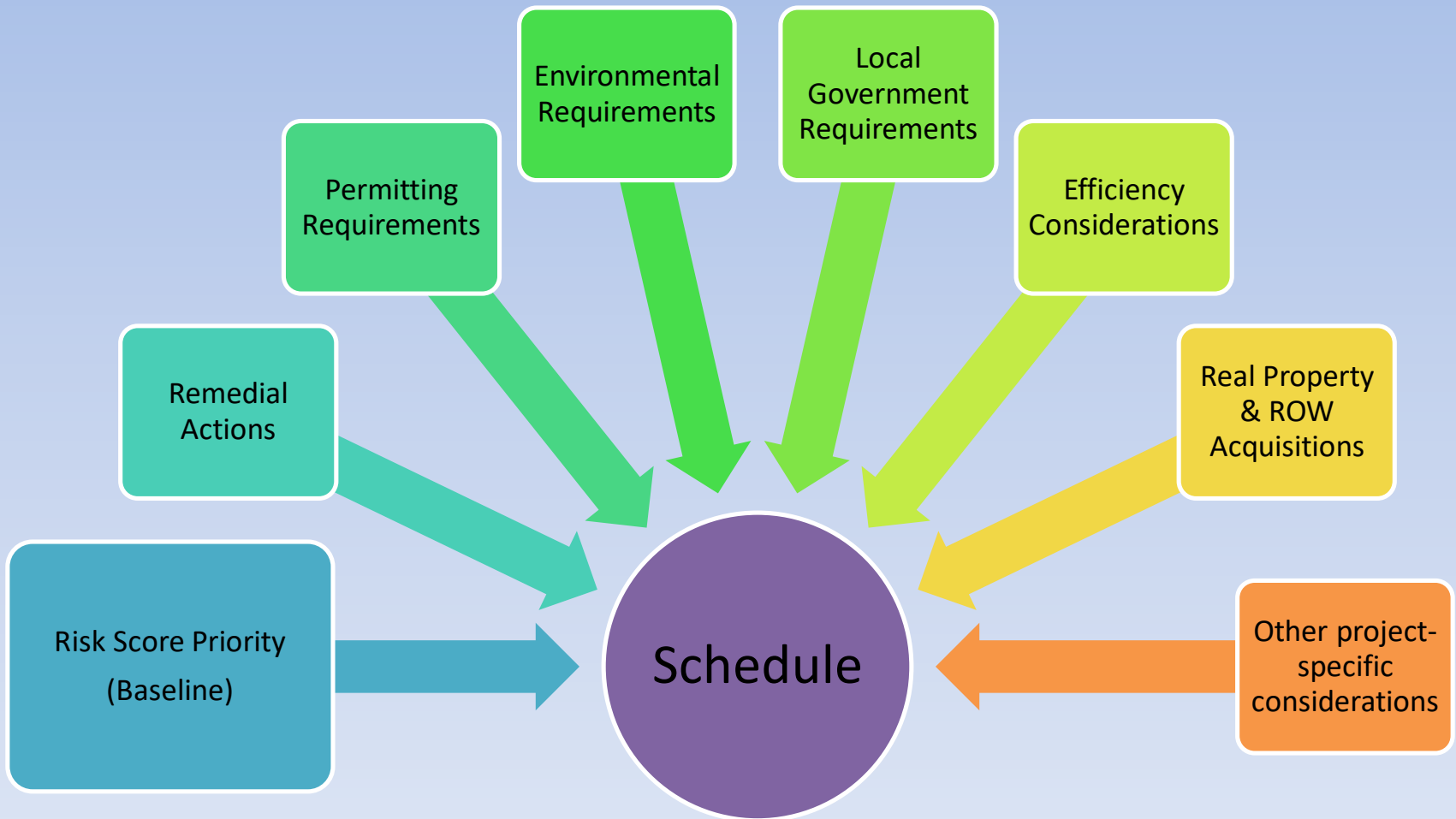


# Belt Line Pipe

<b>Original Tracker Pipe</b>		
	<b>Footage</b>	<b>Miles</b>
<b>Salt Lake County</b>	178,848	33.9
<b>Utah County</b>	20,242	3.8
<b>Weber County</b>	90,259	17.1
<b>Davis County</b>	80,606	15.3
<b>Total</b>	<b>369,955</b>	<b>70.1</b>
<b>Retired Tracker Pipe</b>		
	<b>Footage</b>	<b>Miles</b>
<b>Salt Lake County</b>	67,095	12.8
<b>Utah County</b>	18,309	3.4
<b>Weber County</b>	16,317	3.1
<b>Davis County</b>	62,304	11.8
<b>Total</b>	<b>164,025</b>	<b>31.1</b>
<b>Remaining Tracker Pipe</b>		
	<b>Footage</b>	<b>Miles</b>
<b>Salt Lake County</b>	111,753	21.2
<b>Utah County</b>	1,933	0.4
<b>Weber County</b>	73,942	14.0
<b>Davis County</b>	17,952	3.4
<b>Total</b>	<b>205,580</b>	<b>39.0</b>

# Scheduling Criteria

## Belt Line Replacements





2020 Risk Score  
Priority

28,27,7,10,9,4,14,  
29,18,8,45,26,12,  
16,39,46,42,44,38,  
6,53,31,13,36,40,  
41,30,37,22,47,19,  
23,43,11,49,48,25,  
52,**32**,33.

**\*2020 Segments**

2020 Schedule

Segments:  
**32 (600N/700N, SLC)**

Remedial  
Actions

Permitting  
Requirements

Environmental  
Requirements

Local  
Government  
Requirements

Efficiency  
Considerations

Real Property &  
ROW  
Acquisitions

Other project-specific  
considerations

Schedule

# Project Segments

## March 2019 Risk Score Priority

### Segment Priority:

#### **Partially Complete Segments**

27, 28, 9, 7, 15, **10, 4, 20**, 14,  
29, **17, 21**, 8, 45, 26, 39, 12,  
**16**, 18, 46, 31, 42, 44, 38, 6,  
53, **13, 37, 41**, 30, **22**, 36, 47,  
19, **34**, 24, 43, 23, 11, **40, 49**,  
48, **51, 50**, 25, 32, 33.

### Completed segments:

**1, 2, 3, 5, 35, 52, 54**

## March 2020 Risk Score Priority

### Segment Priority:

#### **Partially Complete Segments**

28, 27, 7, **10**, 9, **4**, 14, **29**, 18,  
8, 45, 26, 12, **16**, 39, 46, 42,  
44, 38, 6, 53, **31, 13**, 36, **40**,  
**41**, 30, **37, 22**, 47, 19, 23, 43,  
11, **49**, 48, 25, **32**, 33.

### Completed segments:

**1, 2, 3, 5, 15, 17, 20, 21, 34,  
35, 50, 51, 52, 54**

- Prioritized by relative risk score

# Belt Line 2019 Cost Variance

Project	Budget	Actual	Variance	Explanation
Salt Lake County	\$4,500,000	\$2,757,275	\$1,742,725	BL29 (Salt Lake County IHP) was put on hold until early 2021, due to unknown location of utility in Union Pacific Railroad's Right-of-Way. As a result of this, the budgeted amounts for this project were shifted to FL21 and FL23/22.
Davis County	\$12,000,000	\$7,443,138	\$4,556,862	Related to the FL21 & Davis County variances, FL21 and the Davis County Belt Line are being replaced concurrently, and for construction are treated as one project. In addition, the Company has invested more time and money dealing with groundwater than it had initially projected, due to a very wet spring and low areas of work in Davis County. Some of the restoration costs that were projected to be part of the Belt Line project ended up being charges that were part of the Feeder Line project.
<b>Total</b>	<b>\$16,500,000</b>	<b>\$10,200,413</b>	<b>\$6,299,587</b>	

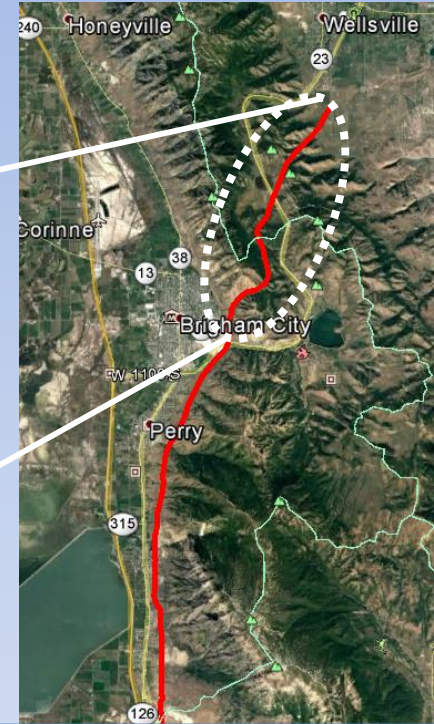
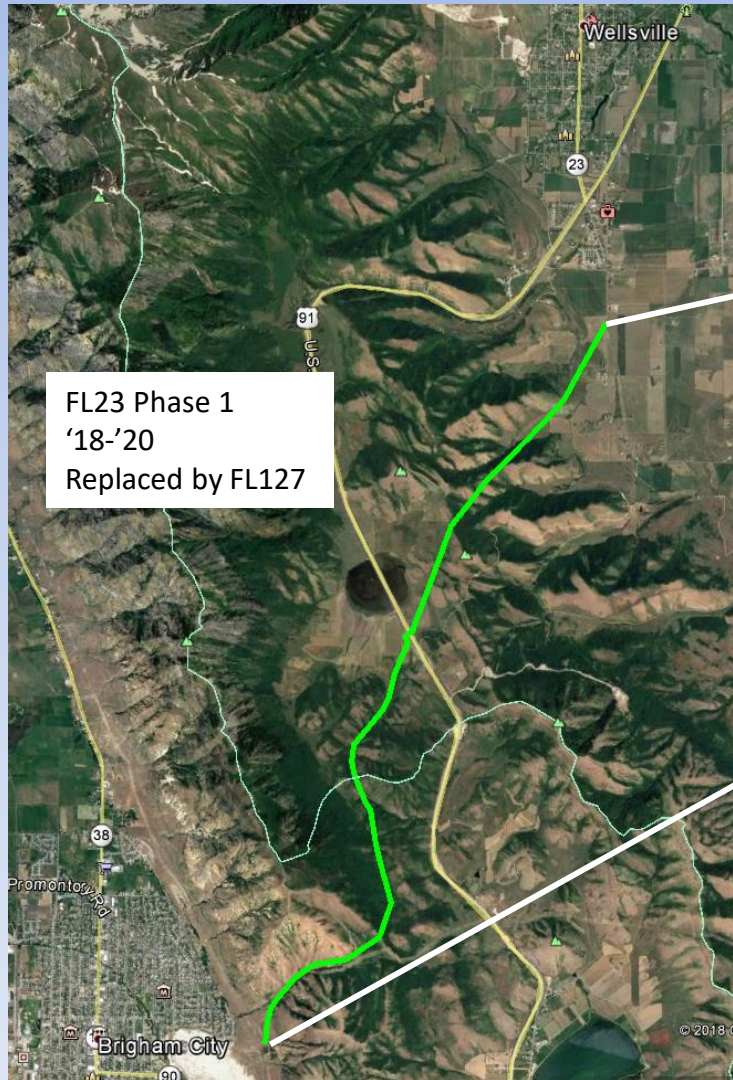
# Questions?

# High Pressure Replacement

- HP Replacement Program
  - 2020 Projects Update
  - Scheduling
  - 2019 Cost Variance

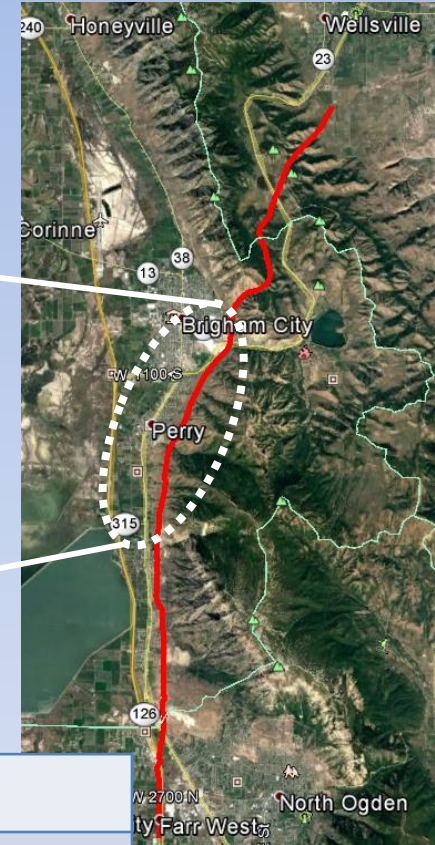


# Feeder Line Replacement Update



Line:	FL22/23 (FL127) PH1
Schedule:	2018-2020
2020 Budget:	\$53,490,000(Shared)
Total PH1 Footage:	Approx. 40,000 ft.

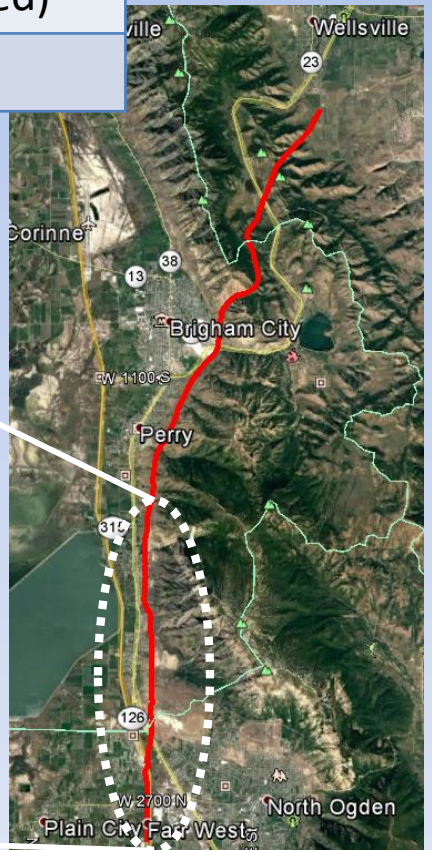
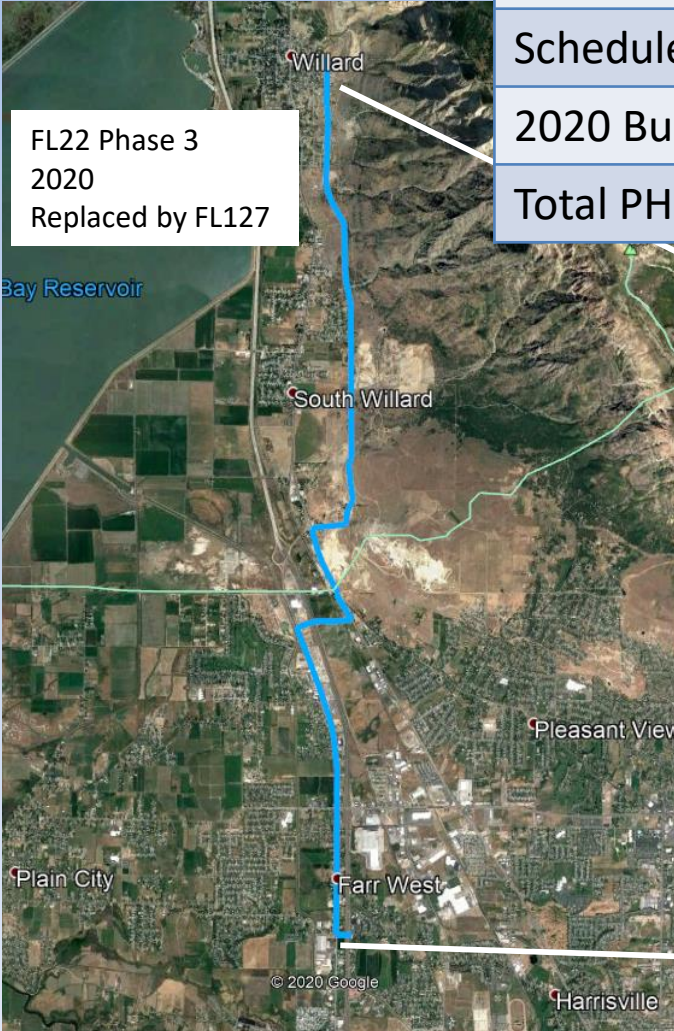
# Feeder Line Replacement Update



Line:	FL22 (FL127) PH2
Schedule:	2019-2020
2020 Budget:	\$53,490,000 (Shared)
Total PH2 Footage:	Approx. 55,000 ft.

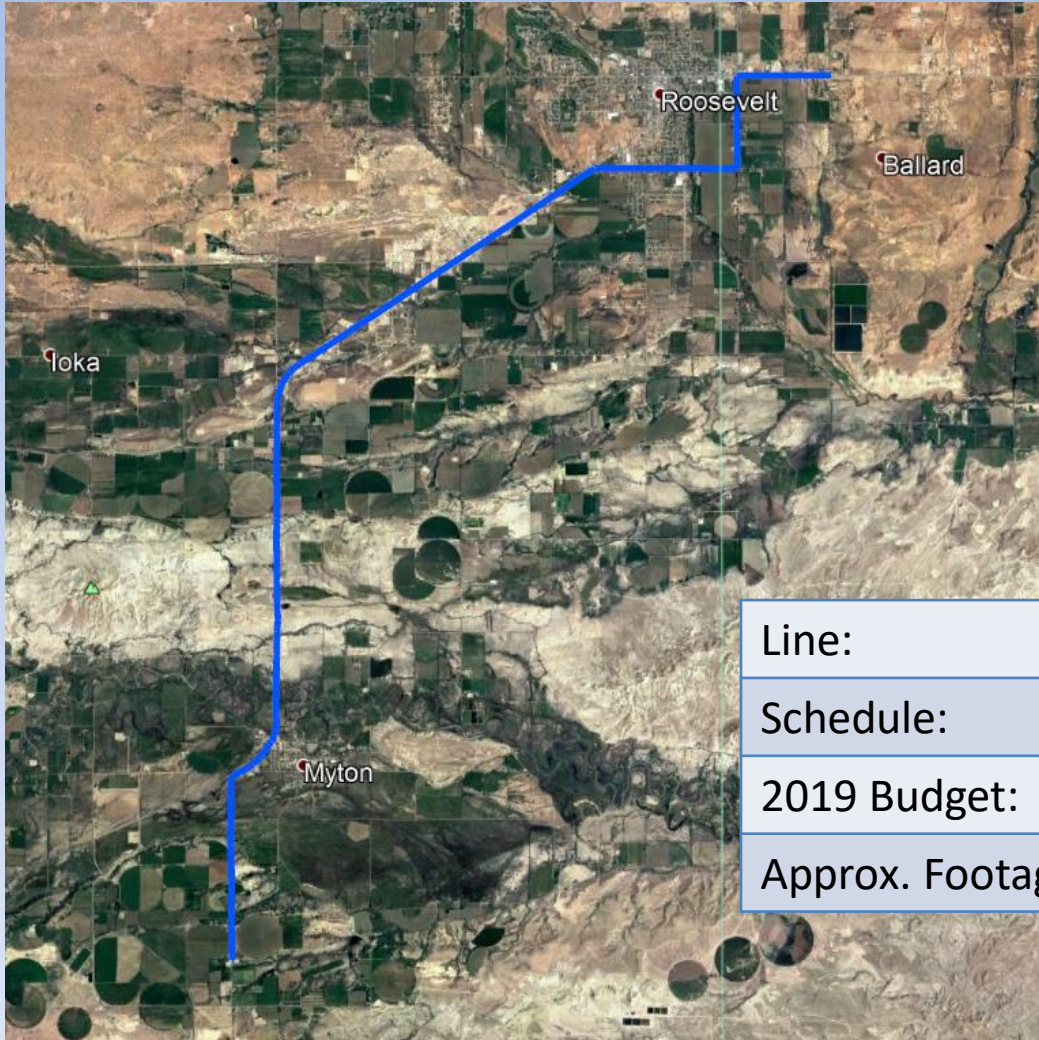
# Feeder Line Replacement Update

Line:	FL22 (FL127) PH3
Schedule:	2020
2020 Budget:	\$53,490,000 (Shared)
Total PH3 Footage:	Approx. 55,000 ft.





# Feeder Line Replacement Update

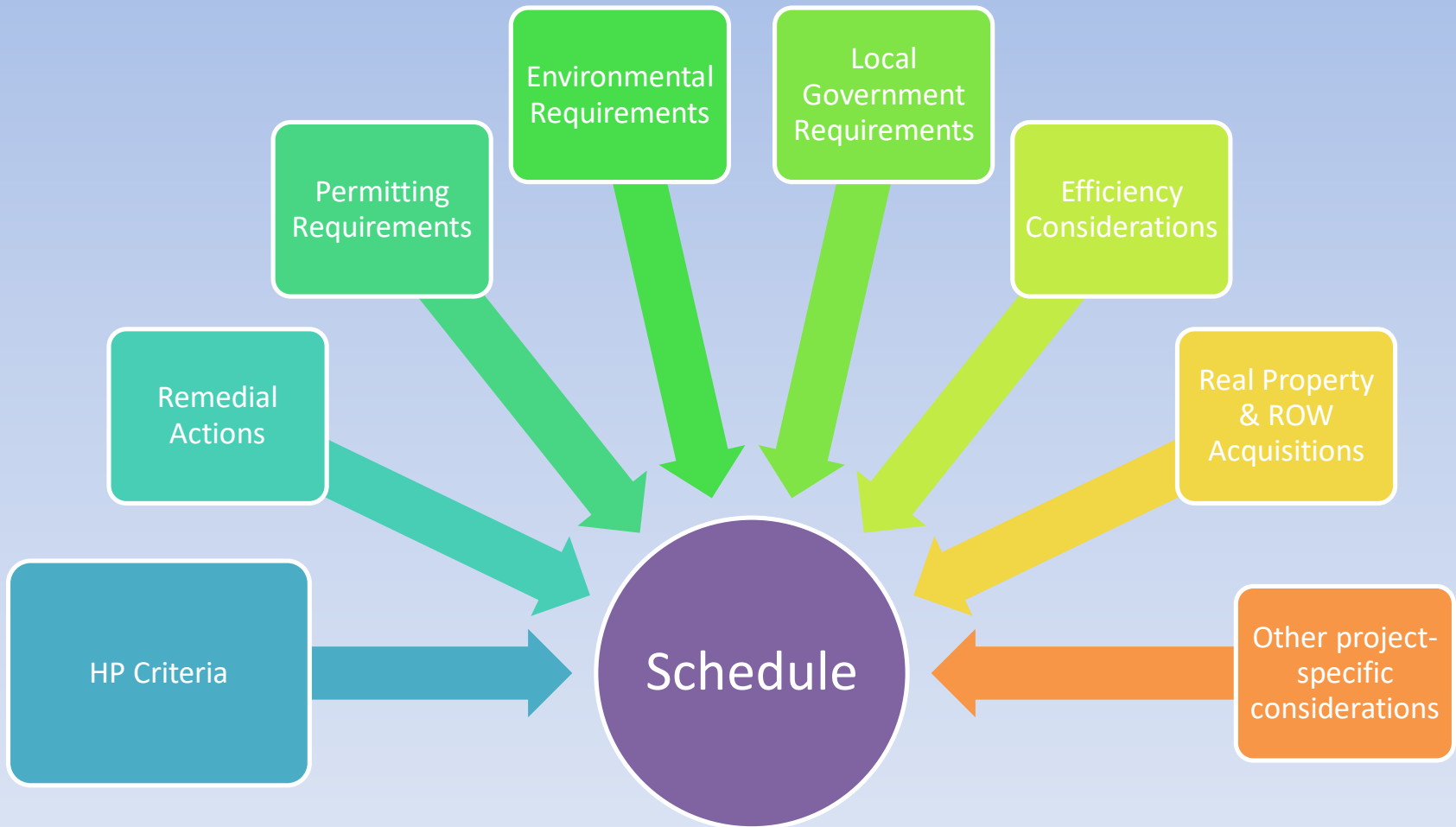


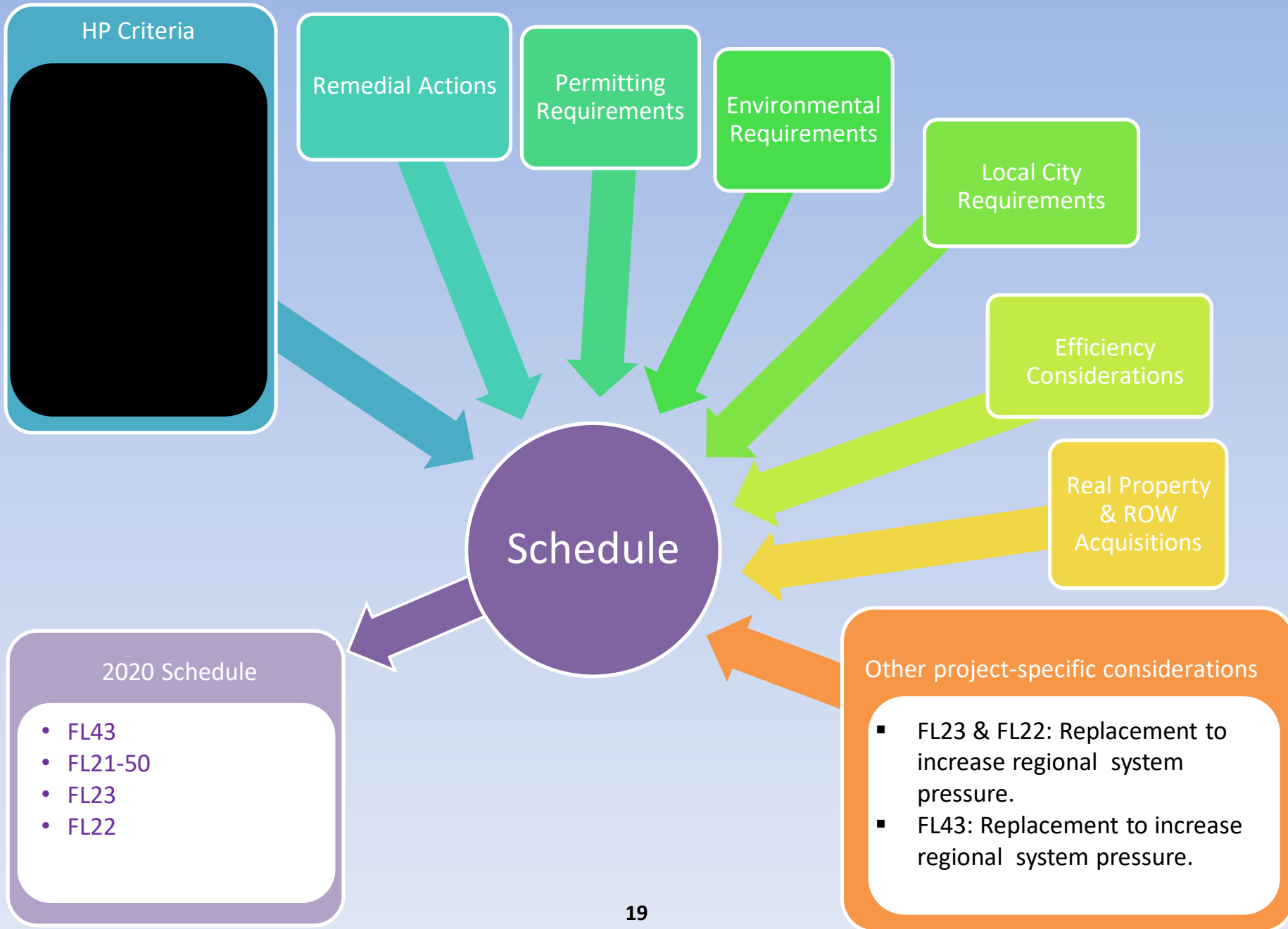
Line:	FL43
Schedule:	2020-2021
2019 Budget:	\$7,985,000
Approx. Footage:	74,976'

# 2020 Schedule

Line	Location
FL21-50	Davis County
FL43	Duchesne County
FL22	Box Elder
FL23	Cache County

# Scheduling Feeder Line Replacements





# Feeder Line 2019 Cost Variance

Project	Budget	Actual	Variance	Explanation
FL23/FL22	\$34,351,572	\$32,253,287	\$2,098,285	FL23 and FL22 are one continuous line that will be replaced by FL127.
FL21	\$16,535,000	\$23,714,041	(\$7,179,041)	FL21 will be replaced by FL122. FL21 and the Davis County Belt Line are being replaced concurrently, and for construction are treated as one project. In addition, the Company has invested more time and money dealing with groundwater than it had initially projected, due to a very wet spring and low areas of work in Davis County. Some of the Belt Line restoration costs ended up being charges that were part of the Feeder Line project.
FL47	\$3,000,000	\$4,465,850	(\$1,465,850)	The Company planned to open dig the on and off ramps of the freeway at night, but UDOT wouldn't allow that and the Company had to auger bore those crossings. Soils in the area contained cobble and rock which led to trench collapse and required additional imported backfill and extra concrete removal and replacement. The Company encountered thicker than normal concrete and were required to work at night.
Pre-engineering	\$550,000	\$440,503	\$109,497	
<b>Total</b>	<b>\$54,436,572</b>	<b>\$60,873,681</b>	<b>(\$6,437,109)</b>	*2019 4Q Tracker Variance Report; March 10, 2020; Docket No. 18-057-22

# Questions?