

3.0 Reproductions of Comments on the Final EIS

Comment 1		Comment 2	
Response Number in Section 1.0 ↳	<p>Comment #: 1</p> <p>Date: 7/6/2017</p> <p>Source: Website</p> <p>Name: Mark</p> <p>Location:</p> <p>Comments:</p> <p>The route chosen is very suspect. There is no real reason that the rout should cut so deeply east towards the homes in Farmington. There is significant space available for the road to continue straight. This smells of someone benefiting economically at the expense of about 50 homes values</p>	Response Number in Section 1.0 ↳	<p>Comment #: 2</p> <p>Date: 7/6/2017</p> <p>Source: Email</p> <p>Name: Jeanie and Ryan Brierley</p> <p>Location: Syracuse</p> <p>Comments:</p> <p>I am disappointed UDOT is not purchasing our home and will have an elevated of ramp right next to my home that no wall could hide for noise and safety for my family. Please have your folks contact me and tell me why the off ramp has been compressed next to my home.</p> <p>Ryan Brierley</p>
1.2.4.4A		1.2.4.4B	

Comment 3

Response
Number in
Section 1.0



1.31A

Comment #: 3

Date: 7/6/2017

Source: Email

Name: Nicole Casey

Location:

Comments:

Hello,

I'm wondering if you could attach a more detailed map of where the proposed road will be, as it crosses through the West Kaysville area into the Farmington area? I am having a difficult time deciphering the exact streets it affects?

Nicole Casey

Comment 4

Response
Number in
Section 1.0



1.31A

Comment #: 4

Date: 7/6/2017

Source: Email

Name: Matthew Rogers

Location:

Comments:

Mr. Murdock,

Thank you for the invitation. This is the email you can reach me at. My phone number is [REDACTED].

I will plan on attending the meeting on Tuesday.

Matthew

Comment 5

Response
Number in
Section 1.0



Comment #: 5

Date: 7/6/2017

Source: Website

Name: Tiffany Ames

Location: Farmington

Comments:

What will be the change to exit 322 in Farmington? It appears that there will be changes to the 200 West interchange. Would it be possible to do away with exit 322 since there will now be two other exits in Farmington?

1.2.4.4C

Comment 6

Response
Number in
Section 1.0



Comment #: 6

Date: 7/6/2017

Source: Website

Name: Ryan R.

Location:

Comments:

What a stupid plan and idea! not only are you building a highway directly behind all the nicely new developed neighborhoods, which is going to decrease the value of everyone's property, you're also not even giving enough access to the highway in which people have no choice. All the major crossing streets should have access to the highway so people can use it, not just some people. How does it make any sense to have ramps only every 5-10 miles or so, so most people can't benefit from the highway, just get people out to west point and call it good, screw the rest. Benefit all the lower valued homes clear out to the west end and ruin the rest the high dollar homes. How is there any other benefits for the rest the people when its the same distance to I-15 as driving to the nearest ramp on the new highway? What a JOKE! Once again, leave it to UDOT to screw up the state consistently!

1.8A

1.2.4.4D

Comment 7

Response
Number in
Section 1.0



1.2.6B

Comment #: 7

Date: 7/6/2017

Source: Website

Name: Holly Denos

Location: Syracuse

Comments:

Thank you Udot for looking at routes that will impact the fewest west area residents. Previous maps looked as if entire neighborhoods, some even newer homes, would be demolished. This route that stays parallel to bluff road through syracuse is best for everyone. Please don't let SAA (arts academy) parents who live and work in clearfield or Layton deter you from this practical route!

Comment 8

Response
Number in
Section 1.0



1.2.6B

Comment #: 8

Date: 7/6/2017

Source: Website

Name: Dave Fortesven

Location: West Point

Comments:

Hooray! It feels like Christmas. Can you tell that I'm excited for the wait to be over? I have been waiting for this since Gov. Huntsman opened Legacy Pkwy all those years ago. For those of us who live in West Davis, this is fabulous news.

Comment 9

Response
Number in
Section 1.0



1.2.4.4E

Comment #: 9

Date: 7/6/2017

Source: Website

Name: Scott Miller

Location: Clinton

Comments:

I live in Clinton, commute to Salt Lake everyday, and have been waiting with excitement for the WDC to be built. However, my excitement was crushed when I saw that it was only going to be one lane each way from Syracuse to West Point. I am VERY confused by this. Having one lane each way will do the following: 1. Create traffic jams in the morning and afternoon rush hours, 2. To avoid this headache you will create undue pressure on 2000 and possibly 3000 to avoid this bottleneck point, 3. Cause citizens a long the single lane to go through 2 rounds of construction when it could be avoided by just building it now. Doing it now will give people a way around in an accident and avoid rush hour traffic issues. Be proactive and do it right the first time.

Comment 10

Response
Number in
Section 1.0



1.10A

Comment #: 10

Date: 7/6/2017

Source: Website

Name: Lance Orr

Location: West Point

Comments:

We have been lobbying for a sidewalk along 4500W in West Point. With this trail connecting, there is no way they will put one in, just to have it tore out. The thing is we don't want to wait 3+ years for our kids to have a safe space to walk on along this 40MPH road. This trail connection could be relatively simple and a number of people living all along 4500W would appreciate this project a lot more if the trail were connected sooner rather than later. I hope you'll take this into consideration in your plans. THanks for your time. I have assuaged the troubled souls of many of my neighbors by explaining some of the benefits this route provides. The trail is a big deal to a few people who have kids and need some safe places to ride bikes/scooters etc, and for the many men and women who run along the dangerous stretch of highway that is 4500W between 800N and 1800N with no sidewalk.

Comment 11

Response
Number in
Section 1.0



Comment #: 11

Date: 7/6/2017

Source: Website

Name: Carrie Headley

Location: Farmington

Comments:

I would request that the highway go further west through Farmington. It is extremely close to homes, when there is nothing further west. The further west it goes the better it will be for the impact on homes, families, children, and the community. A sound wall should be included no matter how far west it goes. Please move it further west. Also, how do we find out where the connector roads will be to the 950 N interchange in Farmington? Please don't go right through the existing neighborhood along Foxhunter, Burke Ln, etc. Can the road along 950 N not connect at all into the neighborhood along Foxhunter? The traffic through the 25 mph neighborhood would be devastating. A barrier of some sort would be requested.

And lastly, we are glad to see the Glover Ln option to keep the traffic flow off the busy I15/Hwy 89 interchange.

Thank you.

1.2.4.4A
1.12A
1.2.4.4F

Comment 12

Response
Number in
Section 1.0



Comment #: 12

Date: 7/6/2017

Source: Website

Name: Anonymous

Location:

Comments:

why can't the exchange take at 215 and Redwood Road in stead of Glovers Lane? Have people that want to get to Legacy and the West corridor do it in North Salt Lake off of I-15. Also is this West Corridor going to go all the way to Tremonton or Brigham City if not what a waste! They built miles of roads in Florida over the water to the Florida Keys, why cant we take this through the dried up Lake bed to Tremonton? Lets think long term not short term like other roads that have been built with no room to expand.

1.2.2A
1.1.1A
1.2.2B

Comment 13

Response
Number in
Section 1.0



1.31B

Comment #: 13
Date: 7/6/2017
Source: Website
Name: Carlee Hansen
Location: Layton

Comments:
Hello!

On the proposed map for Layton, it shows a new arterial road being installed that is labeled "3650 W". The road actually runs just east of what is currently 3600 W on both the north and south sides of Gentile. The new road looks to utilize what is currently 3575 W or Bluff Ridge Blvd. On the south side of Gentile and then continues east of the current 3600 W on the north side of Gentile.

My question - is the label "3650 W" a mislabel on the proposed map? I'm assuming the city isn't planning to re-name/change the coordinates on all of the houses west of 3500 W, correct?

Comment 14

Response
Number in
Section 1.0



1.2.2C

1.11.1A
1.18.1A
1.11.2A
1.8A
1.5.1A

Comment #: 14
Date: 7/6/2017
Source: Website
Name: Angie Petersen
Location: Farmington

Comments:

I agree that the already existing roads should be altered to accommodate traffic concerns and issues. I agree it would be helpful for residents who live far out west, but those issues are for cities that extend VERY FAR WEST (i.e. Kaysville, Layton ...) Start the West Corridor north of Kaysville or Layton.

Starting from Bountiful heading north, the westlands move eastward, creating a bottle neck in Farmington, before moving out again towards Kaysville and Layton.

Creating a third freeway through the narrow area will GREATLY affect the air, that already is poor quality. Even residents in Farmington that live on the east bench will get to enjoy the view of yet another freeway.

I think it's silly to offer noise reducing pavement and low light plans when that is not the issue. The issue is a third freeway cutting through a very small area and creating hazardous air quality for me, my daughter, my neighbors, my city. The proposal also cuts right next the very new neighborhoods and you are hurting not only the quality of life for those families, you are hurting their investments. If this proposal becomes reality, those families will be forced to move or want to move because of that eyesore. But who will want to purchase a house next to a freeway?

I am sure most or all of the individuals who are making these decisions don't own a house next to this possible freeway. So please don't force this on us.

Comment 15

Response
Number in
Section 1.0



Comment #: 15

Date: 7/6/2017

Source: Website

Name: Sherri Einfeldt

Location: Kaysville

Comments:

What in the sam hill made you decide to put an interchange at 200 North in Kaysville? It is one of only 2 roads that connect the east and west sides (for over 15,000 people), so if there is ever an emergency, we are doomed.

1.2.4.4D

Comment 16

Response
Number in
Section 1.0



Comment #: 16

Date: 7/6/2017

Source: Website

Name: Amber Clayton

Location: Syracuse

Comments:

I am very concerned about the impact on our home. There appears to be no other neighborhood as severely impacted as Gleneagles Drive. There are not pictures of the canal that will be moved adjacent to our street. This is a family neighborhood with many children. How will there safety be considered? This is a disaster for our property value.

1.5B
1.5C
1.8A

Comment 17

Response
Number in
Section 1.0



1.2.6B

Comment #: 17

Date: 7/6/2017

Source: Website

Name: Geoff Stratton

Location: Roy

Comments:

I know a lot of the comments you will receive will be negative and fear based on environmental impacts but I for one am all for the business and community vitalization that will be brought to the see areas by this corridor! Thank you for continuing to push forward with these studies and research in the face of opposition from the environmental quacks!

Comment 18

Response
Number in
Section 1.0



1.2.2D

1.2.6A

Comment #: 18

Date: 7/6/2017

Source: Website

Name: Mark Higginson

Location:

Comments:

Will semitrucks be allowed on this corridor and will speeds be freeway speeds?

This is the worst route you could have chosen.

Comment 19

Response
Number in
Section 1.0



1.2.6A
1.1.2A
1.31C
1.4A
1.11.2A

Comment #: 19

Date: 7/6/2017

Source: Website

Name: Tom Caygle

Location: West Point

Comments:

I live West of the corridor route and in my opinion this is another government over reach. You ignore the citizens concerns about this road that isn't really needed but, is being forced on us so some politician or another can line their pockets with the contracts that will be generated from the work. So, to make some rich person richer or some politician richer you're going to ruin some pristine country farm land and cause more caustic exhaust to be dispensed in our communities. Way to go.

Comment 20

Response
Number in
Section 1.0



1.2.6B

Comment #: 20

Date: 7/6/2017

Source: Website

Name: Mikel Archibeque

Location: Layton

Comments:

As a west Layton resident, I support this corridor. The Interstate 15 corridor will only become more overwhelmed as it already has. I fully support this.

Comment 21

Response
Number in
Section 1.0



1.1.2B

Comment #: 21

Date: 7/6/2017

Source: Website

Name: Darhl Peterson

Location: Salt Lake City

Comments:

Please don't delay the building of this essential corridor. North Davis County and South Weber County need this road...10 years ago. With population increasing year over year, and additional vehicles on the road, the answer is NOT sending more congestion to I-15. Please DO NOT DELAY this construction.

Comment 22

Response
Number in
Section 1.0



1.2.4.4G

Comment #: 22

Date: 7/6/2017

Source: Website

Name: Paul Cutler

Location: Centerville

Comments:

The I-15 / West Davis interchange North of Glover lane should be redesigned. It appears that the current design of the I-15 Northbound offramp will require the relocation the frontage road, sidewalks, and drainage basins along with some taking of private property. Centerville City is planning to widen the frontage road in 2018 including the addition of dedicated bike lanes. UDOT, Centerville, and Farmington should work together on an improved design.

Comment 23

Response
Number in
Section 1.0



1.31B

Comment #: 23

Date: 7/6/2017

Source: Website

Name: Kevin Krantz

Location: Layton

Comments:

Why is there a proposed frontage road from 3575 W Layton to the Layton onramp? There is easy access from Gentile or from 3200 W. But the proposal suggests to cut right through existing neighborhoods. That will destroy our quiet and safe community and will pour unwanted traffic onto neighborhood streets. Please reconsider the necessity of this proposed artery.

Comment 24

Response
Number in
Section 1.0



1.12B

1.8A

Comment #: 24

Date: 7/6/2017

Source: Website

Name: Justin Rhodehouse

Location: Farmington

Comments:

We live right by the South on ramp. You are going to greatly increase our freeway noise and construction mess to accommodate urban sprawl. All the people that moved out west did it because they could have their half acre lots and McMansions on the cheap. Meanwhile we moved to Farmington 18 years ago and had to sacrifice greatly just to afford to live here. My property value will go down and the ones that got their mansions get rewarded with a convenient way to get to work. My wife and I have worked for everything we have. This proposal craps on our hard work.

Comment 25

Response
Number in
Section 1.0



Comment #: 25

Date: 7/6/2017

Source: Website

Name: Becca Nelson

Location: Syracuse

Comments:

If this road is taken farther west, it will disturb less people. I feel like UDOT would rather piss off home owners than environmentalists. That is just sad. I think that PEOPLE should come before animals and wetlands. People who have built their dream homes and have made so many memories in these homes, should be put above all else.

1.2.4.4A
1.2.6C

Comment 26

Response
Number in
Section 1.0



Comment #: 26

Date: 7/6/2017

Source: Website

Name: Blair Niemczek

Location: Syracuse

Comments:

My husband and I are new homeowners, new to Utah, and newly married. We purchased our home just last summer, largely based on the quiet surroundings, no backyard neighbors and peaceful views of the mountains. When we closed on the house, we were assured that the rumblings of legacy being in our backyard were subdued and more than likely, this extension wouldn't be happening in this location, but further west towards the island.

I am deeply disturbed at the newly released article on KSL. This continuation of a 4 lane highway in our backyard is devastating for many reasons. Destruction of wetlands and wildlife sanctuary will wreak havoc on the environment surrounding us. Air and noise pollution will be detrimental to the value of our home and land. Our animals, dogs and cats, will be significantly less safe with, what is essentially a freeway, running strait through our backyard. And our lives will be intensely disrupted with all of the above negative impacts. I cannot trust that our government and responsible parties have actually considered all the aspects for all of the people that will be affected.

I sincerely hope this letter is taken seriously as my family and I have now been placed in an absolutely impossible conundrum.

Regards,
Blair Niemczek

1.14A
1.11.1A
1.12B
1.8A
1.5C
1.2.6C

Comment 27

Response
Number in
Section 1.0



Comment #: 27

Date: 7/6/2017

Source: Website

Name: Cindy Ashcraft

Location: Syracuse

Comments:

Thanks Syracuse City for allowing UDOT to cut West Syracuse in half. Now I will get to enjoy the view and noise of Legacy Pkwy from the privacy of my backyard. Not impressed!

1.31D
1.18A
1.12B

Comment 28

Response
Number in
Section 1.0



Comment #: 28

Date: 7/6/2017

Source: Website

Name: Aaron Nelson

Location: Farmington

Comments:

I would like to voice my opinion on the need for a sound wall to be built as is proposed in the final EIS, specifically behind the Hunters Creek subdivision in Farmington south of the proposed interchange at the mink farm. This will be crucial to maintaining a suitable noise level with the road so close to homes.

1.12C

Comment 29

Response
Number in
Section 1.0



1.31E

Comment #: 29

Date: 7/6/2017

Source: Website

Name: Heather Clark

Location: Farmington

Comments:

Are you aware that on the interactive map, Farmington High School (currently under construction) is labelled as "Canyon Creek School" and Canyon Creek Elementary school is not labelled at all. I do hope this is an oversight. As with previous publications, it could be viewed as purposefully misleading. I remember one of the earlier maps had wording right over a turn so you couldn't see how much of the bird refuge was affected. The closeness of the new 1100 West route to the school is not as noticeable when you have the label on a school two blocks east!

Thanks,
Heather Clark

Response
Number in
Section 1.0



1.2.6B
1.20A

Comment #: 30

Date: 7/6/2017

Source: Website

Name: Anonymous

Location:

Comments:

Looks fantastic! When do we break ground?

Comment 30

Comment 31

Response
Number in
Section 1.0



1.2.2B

Comment #: 31

Date: 7/6/2017

Source: Website

Name: Taylor J

Location: Kaysville

Comments:

Please build the new road as far west as possible through Kaysville. Thank you!

Comment 32

Response
Number in
Section 1.0



1.5C

1.2.6D

Comment #: 32

Date: 7/6/2017

Source: Website

Name: Amy Budge

Location: Syracuse

Comments:

As a homeowner living on Bluff road, whose children attend Syracuse Arts Academy, we beg you to please reconsider placing the west davis corridor so close to the school and our home. My children walk to school every day, and with the proposed changes to the roads, it seems it would be unsafe for any children to be walking to the school passed the freeway. we moved to Syracuse with no knowledge of this as a possibility. We love our sunset views and hearing the birds and frogs in the evening. The trail is used by so many people, including our own children. Please consider an alternate route that puts the safety of the children at the school as top priority. This charter school won charter school of the state of Utah this year, and is a top performing school. Losing it would be a huge loss to our community and to the state, and us parents fear that with the road, people will be forced to pull out their children due to safety concerns, and the school would eventually close.

Thanks so much for reading my concerns!

Comment 33

Response
Number in
Section 1.0



1.31F

Comment #: 33

Date: 7/6/2017

Source: Email

Name: Robert Erickson

Location:

Comments:

Your web form does not work correctly. It gives an error at the submission saying there is no form to pass.

I suggest you get this fixed asap.

Robert Erickson

Comment 34

Response
Number in
Section 1.0



1.7A

1.14A

1.2.2G

1.7B

1.2.2G

1.31C

Comment #: 34

Date: 7/6/2017

Source: Email

Name: Robert Erickson

Location:

Comments:

The new proposal for the section in Farmington is unacceptable. The road will bypass the main intersection area and make Farmington a drive through city instead of being a place to stop.

Having the road be even further from the main interchange will make it more confusing. The interchange at Farmington is already a mess of crazy roads. It needs to be cleaned up and let thing move in a more normal fashion. None of this getting in a left lane to turn through two traffic lights confusing garbage. I already get cut off enough by people trying to figure out the poorly painted lines.

Running the highway right next to the farming bird refuge is going to drive away the water fowl and negate the refuge's purpose in the first place.

Also why is there no discussion of better transportation via rail and bus? This is stupid. It isn't a sustainable solution. There is going to need to be another solution in a few years when there is another housing boom anyway. Might as well make something sustainable.

What happens to all this traffic when there is construction and the roads need to be closed? It's all going to get even worse. If there were more trains it would help make the closures have less of an impact.

Lastly what if the conflict of interest between Brad Wilson and Stuart Adams who stand to profit a lot from this road? I have not heard this addressed at all?

Comment 35

Response
Number in
Section 1.0



1.31D

Comment #: 35

Date: 7/6/2017

Source: Email

Name: David Stringfellow

Location: Farmington

Comments:

Randy Jefferies and his team deserve a medal for this excellent, professional and exhaustive Environmental Impact Statement. It was a visceral experience contributing and participating as a member of the public and some working groups. It should give everyone high confidence in government and the processes we have in place to rationally approach how we will allocate resources in a transparent manner. I witnessed much that could be reasonably characterized as harsh abuse from the public and even other government officials, sad - but the UDOT team was unflappable.

Bravo,
David Stringfellow

Comment 36

Response
Number in
Section 1.0



1.2.4.E

1.1.2B

1.12B

1.31D

Comment #: 36

Date: 7/6/2017

Source: Email

Name: Kristi Cool

Location: Clinton

Comments:

Hello.

I saw that your report concluded that you will need to drop the Corridor down to 2 lanes after Antelope Drive in Syracuse. My concern is that SR 93 is being expanded in that area and carries a lot of traffic to the high school there and Hill AFB. There is a good deal of housing developments being added in this area as well. Will it be in the plans to expand the Corridor beyond Antelope if the growth and the increase in traffic in West Point, Clinton, Hooper, Roy calls for it? There is already expansion of 2000 W in Syracuse, West Point and hopefully Clinton to take it from 2 lanes to 4 lanes. I want to make sure that being able to add additional lanes beyond Antelope in the event it becomes necessary is still a viable option in the future.

Other than that, I am excited about the Corridor- sad that it will add noise to my trail walks along the nature preserve/trail in Syracuse and West Point, but know that it is necessary. I'm hoping that maybe UTA could add a Trax line somewhere along the Corridor eventually, in order to get us some service up North especially on the weekends.

Thank you for the time and effort that has gone into creating this addition to the Legacy Parkway and facilitating our commutes from the North.

Sincerely,
Kristi Cool

Comment 37

Response
Number in
Section 1.0



1.31D

Comment #: 37
Date: 7/6/2017
Source: Email
Name: Ron Dee Perkins
Location: Kaysville
Comments:
GOOD JOB!

Comment 38

Response
Number in
Section 1.0



1.12D

Comment #: 38
Date: 7/6/2017
Source: Email
Name: Dustin Combe
Location: Syracuse
Comments:
There needs to be a decorative cement wall blocking noise from all of the half million dollar homes along the glen eagle golf course.

Comment 39

Response
Number in
Section 1.0



1.31A

Comment #: 39

Date: 7/6/2017

Source: Email

Name: Summer Williams

Location:

Comments:

Hello. I was looking at the memo on the proposed West Davis corridor and I cannot see an updated map with the proposed/preferred route of where the road will be constructed. Can you please send it to this email? It says "Click Here" on the letter to see it, but it isn't allowing me to click there.

Thank you.

Summer Williams

Comment 40

Response
Number in
Section 1.0



1.4B

Comment #: 40

Date: 7/6/2017

Source: Email

Name: Shawn Alfonsi

Location: Plain City

Comments:

Did a "GREENBELT" designation determine the "Agricultural Protection Area" layer of the MAP - Yellow Shading?

Our entire 21 acres is YELLOW on the map, but we're not sure how or why it's under "Agricultural Protection Area" or what it means or how its impacts us one-term.

Mario & Anna Alfonsi Trust

Comment 41

Response
Number in
Section 1.0



1.31A

Comment #: 41

Date: 7/6/2017

Source: Email

Name: Brent Moss

Location:

Comments:

Hi long time since we talked. Is this still current or has there been changes or something finalized. Let me know and send me the latest okay.

Thanks

Brent

Comment 42

Response
Number in
Section 1.0



1.2.2D

Comment #: 42

Date: 7/7/2017

Source: Website

Name: Brad Bailey

Location: Syracuse

Comments:

If this project has to be done then we must keep the "legacy" of the legacy highway. Lower speeds and no billboards. This cannot become a clone of I-15 with its race-like atmosphere and distracting lighted billboards. 55 mph is plenty fast for this type of rural road. It would keep the noise down and traffic accidents to a minimum. It also should be well patrolled by law enforcement to maintain this ideal.

Comment 43

Response
Number in
Section 1.0



1.2.2B

Comment #: 43
Date: 7/7/2017
Source: Website
Name: Matt Stevenson
Location: Layton

Comments:

I have a few questions about the proposed route/routes of the west Davis corridor. All of the three most recent proposed routes involve buying private property and homes when the state of Utah owns all of the property on the south side of the nature conservancy property. Couldn't a highway be built on that property using similar construction to highways built through the wetlands in Florida? It would save a lot of frivolous lawsuits as well as money and time wasted on preparing the intended corridor for construction and would have minimal permanent impact on the wetlands area if the highway were to be built on cement columns and elevated above the wetlands. Why isn't UDOT considering routing the highway on property already belonging to the state of Utah?

Comment 44

Response
Number in
Section 1.0



1.2.6B

1.1.2B

Comment #: 44
Date: 7/7/2017
Source: Website
Name: Michael Jorgensen
Location: Clearfield

Comments:

I am a total supporter of this corridor. I work in SLC and live in Clearfield. Anyone who does this drive in rush hour traffic both in the morning and afternoons know how important this corridor is for the citizens in my community. With the idea that traffic will be a little less by adding another environmental corridor with the bike road extended is just amazing! One of the reasons I live here is because of being close to the lake and enjoy our bike trail. Please continue on with this project. Please that are getting worked up on the issue is not looking at the whole picture on how this will impact themselves as well as the generations to come who would thank them for this corridor.

Comment 45

Response
Number in
Section 1.0



1.2.2E
1.2.2F

Comment #: 45

Date: 7/7/2017

Source: Website

Name: James

Location: Clinton

Comments:

The new plans show the West Davis corridor terminating at 1800 N in Clinton. What happened to the plans to continue North? Are plans still in work to expand the corridor north off 1800?

Comment 46

Response
Number in
Section 1.0



1.2.2D

Comment #: 46

Date: 7/7/2017

Source: Website

Name: Ken Hunt

Location: South Jordan

Comments:

Dark sky program but allowing billboards? What is it about Utah and billboards? No billboards.

Comment 47

Response
Number in
Section 1.0



Comment #: 47

Date: 7/7/2017

Source: Website

Name: Daren

Location: Pleasant View

Comments:

I noticed that it is mentioned that home growth will increase 65% by 2040 in Davis and WEBER counties. If this is correct why is the West Corridor proposal ending at the Davis/Weber Counties line? This map of the Corridor NEEDS to be completed all the way to the Weber/Box Elder counties line!! That way impact and development will not occur in its route, thereby reducing conflict and cost with property requisition in the future. (Many more houses will be in the path if we wait to complete the route to Box Elder County.)

1.2.2E

1.2.2F

Comment 48

Response
Number in
Section 1.0



Comment #: 48

Date: 7/7/2017

Source: Website

Name: Jerry W. Christensen

Location: Clearfield

Comments:

Build it. The sooner the better. By the time it's opened. The area will be overgrown!

1.1.2B

Comment 49

Response
Number in
Section 1.0



Comment #: 49

Date: 7/7/2017

Source: Website

Name: Tom Hacking

Location: Farmington

Comments:

The overpass slated for 650 West in Farmington, may it be amended or moved to 725 West? That way with the single overpass you can accommodate both the D&RG trail and the local traffic going south making 725 West the through road. The 725 overpass would be smaller in size than the current proposed overpass on 650 West and would not include the diverging lanes of traffic. Thanks for your time in considering this alteration.

1.2.4.4H

Comment 50

Response
Number in
Section 1.0



Comment #: 50

Date: 7/7/2017

Source: Website

Name: Nate Plaizier

Location:

Comments:

I am opposed to this plan. This would greatly take away from the beauty of living next to the Great Salt Lake. Even low roads would destroy this beauty.

1.31D

1.18A

1.14A

One of the benefits of living in Utah is access to uninhabited nature at such a close distance to home. This road would ruin a large part of our nature preserves. It would pass through prime hunting and wildlife viewing areas. Even with the access points, the proposed road would be right on top of the location many wildlife species call home. It would be a tragedy to see this road constructed.

Comment 51

Response
Number in
Section 1.0



Comment #: 51

Date: 7/7/2017

Source: Website

Name: Thelma Isaacson

Location: West Haven

Comments:

I love this route. I feel that it goes far enough West to truly relieve pressure from I15. Those who live Farther West will be able to use this route to travel North and South. My only concern is that I would like it to continue farther North. I am sure that is in the plan for the future. I feel the sooner the project is started, the less cities and communities will be affected. Thanks for all of your hard work.

1.2.6B
1.2.2E
1.2.2F

Comment 52

Response
Number in
Section 1.0



Comment #: 52

Date: 7/7/2017

Source: Website

Name: Alan Black

Location: syracuse

Comments:

LOOKS GREAT!!!! I live in Syracuse and am very anxious for this new corridor. Looks like a lot of thought went into it

1.2.6B

Comment 53

Response
Number in
Section 1.0



1.31D
1.1.2A
1.2.6E
1.5A

Comment #: 53

Date: 7/7/2017

Source: Website

Name: Travis

Location:

Comments:

Classic UDOT...doing whatever the hell you want, with no regard to anyone but yourselves. You're willing to ruin people's lives, tear down houses, ruin good farmland, etc., just to put a stupid road in that is not needed! The problem with UDOT is you plan for the present, and not the future. You didn't plan for the growth when you worked on I-15, and now that it's busy, you're scrambling to catch up. That's not our fault, that's yours. You need to find a way to deal with that, and this new corridor is not it. How would you feel if someone told you that you had to sell your house and property, and there wasn't a damn thing you could do about it? Step into our shoes for a minute and quit being so selfish. You're going to ruin several good communities, and many lives, for generations to come. Please abandon this project!!!!

Comment 54

Response
Number in
Section 1.0



1.31D
1.14A

Comment #: 54

Date: 7/7/2017

Source: Website

Name: Ann Blanchard

Location: Salt Lake City

Comments:

We regularly go bird watching at the end of Glover's Lane. Blue Herons, yellow headed blackbirds, etc. along with singing bullfrogs. I am heartsick that all Utah can do is overpopulate, build and destroy our lovely wild areas.

Comment 55

Response
Number in
Section 1.0



1.12A
1.12D
1.2.2D

Comment #: 55

Date: 7/7/2017

Source: Website

Name: David Barney

Location: Syracuse

Comments:

Hello,

I live in the Still Water community in Syracuse. It looks like a noise wall is proposed for the interchange at 2000V, how far southeast does that noise wall extend?

Also, is the road going to be 65 MPH and allow trucks?

Please add my name to the list of people that want the speed limit to be 55.

Thanks!

Dave Barney

Comment 56

Response
Number in
Section 1.0



1.1.2A
1.14A
1.18A

Comment #: 56

Date: 7/7/2017

Source: Website

Name: Bryce Isaacson

Location: Farmington

Comments:

There is no need for this project. Traffic is flowing wonderfully on I-15 and Legacy. This freeway will only serve to harm the environment and quality of life. It will endanger the lives of the many wonderful creatures at the Bird Preserve. Do you want bald eagles splattered across windshields? Because that's what you're going to get. In addition, hundreds will lose their homes due to eminent domain, and the remainder of the unlucky citizens will have an ugly freeway in their neighborhood. There is no need for a 3rd freeway through Farmington.

Comment 57

Response
Number in
Section 1.0



1.14A

Comment #: 57

Date: 7/7/2017

Source: Website

Name: Adam Denison

Location: Kaysville

Comments:

It makes me nervous every time I see something that threatens to impact our limited wetlands. Not only are GSL wetlands important to Utah, but they're also important to many other states. The GSL is a prime spot for migrating waterfowl. I would hate to see us take a short-sighted approach that would adversely impact waterfowl and generations of bird watchers and hunters.

Comment 58

Response
Number in
Section 1.0



1.7B

Comment 59

Response
Number in
Section 1.0



1.2.2B

Comment #: 59

Date: 7/7/2017

Source: Website

Name: Rob

Location:

Comments:

If you really want to alleviate traffic, a by-pass road from Nephi thru Toccole and on the west side of the GSL would take a lot of northbound trucking/ cars just driving thru off of I-15.

Comment 60

Response
Number in
Section 1.0



1.2.6B

1.1.2B

Comment #: 60

Date: 7/7/2017

Source: Website

Name: Nathan Foote

Location: Layton

Comments:

I'm excited for the additional roadway in west Davis County. As a resident living in West Layton, I feel the proposed route is excellent, and the environmental effects and negative impacts to existing neighborhoods have been addressed well. I look forward to an alternative route to SLC and to the reduced traffic through my neighborhood from cars heading toward I-15 from subdivisions west of me. West Gentile and Hill Field roads have become a nightmare during commute times. Hopefully, the road is completed soon!

Comment 61

Response
Number in
Section 1.0



Comment #: 61

Date: 7/7/2017

Source: Website

Name: Cole Hansen

Location: Roy

Comments:

1.2.2E

I moved to Hooper/Roy to keep away from the freeway. My comment is to end the Highway in Syracuse where there is ten times the population vs hooper and westpoint there is also a lot of farm land left in west point and hooper

Comment 62

Response
Number in
Section 1.0



Comment #: 62

Date: 7/7/2017

Source: Website

Name: Alan Helms

Location:

Comments:

1.2.2F

Will this project/highway eventually be extended north through Weber County? My parents live along 5100 West in Hooper, north of 4000 South and I am interested in finding out if their property will be affected in the future. I appreciate your help & cooperation.

Thank You,

Alan Helms

Comment 63

Response
Number in
Section 1.0



1.1.2B
1.2.6B

Comment #: 63

Date: 7/7/2017

Source: Website

Name: Amber Minchey

Location: Layton

Comments:

Thank you for your careful analysis. I live in West Layton and this road is very needed. I strongly support this road and hope it can proceed immediately. I really hope there are no more delays.

Comment 64

Response
Number in
Section 1.0



1.2.4.4I

Comment #: 64

Date: 7/7/2017

Source: Website

Name: Brian

Location:

Comments:

Wow. Job well done at 4000w 1800n. Do you incompetent bafoons even look at where you're putting the road? Right through the only wetlands worth saving! 100's of geese, ducks, swans, animals rely on that pond, and you're going to doze it under. Way to go dip sh*ts

Comment 65

Response
Number in
Section 1.0



1.2.6D
1.11.1A
1.11.2A

Comment #: 65
Date: 7/7/2017
Source: Website
Name: Alicen Bateman
Location: Syracuse

Comments:

Hello,

I am reaching out to voice my GREAT concern over the proximity of the West Davis Corridor to Syracuse Arts Academy. My daughter and many of her friends have respiratory conditions that would definitely not be helped by a fast moving highway being SO CLOSE to their school. I cannot even believe how close the highway is planned to be to the school. It's almost like it wasn't taken into consideration at all. Please, PLEASE reconsider the placement of this road. There were other options that were not almost ON TOP of an elementary/junior high full of children. Thank you very much for your consideration.

Alicen Bateman

Comment 66

Response
Number in
Section 1.0



1.2.6D
1.11.1A
1.11.2A
1.12B

Comment #: 66
Date: 7/7/2017
Source: Website
Name: Tamara
Location: Syracuse

Comments:

I am a resident of West Syracuse and 4 of my 5 children go to The Syracuse Arts Academy on 1700, and have for the past 10 years. 2 of those kids have severe asthma and already are required to stay indoors on "red" air days. My concern comes with the corridor being so close to the school, causing more air pollution so close to these youngsters.

Also the noise and speed that comes from high speed traffic is concerning.

My husband commutes to slc and although the corridor would be convenient, we feel it is not worth the health congestion impact it will bring to our children and community. We moved here 3 years ago to avoid such problems.

Comment 67

Response
Number in
Section 1.0



Comment #: 67

Date: 7/7/2017

Source: Website

Name: David Maughan

Location: Kaysville

Comments:

1.7C What is being done about traffic management at the location where this is connecting to I-15? Southbound morning traffic will get worse, causing further slow downs on I-15.

1.7D Second question, why can't you go Southbound from I-15 to Northbound on this roadway. That's as stupid as not having a Southbound ramp from the I-215 northbound exchange in north salt lake. EVERY major roadway should be built with a full interchange...not a single direction interchange. 10 years from now you're just going to have to redo the interchange again.

Comment 68

Response
Number in
Section 1.0



Comment #: 68

Date: 7/7/2017

Source: Website

Name: Michelle Allen

Location: Kaysville

Comments:

1.2.2B I live on Equestrian Parkway and I am very disturbed with the recommended location of the west davis corridor. When we first purchased our home we were told that the corridor would be west of the power lines. With the final draft, it looks like the corridor is now east of the power lines. Many of my neighbors have voiced concern over the location of the corridor being so close to our homes and a local charter school. Placing the freeway this close to our homes will greatly impact our homes value and affect the air quality. I have voiced my opinion several times and feel that UDOT has completely ignored my concerns, along with the concerns of my neighbors.

1.8A

1.11A

1.2.2B Please reconsider the proposal to include the freeway being placed west of the power corridor.

Thank you.

Comment 69

Response
Number in
Section 1.0



1.1.2B
1.31D
1.2.6B

Comment #: 69

Date: 7/7/2017

Source: Website

Name: Kyle Stowell

Location: Farmington

Comments:

This road will be a positive addition to the road network and will permit goods and services to once again move through Davis County. It is unfortunate that it has to go in someone's back yard. But that is a reality. As for environmental concerns, with Tier 3 fuels and electric vehicles, gasoline consumption is on the decline. Vehicles moving at freeway speeds produce less pollution than sitting still in a traffic jam. This highway will help to decrease our pollution problems. The route through the Farmington area was the correct choice. It increases the separation between I-15 and the new corridor which provides greater redundancy in the event of a train or vehicle incident that shuts down I-15. It also avoids more wetlands and doesn't remove any homes.

Comment 70

Response
Number in
Section 1.0



1.2.2H

Comment #: 70

Date: 7/7/2017

Source: Website

Name: Carl Hellewell

Location: Syracuse

Comments:

Hi,

Thanks for the opportunity to comment. I was wondering about an intersection with Highway 193. At the moment it is in construction to connect 2000 West and 3000 West. It makes sense to me to create an intersection of Highway 193 and Legacy but I didn't see one on the plan. In meetings I had been to on the project it showed an intersection that would curve around the golf course. Recommend showing that on the plan as well.

Thanks for your great work on this. It is much needed.

Thanks,
Carl Hellewell

Comment 71

Response
Number in
Section 1.0



Comment #: 71

Date: 7/7/2017

Source: Website

Name: Casey Hill

Location: Layton

Comments:

I applaud the due diligence of those involved with this project. I would, however, like to have billboards banned from this corridor.

1.31D

1.2.2D

Comment 72

Response
Number in
Section 1.0



Comment #: 72

Date: 7/7/2017

Source: Website

Name: Chadwick Greenhaigh

Location: Farmington

Comments:

The residents of southwest Farmington really need a way to get on/off the freeways at Glover's Lane. Currently there is nearly 5 miles between the Centerville exit and Park Lane. The distance from the Centerville exit to the first exit on the West Davis Corridor will be 6 and a half miles. If we're going to build a freeway through a community, the community should at least be able to use it.

It seems like there are a couple movements at the Glover's interchange that will not be utilized much and could be eliminated to make room for this:

Legacy southbound to West Davis Corridor

West Davis Corridor to Legacy northbound

Those movements only provide essentially "u-turn" options, southbound freeway to northbound and vice versa. They could be eliminated.

Thank you for considering this suggestion.

1.2.2I

1.7E

Comment 73

Response
Number in
Section 1.0



1.1.2B

Comment #: 73
Date: 7/7/2017
Source: Email
Name: Kyle Westwood
Location:
Comments:
Please build this road ASAP. Traffic stinks.
Sincerely,
Kyle Westwood
West Point Utah Resident

Comment 74

Response
Number in
Section 1.0



1.2.6B

1.1.2B

1.2.6B

Comment #: 74
Date: 7/7/2017
Source: Email
Name: Chet Talbot
Location:
Comments:

I love it! I moved to Syracuse in May of 2000 and was told that a highway of some sort was in the works. I've been patiently waiting. I know that these things take time and with the rapid growth of western Davis county this type of road will be undersized the day it's done. That's ok. Better than never having it. East/west travel from west Kaysville, west Layton, and Syracuse is tough pretty much any time of day. The extension of highway 193 helped take some pressure off of antelope drive and the Layton parkway helps with Gentile, but all three are very busy.

I know that the most resistance to this is in Farmington and maybe I would feel differently if I lived there. Taking the road as far west as possible as quickly as possible where it splits from

I-15 and the Legacy highway makes sense. Hopefully this will soften the hardline stance against any roads that service people north and west of the promised land.

Thanks for all your hard work on this project.

Comment 75

Response
Number in
Section 1.0



1.31D
1.1.2B

Comment #: 75

Date: 7/7/2017

Source: Email

Name: Dennis Hooper

Location: Woods Cross

Comments:

Great job! You can start construction tomorrow! Yea we need it.

Comment 76

Response
Number in
Section 1.0



1.2.6B

Comment #: 76

Date: 7/7/2017

Source: Email

Name: Tena Colombel

Location: Kaysville

Comments:

I am a resident of West Kaysville who lives on Wellington Dr.

I would like to voice my support for the West Davis Corridor Preferred Alternative just announced using the Glovers Lane option and keeping the Legacy/West Davis corridor separate from I-15 except for connecting pieces. I believe this will avoid the bottlenecks that would be created by having a "collector" where both freeways merge and would keep traffic from both freeways relatively separate and prevent accidents from shutting down all north-south bound traffic.

Just to clarify, I DO NOT SUPPORT the Shepherd's Lane option where the West Davis Corridor would merge with I-15 north of Lagoon for a few miles before splitting off on the Legacy freeway.

Thanks for your consideration,
Tena Colombel

Comment 77

Response
Number in
Section 1.0



1.2.6B

Comment #: 77

Date: 7/7/2017

Source: Email

Name: Tena Colombel

Location: Kaysville

Comments:

Hi, my name is Tena Colombel and I live in West Kaysville.

I am writing to ask for your support for the latest UDOT Preferred Alternative for the West Davis Corridor as of July 7, 2017.

Specifically, I prefer the Glovers Lane option and I DO NOT support the Shepherd's Lane option.

The Glovers Lane option seems much cleaner to me and would keep the already congested area north of Lagoon much less congested. It would also allow those of us who live on the west side of Davis County to commute to Salt Lake City without having to merge onto I-15, even if only for a few miles.

I believe that supporting the Glovers Lane option will give Weber and Davis county residents 2 separate options for commuting down south in the event that there was a major accident or closure of the freeway.

Please support the Glover's Lane option (which is currently the preferred alternative by UDOT).

Thank you for your consideration,
Tena Colombel

Comment 78

Response
Number in
Section 1.0



1.2.6B
1.10B

Comment #: 78

Date: 7/7/2017

Source: Email

Name: Eric Jensen

Location:

Comments:

I just spend a few minutes reviewing the corridor plans available at <http://www.udot.utah.gov/westdavis/>

Let me just say, I'm encouraged and pleased by the care with which the route was threaded through the West Davis area. I've spent my entire life (I'm 42) in Davis County and for much of it have been riding my bike and running over large sections of it. Bravo. Thank you so much for considering the needs of runners and cyclists, thank you for working to find a good solution, and don't let the complaineey NIMBY whiners put off what seems to be a very well planned project.

Again, thank you.

-Eric

Comment 79

Response
Number in
Section 1.0



Comment #: 79
Date: 7/7/2017
Source: Email
Name: Val Kartchner
Location: Ogden

Comments:
Hello,

I live near where the alternatives were going to terminate in Weber County. I have reviewed the route and configuration of the final preferred alternative. I have a few comments.

- 1) I like that there is a trail (pedestrian, bicycle and equestrian path) the entire distance of this freeway. As an occasional trail user at several places along the route, I appreciate this addition to the trail system.
- 2) Why bridges for the trails instead of underpasses? As a trail user I prefer underpasses because there is less of an elevation change when using them. It also seems to me to cost less to construct and to maintain underpasses.
- 3) Why no interchange at Glovers Lane? There appears to be enough room to make an interchange at Glovers Lane. Otherwise, users at the south end will have to go south to Parrish Lane, or north to Park Lane or 950 North. An interchange there doesn't seem to be too close to the interchange with the other freeways.
- 4) Once construction is underway on this freeway, will a study them be started to continue this freeway north past Plain City and into Box Elder County? It seems prudent to get the route determined and land purchased before houses are built in this corridor.

Thanks for your consideration of these questions,

- Val -

1.10B

1.10C

1.2.2I

1.2.2F

Comment 80

Response
Number in
Section 1.0



Comment #: 80
Date: 7/7/2017
Source: Email
Name: Julie, Eric and Tayler Brenchley
Location: Kaysville

Comments:
To whom it may concern,

Thank you all to your thoughtful consideration and deliberation when choosing the glover lane option. We believe you made the right decision for Davis county and especially our neighborhood. We feel a great sense of relief that our neighborhood will remain intact. Thank you so much!

The Brenchley Family

1.2.6B

Comment 81

Response
Number in
Section 1.0



1.2.6B

Comment #: 81

Date: 7/7/2017

Source: Email

Name: David Burns

Location: Kaysville

Comments:

I just wanted to thank Udot for making the correct decision with regards to where the West Davis Corridor will be built. I know any decision would be tough and will receive opposition but just know you've got a lot of support for the decision which was made. For so many reasons you've picked the correct route.

Thanks again

David Burns

Comment 82

Response
Number in
Section 1.0



1.31D

Comment #: 82

Date: 7/7/2017

Source: Email

Name: Kari and Colenda Judkins

Location: Kaysville

Comments:

West Davis Corridor team,

We appreciate the difficult process it was to get to this point on the West Davis Corridor. I am encourage that my emails were considered in making this very difficult decision.

--

Karl Judkins

Comment 83

Response
Number in
Section 1.0



1.2.2B
1.12B
1.5C
1.2.2B

Comment #: 83
Date: 7/7/2017
Source: Email
Name: MaLynn Allen

Location:

Comments:

Hello,

Living right next to where the new corridor is to be placed, my family would really prefer it be on the west side of the power lines not the east. The noise of cars all day and night that close to people's homes is a big concern, as is the thought of all the animals living in my area. If the corridor is put on the east side I definitely see the potential of someone losing a beloved animal. Here in Kaysville we also have a walkway that trails behind our houses that people walk their horses on, putting the road to the west of the power lines will keep those horses from getting scared while going out on daily rides. As a concerned homeowner and citizen we would very much prefer the road get moved from the east side to the west side.

Thank you

Comment 84

Response
Number in
Section 1.0



1.7F

Comment #: 84
Date: 7/7/2017
Source: Website
Name: Dave Palmer

Location:

Comments:

Your map doesn't explain/show me Clearly if the present route of travel and connection between Legacy & Hwy 89 will remain the same;

I.e., I will NOT have to travel any distance off Hwy 89 onto congested I-15 in either direction to get back on Legacy/Hwy 89?

I try to AVOID I-15 anyway I can between Hwy 89 and SLC!

Cheers,

Dave Palmer
Mtn Green

Comment 85

Response
Number in
Section 1.0



1.31A

Comment #: 85

Date: 7/7/2017

Source: Email

Name: Kevin Webber

Location:

Comments:

To whom it may concern,

My name is Kevin Webber. I am about to become a resident of West Farmington and see that the preferred routing of the West Davis Corridor will come very near to the home I am currently building and may possibly pass through my property. My property is located on Burirush Road which is located just east of the corner of Glovers Lane and 1100 W. The map images provided by UDOT yesterday do not show the proposed routing in great enough detail for me to determine the impact it may have on my property. Would you be able to provide a satellite image showing the proposed routing so that I can better understand the how my property could be affected? Having a major highway that close to my home (and the adjacent elementary school) is very concerning to me and many other West Farmington residents so I would very much like to have more information on the exact proposed routing. Any information you could provide would be greatly appreciated.

Sincerely,

Kevin Webber

Comment 86

Response
Number in
Section 1.0



1.31A

Comment #: 86

Date: 7/7/2017

Source: Email

Name: Rob Howell

Location:

Comments:

Can you tell me how high the ramp from West Davis Corridor to Legacy Northbound will be? What will be the height above current Legacy road level?

Rob Howell

Comment 87

Response
Number in
Section 1.0



Comment #: 87

Date: 7/8/2017

Source: Website

Name: Jason Layton

Location: Price

Comments:

I am opposed to the West Davis Corridor Highway expansion. This expansion is an unnecessary government land grab and boondoggle. The congestion on I-15 is a problem and will get worse. We've been tolerating road construction as a way of life, but the congestion continues to get worse. The reason is intuitively obvious. Population growth is outpacing the ability to increase the capacity of the highway system. The population continues to increase along the Wasatch Front at an astonishing rate. It will double by 2040. The congestion can only become worse as the process of building roads lags further and further behind the demand for more highway capacity.

However futile the efforts may be, the State and Federal highway officials are in the business of building roads. They will continue to claim that the solution to congestion is more of the same thing we've seen for a generation ever present road construction while the congestion steadily becomes worse.

I believe it's time to stop the insanity. It will take courage and sacrifice. Courage to stand up to the Federal and State bureaucrats. After all, they are in the business of building roads. It will take sacrifice because the logical solution to this problem is to change the way we commute. We need to commit to car-pooling, using mass transit and we need to resist that urge to make daily trips to the store.

1.31D
1.2.6A
1.1.2A
1.2.6E

1.2.2G

Comment 88

Response
Number in
Section 1.0



Comment #: 88

Date: 7/8/2017

Source: Website

Name: Jason Layton

Location:

Comments:

I am opposed to the construction of the West Davis highway corridor. The reason that this corridor should not be constructed is the adverse effects on the environment locally and globally due to the emissions produced by vehicles using the roadway. The construction of additional roadways, including the West Davis highway corridor, will result in the production of vehicle emissions that will contribute to regional haze and contribute to global climate change.

Carbon dioxide, a known contributor to climate change, will be an exhaust gas produced by the vehicles traveling the roadway. The EIS study supporting the recommendation for construction of this roadway is deficient because the effects of this green-house gas were not considered. The EIS must evaluate a mass transit alternative to construction of the roadway.

The mass transit alternative will result in lower green-house gas emissions.

Climate change is the most serious issue facing our society, according to our former president Barack Obama. In the United States, vehicle emissions account for nearly half of these emissions. The ever-increasing capacity of our roadways, though projects such as the West Davis highway corridor exacerbates this problem. A more environmentally sound solution to traffic congestion would be to invest in alternative modes of transportation, such as mass transit.

I believe if the environmental impact of climate change is considered, the EIS would not support the construction of the West Davis highway corridor. The final decision regarding construction of the roadway cannot be made based on an EIS which does not consider climate change.

1.31D
1.2.6A
1.11.1A
1.11.2A
1.11.1B
1.2.2G

1.11.1B
1.2.2G

1.11.1B

Comment 89

Response
Number in
Section 1.0



Comment #: 89

Date: 7/8/2017

Source: Website

Name: Heidi Bankhead

Location: Fruit Heights

Comments:

Please reconsider this location. It is unsafe for a highway to be next to the school. There is no reason the on and off ramp couldn't be moved a mile away from the school either south or west. Families and safety of children is more important than a small section of wetlands. Please reconsider and move the highway away from the elementary school.

1.5C

1.5D

1.2.6C

Comment 90

Response
Number in
Section 1.0



Comment #: 90

Date: 7/8/2017

Source: Email

Name: Luke and MaKayle Larsen

Location: Farmington

Comments:

Hello,

1.12A

There are many people in my neighborhood concerned about the south end of the corridor where it will get off I-15. There are a lot of homes here. Are there plans to put up a wall between the corridor and the frontage road? This would make it so we don't get as much sound and also so we don't have to see it in our back yards. Any information would be helpful on this. Thanks.

Luke Larsen

Comment 91

Response
Number in
Section 1.0



Comment #: 91

Date: 7/9/2017

Source: Website

Name: Susan Beck

Location: Salt Lake City

Comments:

1.2.2G

My first choice, after reading all information, is that established roads be improved to accommodate traffic. This would cause the least damage to existing homes and nearby wetlands.

1.2.2D

My distant second choice is to make this a parkway with all the regulations that apply to this system. Attention should be given to noise, types of vehicle that would use this road, and no billboards!!!

Let us be as kind to the landscape as we are to the those who lose a few minutes in driving this stretch of road.

Comment 92

Response
Number in
Section 1.0



Comment #: 92

Date: 7/9/2017

Source: Website

Name: Mary Young

Location: Sandy

Comments:

1.2.6A

I have been working with Salt Lake County and the Granite community/Sandy for a number of years and now work with UDOT on planning transportation solutions for many resident problems. I feel that this is a horribly expensive solution to a problem, from the perspective of funding and especially environmental impact.

Comment 93

Response
Number in
Section 1.0



1.8A
1.31C
1.2.2B

Comment #: 93

Date: 7/9/2017

Source: Email

Name: Mike Wright

Location: Syracuse

Comments:

By bring the freeway through the middle of Syracuse, you have managed to lower the property values for every resident. Same on you! In addition to lowering property values you have made the city less desirable for others to seek residence in Syracuse. What the hell were you thinking o yah you were not thinking of the people. Then there is golf course it appears you were able to leave in tack for the wealthy, money and power rules. As I look at the map and there is plenty of space West of our city to put a freeway just as you were able to do for the other cities you passed by. You just don't care do you!

Mike and Kathy Wright

Comment 94

Response
Number in
Section 1.0



1.2.2J

Comment #: 94

Date: 7/9/2017

Source: Email

Name: Robert Erickson

Location:

Comments:

Why does this solution not address adding an additional lane to i15 at kaysville?

It is a natural bottle neck that slows all north and southbound traffic.

Please contact me at XXX-XXX-XXXX to address this.

Robert Erickson

Comment 95

Response
Number in
Section 1.0



1.2.4.4F

Comment #: 95

Date: 7/9/2017

Source: Email

Name: Paul Allred

Location: Kaysville

Comments:

Where are the access points for the 950 North Interchange? I have not been able to find any detailed information in this regard on the WDC website. We have repeatedly requested protection from any proposed connection of 50 East in Kaysville to West Farmington. Even though the Glover Option has been selected we are very concerned that UDOT plans to use 50 East to connect to the 950 Interchange. The Kaysville Council has passed a resolution opposing any use of 50 East for expanded traffic.

What are the plans for 50 East, if any?

Thank you

Paul and Ann Allred

Comment 96

Response
Number in
Section 1.0



1.31D

Comment #: 96

Date: 7/9/2017

Source: Email

Name: Matt Gore

Location: Farmington

Comments:

Marcus,

The Farmington Ranches HOA will be sending 3 representatives from our HOA of 600 members to the resident working group meeting on Tuesday. Greg Schow lives in phase 6 and will be representing his phase and phase 4. Spencer Moffat lives in phase 8 and will be representing his phase and phase 7A. As the government relations office on the board of the HOA I will be representing the HOA Board and my phase 5. The phases indicated above are the ones directly adjacent to the preferred proposed WDC alignment. I can provide an HOA phase map if needed.

I have Cc. the HOA President Matt Rodgers, Greg, and Spencer on this email.

Greg's phone number is [REDACTED]

Spencer's phone number is [REDACTED]

Matt Rodgers phone number is [REDACTED]

Let me or any of us know if you have any questions before the Tuesday meeting.

Thank you.

Matthew Gore

Comment 97

Response
Number in
Section 1.0



1.2.2D
1.10B

Comment #: 97

Date: 7/9/2017

Source: Website

Name: Sheryl Allen

Location: North Salt Lake

Comments:

Thank you for your hard work on this study. It is appreciated.

However, my comments are:

1. NO BILLBOARDS. This is an awful idea!
2. Limited truck use, please
3. Reduce the speed to make it similar to Legacy Highway.
4. Include bike trails.

Response
Number in
Section 1.0



Comment #: 98

Date: 7/9/2017

Source: Email

Name: Nykki Remley

Location:

Comments:

Dear to whom it may concern,

I wrote this letter back when I was 10, I am now almost 14 and the final decision has come, to start the road in 2020. My feelings about this road have not changed. I have watched my sister struggle to breath and now has to have a shot every 10 days in hopes her lungs well continue to work. Every day she gets to fight to live and struggle with the fact that going outside on yellow and red days is not an option. There are so many children just like her who never get to play like children should.

Here is my original letter:

I'm a 10 year old boy and I would like to tell you why putting a freeway next Syracuse Arts Academy in Syracuse, Utah, is not a good idea.

1.2.6D

1.11.1A

1.11.2A

1.5C

1.5C

1.10D

I think that we might not be able to concentrate on our work, with the increase of cars driving by our school. When we go outside it will be nosier and make it harder for us to breath because of the pollution will get worse. Children, like my sister who have respiratory problems, will be more limited with their activity. I feel bad already that she is limited on when she can go outside and with the road she will never get to go outside for recess or PE. This makes me very sad. If we can't cross the street at bluff to walk home safely the crossing guard will lose her job.

The families who live on the road of the freeway will lose their houses. I feel sorry for them because they will have to move or live on the street but I do not want them to live on the street because they might get hit by a car. We might not be able to have a trail anymore and my family will not be able to ride/run to our grandmas' house anymore. People that run, walk, and bike might not be able to do it anymore and they might not be able to get their exercises in. They will have to go to the gym. Many people get picked up at the trail, like my cousins, friends, etc. It might make people late for fun activities like scouts, church and other after school activities, due to the increase of traffic the freeway will bring into our town."

I have looked at the road proposal and as I look what you are going to do, I just think, how are going to learn to be the future leaders of America. We are going to go to a school and be fearful of all the chemicals we are going to breathe in. My grandfather died of brain tumor that has been linked back to chemicals that our government thought were okay for him to breathe in as child and now they are paying several families lots of money for this mistake. We are taught to learn from our past. These families are each receiving \$50,000 from this mistake. This road can cause the same health problems to the children who will be playing outside and breathing in all the chemicals from this road, car pollution, chemicals in the ground as the move the dirt around.

Our pollution due to driving is very high and we will have more yellow and red days as our conditions in this county get worse. Is this road being built in this location for convenience, maybe but at what cost?

Sincerely,
Traiven Remley

Comment 98

Comment 99

Response
Number in
Section 1.0



1.7B

Comment #: 99

Date: 7/9/2017

Source: Website

Name: Matt Johns

Location: Farmington

Comments:

I am an owner of Dance Impression that is located on 1262 S 650 W in Farmington. With the Corridor going right next to our business I am wanting to make sure we will be able to maintain access through construction? We have over 400 kids that take at our studio and will require access to the studio throughout the entire year. Please let us know how this will be handled.

Comment 100

Response
Number in
Section 1.0



1.5E

Comment #: 100

Date: 7/10/2017

Source: Website

Name: Jill Jones

Location: Kaysville

Comments:

I am the General Manager of Central Davis Sewer District in Kaysville. The West Davis Corridor will go directly west of the waste water treatment facility, blocking access to the outfall/discharge pipe of the facility. By law we are required to sample the effluent. Could someone please contact me about the planned access across the road?

Thank you, Jill Jones

Comment 101

Response
Number in
Section 1.0



1.2.4.J
1.5C

Comment #: 101

Date: 7/10/2017

Source: Website

Name: Scott Haslam

Location: Farmington

Comments:

I would like to understand why the highway will be cutting right across the Canyon Creek Elementary school park. Why does it not continue south of Glover for a few more blocks? Why is the safety of our children not being considered here?

Comment 102

Response
Number in
Section 1.0



1.7B

Comment #: 102

Date: 7/10/2017

Source: Website

Name: Matt Johns

Location: Farmington

Comments:

I am an owner of Dance Impression that is located on 1262 S 650 W in Farmington. With the Corridor going right next to our business I am wanting to make sure we will be able to maintain access through construction? We have over 400 kids that take at our studio and will require access to the studio throughout the entire year. This is going to impact our business and family. If an alternative route is not created it will result in lose client and the potential failure of our business. This is extremely important that we are aware of your plans.

Comment 103

Response
Number in
Section 1.0



1.31A

Comment #: 103
Date: 7/10/2017
Source: Website
Name: Anonymous
Location: Syracuse

Comments:

I would like to receive updates on the Davis Corridor in the future.
Thanks

Comment 104

Response
Number in
Section 1.0



1.31D
1.2.6A

Comment #: 104
Date: 7/10/2017
Source: Email
Name: Mark Higginson
Location:

Comments:

I believe this is the worst of all of the options presented and I oppose this plan for the west Davis corridor.

Comment 105

Response
Number in
Section 1.0



1.2.2D

Comment #: 105

Date: 7/10/2017

Source: Email

Name: Comcast

Location:

Comments:

Please, if this is to reduce commuter traffic then make this highway like Legacy.
Don't allow:

1. Billboards
2. Semi Trucks
3. Make it 55 MPH

Legacy is an example of how this can be done right.

Allowing trucks and increased speed increases the noise level substantially and billboards in that area demonstrate a lack of desire to make it less impactful and a money grab for lobbyists.

Please these 3 things and we are happy. Just like legacy.

Comment 106

Response
Number in
Section 1.0



1.2.6B
1.31D

Comment #: 106

Date: 7/10/2017

Source: Email

Name: David and Karen Austin

Location: Kaysville

Comments:

Hi West Davis Corridor Study Team,

We just wanted to write and say that we are relieved that the West Davis Corridor is not going through our neighborhood, as if it would've done so the freeway truly would have completely destroyed it including the homes that would have been demolished and those that were left. We are all so relieved, thank you for all the work and effort you put into it!

Sincerely,

The Quail Crossing Neighborhood

Comment 107

Response
Number in
Section 1.0



1.10E

Comment #: 107

Date: 7/10/2017

Source: Email

Name: Jason Richards

Location:

Comments:

Hey Stuart- Is there a way to ensure that the equestrian trails (Buffalo Ranch Trail) is preserved, or even improved as a part of this project? Is that something you could look into? I don't necessarily love the highway.. but it would be nice to keep the horse trails that are there.

Comment 108

Response
Number in
Section 1.0



1.2.6B

1.1.2B

1.10B

Comment #: 108

Date: 7/10/2017

Source: Email

Name: Chad Frew

Location:

Comments:

My wife and I are very excited for the Legacy Highway extension. We live in west Syracuse and both commute to Salt Lake for work. We are constantly battling the traffic on I-15 during rush hour times. The Legacy Highway extension would decrease our time on the road daily. We hope there is also a Legacy trail planned too. This would be a great benefit for us road bikers. This can't come soon enough for us.

Chad Frew

Comment 109

Response
Number in
Section 1.0



1.31A
1.5F

Comment #: 109
Date: 7/10/2017
Source: Email
Name: Vicky B. Hansen
Location: Syracuse

Comments:

Hello, my name is Vicky Hansen, I live at [REDACTED]. I'm writing to ask what will be the impact to my property, with the expansion of 1700 S? Some realtor has offered quite a bit of money for it. I am interested in what if anything the state will do in terms of buying my property. With school age children and the already to busy road, I think I better move. I know this property is master planned commercial by the city. I know one of the owners of adjacent property is wanting \$15.00 a square foot for his. What would be the most (if anything) you would offer per sq. foot?

Comment 110

Response
Number in
Section 1.0



1.31A

Comment #: 110
Date: 7/10/2017
Source: Email
Name: Clint & Sara Bodily
Location: Kaysville

Comments:

Hello:

Thank you for inviting me to the resident group meeting tomorrow. I will be out of town unfortunately, so I'm wondering if I can get a copy of the meeting minutes afterward. Would that be possible?

Thanks so much,

Clint Bodily

Comment 111

Response
Number in
Section 1.0



Comment #: 111
Date: 7/10/2017
Source: Email
Name: Heather Dove
Location: Salt Lake City

Comments:

Hi Randy,

As you know I was listening in to today's presentation. I have two questions which I would have like to ask during the meeting. I tried unmuting and speaking without success and also tried chatting in but did not get a response from you either way.

My questions are:

- 1) Are you still planning on 65 mph?
- 2) At the March meeting with the Shared Solution Coalition, you said that the WDC would result in a 1.8 minute reduction in delay during rush hour. Is that still the case? Has that number changed at all?

I look forward to your answers.

Heather Dove

1.2.2D
1.7G

Comment 112

Response
Number in
Section 1.0



Comment #: 112
Date: 7/11/2017
Source: Website
Name: Brooke Brough
Location: Kaysville

Comments:

Please add me to your email list.

1.31A

Comment 113

Response
Number in
Section 1.0



1.31A

Comment #: 113

Date: 7/11/2017

Source: Website

Name: Brent Jones

Location: Syracuse

Comments:

is there going to be a meeting scheduled in Syracuse? I do not see one listed

Comment 114

Response
Number in
Section 1.0



1.31A

Comment #: 114

Date: 7/11/2017

Source: Website

Name: Nancy Gridley

Location: Ogden

Comments:

When will the construction that has Legacy Parkway shut down be complete?

Comment 115

Response
Number in
Section 1.0



1.2.6A
1.1.2B
1.31D

Comment #: 115

Date: 7/11/2017

Source: Website

Name: David Tate

Location: Farmington

Comments:

The South end of Farmington is united to stop where the interchange is at, OUR FRONT and BACKDOOR. There is no Opposition to the need of more access and flow through Davis County. But we will do everything in STOPPING the interchange that has become our problem because lack of choices and for-site of many More to come from the neighborhood

David Tate

Comment 116

Response
Number in
Section 1.0



1.2.2K
1.5A
1.2.4J
1.2.2B

Comment #: 116

Date: 7/11/2017

Source: Website

Name: Jeff Jensen

Location: Farmington

Comments:

The way I see the proposed corridor there will be an overpass to get over Glover lane. Is that correct? That option seems really intrusive to the neighborhood right next to it. Not to mention you are cutting through a soccer park. There are not many parks at all in west Farmington. It seems a better option to have all of it farther south in open land instead of having it cut through back yards and right next to an elementary school, future high school, and taking out a soccer park.

Comment 117

Response
Number in
Section 1.0



Comment #: 117
Date: 7/11/2017
Source: Website
Name: Josie Douglass
Location: Farmington

Comments:

HELLO,

I LIVE RIGHT ON THE FARMINGTON/CENTERVILLE BORDER [REDACTED] WHERE THE OFF RAMP WILL BE. IN LOOKING AT THE PROPOSED MAP OF THE WEST DAVIS COR. IT WILL AFFECT MY PROPERTY. IS THERE A LIST OF PROPOSED PROPERTIES THAT ARE BEING AFFECTED AND HOW THEY ARE BEING AFFECTED BY THIS? I AM WONDERING WHAT TO EXPECT TO HAPPEN WITH MY HOUSE IF IT WILL TAKE MY WHOLE HOUSE OR JUST PART OF MY PROPERTY. IF THERE IS ANY INFO YOU CAN GIVE ME I WOULD APPRECIATE IT.

THANK YOU!
JOSIE DOUGLASS

1.5G
1.31A

Comment 118

Response
Number in
Section 1.0



Comment #: 118
Date: 7/11/2017
Source: Email
Name: Jeff Cook
Location: Centerville

Comments:

West Davis Corridor Study Team,

I have attempted to call as requested, with no response from your organization. I will wait to be contacted by one of your representatives. Please contact me at [REDACTED]

Jeff Cook

1.31A

Comment 119

Response
Number in
Section 1.0



1.2.6A
1.18A
1.2.6C
1.12B

Comment #: 119
Date: 7/11/2017
Source: Email
Name: David Tate
Location: Farmington

Comments:

Senator Adams,

you are the first to be in range to let know that our neighborhood has been not considered in the continuance of the freeway, I DO NOT look forward to look out my window and see a 80' tall bridge and bring all the noise to my quite neighborhood. This neighborhood has been sold out. While the wetlands are more important then this neighborhood something is wrong. There will be more to come.

David Tate
Farmington

Comment 120

Response
Number in
Section 1.0



1.31A

Comment #: 120
Date: 7/11/2017
Source: Email
Name: Chad Barnes
Location:

Comments:

Hello,

I received a letter talking about my property and the West Davis Corridor. It asked me to contact you. I was unable to reach anyone at the phone number provided so I am sending this email.

Thanks,
Chad Barnes

Comment 121

Response
Number in
Section 1.0



1.31A

Comment #: 121

Date: 7/11/2017

Source: Email

Name: Kevin & Tammy Swallow

Location: Kaysville

Comments:

Hi, I received this message at 7:16pm. I would appreciate if you could send out earlier, so that I could have attended. Please use the email address xx@gmail.com

Thank you,

Kevin Swallow

Comment 122

Response
Number in
Section 1.0



1.31A

Comment #: 122

Date: 7/11/2017

Source: Email

Name: Beverly Macfarlane

Location: Sunset City

Comments:

Would you please contact Sue Hale @ XXX-XXX-XXXX to get schedule to present the West Davis Corridor to the Sunset City Council?

Thank you.

Beverly K. Macfarlane, Mayor

Comment 123

Response
Number in
Section 1.0



1.31A

Comment #: 123

Date: 7/12/2017

Source: Email

Name: Stanley Harvey

Location:

Comments:

Hello,

My name is Stanley Harvey. I represent the James & Beverly Harvey Trustees. I received a letter from UDOT concerning Parcels #080180016 and # 110900026. It has asked me to contact you in order to meet with someone to discuss a proposed mitigation plan for the above parcels.

I'm free most days if a meeting needs to be setup. I can be contacted either my email or phone.

Thank You,

Stanley Harvey

Comment 124

Response
Number in
Section 1.0



1.31A

Comment #: 124

Date: 7/12/2017

Source: Email

Name: Rob Eastman

Location: Farmington

Comments:

Hey can you please get me a specific elevation map for my property?

Comment 125

Response
Number in
Section 1.0



Comment #: 125

Date: 7/12/2017

Source: Email

Name: Carrie Phelps

Location: Syracuse

Comments:

I have a house that will be right by the West Davis corridor, along bluff in Syracuse. We are considering moving now that the route has been chosen :(I have read through the information on the UDOT site, but am having a hard time finding the answers to these questions:

Approximately when will you begin the actual construction?

How many lanes will it be?

Besides the special quieter road, what noise reduction techniques will be used along the side of it?

Thank you,

Carrie Phelps

1.20A
1.2.2K
1.12A

Comment 126

Response
Number in
Section 1.0



Comment #: 126

Date: 7/13/2017

Source: Website

Name: Brian Green

Location: Farmington

Comments:

Please spend this money improving and widening I-15 and existing interchanges.

Building a freeway to a small town with farms doesn't sound like the best use of your time and money. Please do something better and leave the open land alone.

1.2.2G
1.2.6A

Comment 127

Response
Number in
Section 1.0



1.31A

Comment #: 127

Date: 7/13/2017

Source: Email

Name: Anne Johnson

Location:

Comments:

Can we make another appt with UDOT to talk about land swap with Alpine church. Wed or thursday in afternoon. Let me know what days and times may work.

Thank you

Anne Johnson

Comment 128

Response
Number in
Section 1.0



1.11.1A
1.2.2G

Comment #: 128

Date: 7/14/2017

Source: Website

Name: Bacall Hincks

Location: Farmington

Comments:

I am a concerned citizen regarding the community health and wellness if this road proposal occurs. The new road would be built directly next to the brand new elementary school in west Farmington. With the already unhealthy levels of air pollution in area, I do not want additional roads and cars driving next to an elementary school. Children are already a vulnerable population and are extremely affected by unhealthy air. Wouldn't out money and time be better spent with updating and making public transit more affordable like other growing cities are doing.

Thanks for your time

Comment 129

Response
Number in
Section 1.0



Comment #: 129
Date: 7/14/2017
Source: Website
Name: Briant H Jacobs
Location: Kaysville

Comments:

I think it is very shortsighted to not construct four lane traffic (2 in each direction) north of 700 S in Syracuse. At least acquire the right-of-way to be able to construct the four lane traffic for the future. Land acquisition will only get harder and more costly.

1.2.4.4E

Comment 130

Response
Number in
Section 1.0



Comment #: 130
Date: 7/14/2017
Source: Website
Name: Joey Wilson
Location: Centerville

Comments:

Will there be a sound wall placed between the new freeway exit in Centerville and the new neighborhoods? There is currently not a sound wall and the freeway noises are very problematic in that area. Now that the freeway will be even closer to the homes, a sound wall is necessary. Please contact me to provide details about the plans for a sound wall.

1.12A

By the way, your phone number voicemail is full so it will not allow one to leave a message.

Thank you,
Joey Wilson

Comment 131

Response
Number in
Section 1.0



Comment #: 131

Date: 7/14/2017

Source: Website

Name: Amy Shumway

Location:

Comments:

1.10B

Farmington residents are very excited to see improvements are going to be made to Park Lane for bike and pedestrian access! Our city is divided and we have great trails and shopping areas on the west side but right now we cannot get there safely without driving. So big thanks to UDOT and others involved in making this project a priority!

1.10F

The plan right now only connects part way across Park Lane. I would be nice to have it connect the full overpass so access can be made to the hotel and Lagoon.

Thanks again for making this a priority!

Comment 132

Response
Number in
Section 1.0



Comment #: 132

Date: 7/14/2017

Source: Email

Name: Nancy and Roger Barrus

Location: Farmington

Comments:

1.2.6A

1.2.4.4J

1.2.6C

Having the newly approved freeway pass that close to Canyon Creek Elementary is putting our kids in danger from a health care perspective and safety perspective. I think it's a disgrace that UDOT puts the needs of wetlands, your pockets books and wild life ahead of the needs of our children. It's a shame to see this happen. Once again our tax dollars are used to do us more damage than good thanks to a few people making some really poor decisions. I'm usually pretty open minded about things but this is just sad. Even the Core of Engineers says its a bad idea. Way to go UDOT!!!!

Comment 133

Response
Number in
Section 1.0



Comment #: 133

Date: 7/15/2017

Source: Website

Name: Cindy Rothfeder

Location: Sandy

Comments:

Please reconsider the necessity of the West Davis Highway. Cutting "a few minutes" off commute times is not worth the negative impact to the community, to air quality, and to the Shorelands Preserve. I am unconvinced that the road needs to be built at all. But if constructed, please at least designate it a Parkway so that lower speeds and prohibition of trucks and billboards are included in the plan along with quiet pavement, dark-sky lighting, and bike and pedestrian trails.

Thank you for your consideration of measures which promote transportation solutions that also take into account impact on homes and subdivisions, schools, parks, farms and the Great Salt Lake ecosystem.

1.1.2A
1.5A
1.11.1A
1.14A
1.1.2A
1.2.2D

Comment 134

Response
Number in
Section 1.0



Comment #: 134

Date: 7/16/2017

Source: Website

Name: Ben Kimball

Location: Farmington

Comments:

WHY IN THE WORLD ARE YOU RETARDED PEOPLE TRYING TO PUT IN A FREAKING FREEWAY!!!! ARE YOU MENTALLY DISABLE... WHAT WILL THIS DO TO THE DAVIS COMMUNITY? HONESTLY THERE IS NO WAY IN HECK THAT THIS COULD BE HELPING. NOT ONLY ARE YOU PRETTY MUCH KILLING ALL OF THE ANIMALS IN THE WET LANDS NEAR THE FREEWAY, BUT YOU ARE DESTROYING 21 FAMILIES LIVES BY TAKING THEIR HOMES AWAY THAT THEY WORKED SO HARD TO BUILD AND MAINTAIN THEN YOU ARE JUST GOING TO DESTROY THEIR HOUSE. ALSO ANOTHER THING THAT YOU ARE DOING IS POLLUTING THE WET LANDS WHERE EAGLES GO TO NEST AND LAY THEIR FREAKING EGGS!!!!!! LIKE THIS IS ONE OF THE ONLY PLACES IN UTAH WHERE THEY DO THIS AND YOU CHOOSE TO BUILD A FREEWAY???? ARE YOU MENTALLY RETARDED???????? DO YOU THINK THAT THIS WILL MAKE YOU MORE POPULAR OR SOMETHING??? HONESTLY IF YOU GO THROUGH WITH THIS, THIS WILL RUIN YOU... NOBODY WILL LIKE YOU AND ALL OF YOUR EMPLOYEES WILL LOOSE THEIR JOBS AND IT WILL BE ALL BECAUSE OF YOUR ONE STUPID DECISION TO BUILD A FREE WAY THAT IS NOT GOING TO HELP ANY THING. If you want people to love you and admire you, you have to create something new... a new form a transportation or something. because THIS... THIS BUILDING A FREEWAY... THAT IS THE MOST RETARDED THING TO DO IN THIS KIND OF PROBLEM.

1.1.2A
1.14A
1.5G
1.31D
1.2.6A

Comment 135

Response
Number in
Section 1.0



Comment #: 135
Date: 7/17/2017
Source: Website
Name: Bruce Knavel
Location: Syracuse

Comments:

I live on Clearwater Way in the Stillwater neighborhood just south of the proposed route through Syracuse.

I'd like UDOT to consider the following changes to its preferred plan:

- 1) Ban billboards along the entire route to help maintain the rural/suburban character of the area.
 - 2) Install noise walls or landscaped berms between the Stillwater neighborhood and the highway.
 - 3) Push the highway's path furthest from homes in both Stillwater and along Bluff on its route from Gentile Street to 2000 W. The corridor's currently next to homes in Stillwater when it could be moved slightly north into undeveloped fields, making for a more pronounced curve but giving homes more breathing room.
 - 4) Reduce the speed limit to 55-60 mph, since it seems most drivers go 5-10 mph over.
- Thank you.

1.2.2D

1.12A

1.12D

1.2.4.4K

1.2.2D

Response
Number in
Section 1.0



Comment #: 136
Date: 7/17/2017
Source: Website
Name: Jenny Johnson
Location: Farmington

Comments:

I am concerned about the noise abatement strategies for the East side residents where the WDC is set to begin on Glover Lane. I know the majority of focus has been on West Farmington, but the East Centerville/Farmington neighborhoods will also be impacted by the WDC. I want to know what type of sound wall/barrier (such as high berm, half concrete barrier, etc.) will be in place and at what heights the exit will be and where. I have read through many of the EIS documents and can't find the map showing the locations of the approved sound walls; there is also little mention of any noise study conducted on the East side of the freeway. I live along the frontage road right where the proposed WDC Glover Lane exit/overpass will be and am very concerned about additional noise that will occur. The noise levels now are unbearable at times, even in my home! With two freeway lanes being added for the exit and the frontage road being pushed even closer to residences, the noise will increase.

1.12A

1.12D

1.8A

1.5A

I am disappointed and disagree with UDOT's noise abatement policy in that it does not take into account continued residential/population growth. The whole point of having the WDC is to account for continued growth in Davis County, but the noise abatement policies do not account for that expected growth as the procedures will only take into account current residences at the time of a noise abatement study. This seems pretty outdated and poor planning for the future. Growth has already occurred along the proposed Glover Lane exit and will continue to increase. The added noise from the WDC, unless additional noise abatement strategies are planned for, will decrease property values and impact quality of life for my neighborhood and the surrounding neighborhoods.

Comment 136

Comment 137

Response
Number in
Section 1.0



Comment #: 137

Date: 7/17/2017

Source: Website

Name: Camille Johnson

Location: Kaysville

Comments:

I'm sure the committee for the new freeway is aware that there is a new high school right on Glover's Lane, so I won't go into that. But maybe you don't know that a big concern for me and my neighbors here in West Kaysville and Farmington is the amount of traffic that will increase with kids attending that new school. If there is an on/off ramp added to the new freeway at Glover's it would make a huge difference to the amount of traffic driving through neighborhoods in West Kaysville and Farmington. I have talked to many people who feel the same way I do and we implore you to please consider adding an on/off ramp at Glover's. If it would help to start a petition with those who are in agreement with me I would happily collect those signatures. But for now I feel like I am kind of the mouth piece for my area. Thank you for your consideration and please let me know if there is something I can do to get this topic more carefully looked at.

1.2.2I

Comment 138

Response
Number in
Section 1.0



Comment #: 138

Date: 7/17/2017

Source: Website

Name: Brian Young

Location: West Point

Comments:

I wish that the 4800 option had been chosen simply because of the close proximity of the B1 option to my home and the fact that I suffer from COPD and the increase in air pollution will have a severe negative affect for me. Since it seems inevitable that the B1 option will be selected, will it at least be done in accordance with the same restrictions (55 mph speed limit, no large trucks allowed, landscaping, sound walls etc.) as Legacy Parkway?

1.2.6A
1.11.2A
1.2.2D

Comment 139

Response
Number in
Section 1.0



Comment #: 139

Date: 7/17/2017

Source: Website

Name: Kay Johnson

Location: Farmington

Comments:

With the final decision to build the WDC on the Glover Lane option, I am deeply concerned as a homeowner and taxpayer about the added noise pollution that will directly impact my home as well as my neighborhood. I live along the frontage road on the Centerville/Farmington border. The noise levels already exceed federal standards and noise pollution has been shown to negatively impact health, which I can personally attest to!!! The noise is unacceptable as is, let alone with the addition of another major freeway ABOVE our homes! The current noise pollution from I-15 is unacceptable and now with the frontage road being pushed further East, it will continue to negatively impact my property value and way of life. The added traffic noise will be even closer to my home and this is unacceptable. I will not be able to recoup my home value and will have difficulty even selling my home with an additional major road in front of my house and the frontage road even closer to me. What plans are there to FINALLY build a sound wall from Centerville through Farmington? The growth of new homes in this area will only continue and a sound wall would greatly improve our quality of life, home value prices, etc. I do appreciate the proposal to use noise reducing pavement on the new WDC, but this alone will not cut back on the noise pollution given the proximity of the new frontage road and off-ramp by my home. I want to see more done by UDOT to address noise pollution with the use of sound walls or high berms. The whole reason I moved to EAST Farmington was to avoid the WDC and now I find myself smack dab in the middle of it! I also expect to see safety improvements with sidewalks on the new frontage road extend to the Farmington South park, as it is not safe for bicyclists and pedestrians currently.

1.12A

1.12D

1.5A

1.8A

1.2.4G

Comment 140

Response
Number in
Section 1.0



Comment #: 140

Date: 7/17/2017

Source: Website

Name: Jason Olsen

Location:

Comments:

I have followed the development of this road since the beginning of Legacy Highway. Please tell me your latest online map is incomplete.

What happened to the sound berms? There are currently sporadic "sound barriers" pictured near a few neighborhoods but not others. Specifically, why are there no sound barriers near 3000 West in Syracuse. Are they not as important as homes just a couple miles south.

Also, what does "sound barrier" mean? When this road was initial pushed to the public, it was promised there would be earthen berms, with trees and vegetation, acting as sound barriers, not ugly concrete walls like we see on I-15.

Please don't break those promises and go for the cheap, ugly option that will lower our property values!

1.12A

1.12D

1.2.2D

Comment 141

Response
Number in
Section 1.0



1.12A
1.12D
1.2.4.4L

Comment #: 141

Date: 7/17/2017

Source: Website

Name: Kay Johnson

Location: Farmington

Comments:

I would like to speak with someone about the criteria for getting a sound wall barrier installed along the new WDC, from Centerville through South Farmington (along the Glover Lane off-ramp that has been proposed). With the frontage road being pushed further East and the off-ramp to be built in this section, I am greatly concerned about added noise pollution with the traffic even closer to my home and my neighborhood. I am also concerned about the safety issues of not having a proper barrier, like a sound wall or high berm with cement barrier (like exists by the Farmington South Park) between the freeway and WDC off-ramp and the frontage road. Please let me know who I can speak with about this particular concern.

Comment 142

Response
Number in
Section 1.0



1.2.2D

Comment #: 142

Date: 7/17/2017

Source: Website

Name: Steve

Location: Layton

Comments:

Please,

Please make the new corridor just like Legacy Highway in terms of commercial vehicle traffic.

If the 18-wheelers are going to be allowed on the new corridor what is the point of even building it?

This is why I choose to take Legacy Highway from 215 to Farmington. The congestion of commercial "big rig" traffic slows everything down not to mention everyone is darting in and out trying to pass.

Please keep all restrictions the same as they are now in this aspect. Of course there may be situations like in the past where opening the lanes up to everyone is necessary.

Please NO BIG RIGS!

Comment 143

Response
Number in
Section 1.0



1.8A
1.2.4.J

Comment #: 143

Date: 7/17/2017

Source: Website

Name: Brian Bankhead

Location: Fruit Heights

Comments:

The proposal runs not only a freeway but also an off ramp in my backyard just off Glover. This is going to cost me over 100k in lost property value. Please explain to me how this is ok? why loop the road through a park and not keep it south of Glover? Who paid you to do this? This is criminal.

Comment 144

Response
Number in
Section 1.0



1.2.2E

Comment #: 144

Date: 7/17/2017

Source: Email

Name: Elliott Christensen

Location: Sandy

Comments:

Congrats on receiving the Federal approval of the alignment to get West Davis off dead center!!

From a public safety standpoint alone, we all need a second highway access in and out of Davis County!!!

Additional request:

If current traffic counts were undertaken, I'm quite confident you will find the traffic on 5500 South in Hooper to be much greater than 1800 North in West Point.

Hooper is the area where most of the land is available for future growth. We really need the West Davis Highway to be extended 2 more miles into Hooper at 5500 South!!

Please take these traffic counts at 5500 South and 4300 West.

Sincerely,
Elliott Christensen
South Davis property owner

Comment 145

Response
Number in
Section 1.0
↳

1.14A

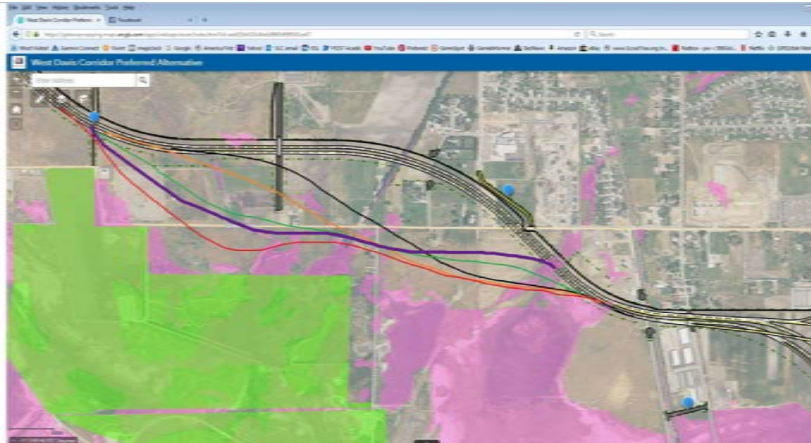
Comment 146

Response
Number in
Section 1.0
↳

1.2.4.4J

Comment 146 (continued)

Response
Number in
Section 1.0
→



Comment 147

Response
Number in
Section 1.0
→

Comment #: 147

Date: 7/19/2017

Source: Website

Name: Tara Dobson

Location: Farmington

Comments:

I live on 1600 South in Farmington, right where the Frontage Road will be shifted over to make room for the ramp from I-15 to WDC. My comment/question is whether there are plans to build a sound wall in this section? It is extremely noisy already (which we knew before we bought our house) but we are hoping that it will be blocked once construction is finished. Thanks.

Tara Dobson

1.12A

1.12D

Comment 148

Response
Number in
Section 1.0



1.2.6B

Comment #: 148
Date: 7/19/2017
Source: Email
Name: Cassie Mecham
Location: Roy

Comments:

Thank you for your response. I was able to review a week or so ago. I think you guys did some great work; I'm glad the proposal is to end near/on 1800N.

Respectfully,

Cassie

Comment 149

Response
Number in
Section 1.0



1.5G

1.11A

Comment #: 149
Date: 7/19/2017
Source: Email
Name: Julene and David Kowallis
Location: Syracuse

Comments:

I just have a comment on the supposedly final decision of the WDC. I am still trying to understand why anyone would want to take away people's homes. We live on my husband's father's farmland and we have been here for 20+ years. Our home is paid for. We don't have a family and we love the connection we feel in this area. Other homes by us have been here for as long or longer than we have. In both cases, our homes will be taken and we will have to find another place to live. The land that we and our neighbors live on has sentimental value. It was worked on by our grandfathers and possibly farther back than that. We worked our butts off to get our home paid off so we could have a comfortable retirement and now this is happening. I know that they decided to go this route for one reason they would have to take out less homes. Let me tell you something. We people along the bluff where the homes will be taken have lived here a heck of a lot longer than the people who live to the west of us where apparently it was decided that more homes would have to be taken. A lot of those people have no connection with the area and just bought homes there because of the area. I think it is a shame that more thought and consideration isn't put into thinking about how this will affect many of us who have connections with the land that our homes are on but of course we aren't birds who are protected or farm lands that the farmers will sell as soon as the road comes in so they can make big bucks. We had our plans and dreams to make this our forever home but now our dreams are being crushed. I do understand that we need more roads to make more air pollution so we can have poor air quality but I wish there was another route where it wouldn't hurt so many people.

Julene Kowallis

Comment 150

Response
Number in
Section 1.0



Comment #: 150

Date: 7/20/2017

Source: Email

Name: Don Bone

Location:

Comments:

Hello Brianne,

Since we have been playing phone tag, I thought I would try e-mail. My name is Don Bone and I am with the Lee & Ruth Bone Family, LLC. We received a letter from your office that indicates that our parcel #121110033 may be affected by the West Davis Corridor Plan.

Since I am located in the San Diego, CA area, it would be best for us to talk on the phone first. The best time for me to talk is between 1:00 to 2:00 pm MDT time (12:00 to 1:00pm PST). Some dates that work for me at that time are 7/21, 7/24, 7/26 or 7/28.

One of my sisters, Marie Bone, lives in Pleasant Grove may be available to meet with you in person if necessary but I will be your primary contact. I've copied her on this, so she can check her ability to participate on this first phone call.

Let me know if any of those dates work for you. Look forward to speaking with you.

Thanks,
Don

1.31A

Comment 151

Response
Number in
Section 1.0



Comment #: 151

Date: 7/20/2017

Source: Website

Name: Deanne Kemeny

Location: Kaysville

Comments:

My kids go to the new Kayscreek elementary school on 200 North in Kaysville. I'm quite concerned at how close this high speed road will be to the elementary. Are there regulations at how close a divided high can be to an elementary school?

Thanks for any info.
Deanne Kemeny

1.5H

Comment 152

Response
Number in
Section 1.0



1.2.2D

Comment #: 152

Date: 7/20/2017

Source: Website

Name: Mitchell Jacobsen

Location: Layton

Comments:

I am all about increasing and improving our infrastructure... this thing should have been built years ago, but I have a very big problem with having this route include Billboards!!!

Why would we increase the footprint any more than needed? Where would the money be going for the advertisements, and why couldn't it be generated in another way?

I know you are getting a lot of comments at this time, please hear this one out though. The new route doesn't need billboards and shouldn't have them. The land around this route is butifule and we should be doing everything we can to keep this footprint as low as possible.

Thank you for your time,

Best Regards,
Mitchell R. Jacobsen

Comment 153

Response
Number in
Section 1.0



1.2.4.4M

Comment #: 153

Date: 7/21/2017

Source: Email

Name: Colby Anderson

Location: Ogden

Comments:

<See jpg attachments on next pages, titled 00153_Colby_Anderson_#00002_7-21-17, 00153_Colby_Anderson_#00003_7-21-17>

See attached. Does the current plan keep access from Weaver Lane on to 1750 West (2950 West Kaysville) (under future WDC) in the area of the 200 North Kaysville Interchange? With the new junior high being built on Weaver Lane just east of the proposed WDC, it would be nice to have that option for the west Kaysville area to be able to utilize this far west road to avoid more congestion on Weaver Lane and Angel Street to get to the new Junior high and the existing elementary school. We would be able to take some of the traffic off of Angel Street. There is still a lot of residential growth to happen on the north side of 200 North on the east side of WDC. Has any coordination with Davis School District been done on this topic. Is there a TIS available that has been done by the school district that could help us investigate this connection option?

Let me know what the plan is.

Thanks.

Colby C. Anderson

Comment 153 (continued)

Response
Number in
Section 1.0
→



Comment 153 (continued)

Response
Number in
Section 1.0
→



Comment 154

Response
Number in
Section 1.0



Comment #: 154
Date: 7/22/2017
Source: Website
Name: Kim Nelson
Location: Kaysville

Comments:

1.5H It concerns me to have a highway exit at the west end of 200 North in Kaysville. Kays creek Elementary School is located right next to where the highway exit appears to be planned. It is a safety concern to have an entrance and exit that close where if a child was taken from the school, the abductor would have a quick route to flee.

1.7H Also, I think having a freeway and highway exit on the same road would actually increase traffic and congestion to that street. Wouldn't it be more beneficial to separate exits on to different streets to spread the congestion? 200 North is the only main road running from east to west in our city and it is already hard to drive around with the current traffic it supports.

Comment 155

Response
Number in
Section 1.0



Comment #: 155
Date: 7/24/2017
Source: Email
Name: Paul Allred
Location: Kaysville

Comments:

WDC Team -- UDOT -- FHwy --

1.2.6B Glad that an alignment has finally been chosen. Thank you. We've been waiting 20 years for it to be determined.

1.2.4.4F Glad that Glovers option was chosen -- it was the best choice considering the impacts and the criteria.

Am concerned about interchange at 950 North but will support assuming impacts to 50 East/Quail Crossing/Par Hills areas are minimized to the extent possible.

Suggest proper access to Interchange is critical to stability of existing neighborhoods with accesses from Sunset/Shepard and 350 East being logical and having less impact than anywhere else.

1.2.2D Also, proper speed traffic control to and from the Interchange is important to reduce impact on abutting homes. Critical to control lighting and noise associated with the interchange.

1.20A Suggest that the engine brakes, etc must be minimized with truck traffic along WDC.

1.31D Request that residents be updated on when the WDC will be built -- in phases? and when completion in our area can be expected.

We appreciate the work of Randy Jefferies and others who have worked on the WDC for a number of years now and their professionalism. Good website too.

Paul and Ann Allred

Comment 156

Response
Number in
Section 1.0



Comment #: 156

Date: 7/24/2017

Source: Mailed In

Name: Steven Sartor

Location: Roy

Comments:

<See attachment on next page, titled 00156_WasatchAeroModelers_Letter_7-24-17.pdf>

Comment 156 (continued)

Response
Number in
Section 1.0



1.5I

Wasatch Aero Modelers
PO Box 421
Roy, UT 84067

July 17, 2017

UDOT
West Davis Corridor Project Manager
166 West Southwell St.
Ogden, UT 84404

Dear Mr. Jefferies,

We were surprised to get your letter of July 5, 2017 regarding the West Davis Corridor Wetland and Wildlife Mitigation Plan. As the Legacy Highway could impact the Wasatch Aero Modelers (WAM) flying field the members have followed the direction and location of the Legacy Highway project since its beginning.

As we were not part of the process we had no notice or inkling that we could be impacted by any part of the West Davis Corridor project.

Thinking we were clear of any conflict we have invested heavily in infrastructure and improvement to our flying field.

We would like to meet with a study team representative at our flying field to discuss the mitigation plan and to explain what we have to offer in the way of facilities and opportunities for the community to experience model aviation.

WAM had its origins in 1987 and has been a 501(c)(7) corporation since 2001.

We have been in our current location for 15 years and at a location a short distance to the west for 10 years. Therefore we have been part of the community for more than 25 years.

We realize we are in a habitat for birds and other animals. We are conscientious about avoiding the birds and other animals on and over our field.

We are a Community-Based Organization under the National charter of the Academy of Model Aeronautics (AMA). We are one chartered club of more than 2,400 such clubs, with a combined membership of 195,000 members. We also operate under the umbrella of the Aircraft Owners and Pilots Association. (AOPA). The AOPA has over 700,000 members. In both cases our mission and community charter is to provide education in aviation to adults and young people..

AMA provides radio control aircraft clubs with a number of benefits. Including insurance, safety rules, operating guidelines, government representation and hobby education. This includes all sizes of model aircraft as well as the recent surge of interest in drones. WAM provides a safe

Comment 156 (continued)

Response
Number in
Section 1.0



and welcoming place for young people and adults to safely learn how to fly and operate model aircraft without interfering with anyone or anything on the ground or in the air. We have established rules under which we operate. We coordinate with the Federal Aviation Administration (FAA) and AMA on safety and training.

WAM offers merit badge support to scouting programs. Our members teach aviation and model aviation in the high schools and elementary schools.

Our club currently consists of 115 members with another 50 that participate when they have time. Because this hobby tends to be a family activity WAM affects at least 500 people directly. The members come from a large range of professions and backgrounds.

The WAM field currently offers a lot to the community. We offer a safer alternative for model aircraft operation as well as the up and coming avalanche of drones that would otherwise be in city parks and public places.

We would respectfully request you reevaluate this mitigation plan as it affects us.

Regards

Steven Sartor President
Dave Newton Vice President
Dennis Fox Treasurer
Larry Smith Secretary

Comment 157

Response
Number in
Section 1.0



Comment #: 157

Date: 7/25/2017

Source: Email

Name: Cindy and Carter Haacke

Location: Syracuse

Comments:

greetings,

1.31A

we would like to set up a neighborhood meeting some time in August if that is possible. Would you be willing to come out on a saturday afternoon / evening?

thanks, cindy haacke

Comment 158

Response
Number in
Section 1.0



1.2.6B

Comment #: 158

Date: 7/25/2017

Source: Website

Name: Barry Lueckler

Location: Kaysville

Comments:

Just wanted to voice my approval and appreciation for the work the project team has put in to this North Legacy Highway project. You have listened to residents and the population as a whole and taken years worth of concerns and fears into account in your final design and plan. Thanks for choosing the route that removes/displaces the fewest number of homes, thanks for keeping the road quiet and low. Less is sometimes more. The route chosen makes the most sense and will benefit Utahns in Davis County for years to come. Appreciate also the environmental considerations taken into account by this plan without allowing the environmentalists to dictate the process. We all want to preserve this corridor and keep it as pristine as possible for future generations.

Comment 159

Response
Number in
Section 1.0



1.2.2L

1.31A

Comment #: 159

Date: 7/25/2017

Source: Website

Name: Nathan Allred

Location: Layton

Comments:

Hi,

I just found the updated map of the proposed West David Corridor and I saw that there is now a plan for an overpass over 3200 to allow access to the Shoreline Preserves Bird Refuge. Me and the rest of the surrounding neighbors are very concerned about this proposal and I would like to discuss it further to understand if there is any opportunity for other options which would better preserve the quite picturesque lifestyle we've worked so hard to build and maintain on our street. I would appreciate it if someone could reach out to me to discuss and I think an in-person meeting would be appropriate if at all possible.

Best,
Nathan Allred

Comment 160

Response
Number in
Section 1.0



1.31D
1.2.6B
1.1.2B

Comment #: 160
Date: 7/25/2017
Source: Website
Name: Chris Griffin
Location: Kaysville

Comments:

I would just like to thank Randy Jefferies and his team in a job well done up to this point. I have been very involved with leaving comments and meeting with the working groups while representing our HOA. I have been impressed with the EIS process as well as the transparency of UDOT to meet and to take feedback from the citizens and take action on that feedback. I agree with the options selected in the final EIS including the options not directly impacting where we live. I feel that UDOT has carefully taken everything into consideration and has selected good options for the EIS. I drive I-15 every day and believe there is a definite need for the WDC and look forward to further success in the record of decision and build process.

Response
Number in
Section 1.0



1.5F
1.5G

1.5F
1.5G

Comment #: 161
Date: 7/26/2017
Source: Email
Name: Vern & Kathy McInelly
Location:

Comments:

<See attachments on next pages, titled 00161_Vern&KathyMcInelly_#00004_7-26-17.jpg; titled 00161_Vern&KathyMcInelly_#00005_7-26-17.jpg; titled 00161_Vern&KathyMcInelly_#00006_7-26-17.jpg; titled 00161_Vern&KathyMcInelly_#00007_7-26-17.jpg; titled 00161_Vern&KathyMcInelly_#00008_7-26-17.jpg; titled 00161_Vern&KathyMcInelly_#00009_7-26-17.jpg>

<This comment was submitted through email by Melissa Day>

Hi there. We corresponded a few years ago about our property at [REDACTED]. I've seen the newest release and it seems like things are finally going to get moving and I want to make sure you are still aware that we are still in the same position of wanting you to buy us out as we won't be able to use the property as we have been and need to. I have replied to the last email so you can see the original information and have it to review again. Thank you for your time.

Kathy McInelly

To Whom it May Concern,

We are writing in regards to our property located at [REDACTED] in Syracuse. We were originally under the understanding that you would be taking our property and reimbursing us for it. We now understand that you will just take about 27 ft of your property on the south side, which will destroy 2/3 of our orchard that is finally getting mature, and put us at a dead end cult-a-sack.

When we originally bought our home in 2004 we did so because of the ability to build a big garage with easy access from Antelope Dr in order to bring our semi-trucks in for repairs and maintenance. With the proposed plan we will no longer be able to use our property in a way that is functional for us.

We run a trucking business with 3 semi trucks that we need to be able to get in and out of the garage for repairs and maintenance, we will now have to take those trucks through residential areas, and if pulling a trailer will have to pull into 1540 South and back all way down to our house to work on it. (we will not have room to turn anything that long around in the cult-a-sack)

Aside from our business suffering our personal lives will also be greatly affected. We own multiple personal and recreational trailers and vehicles, including a 40 foot camp trailer that we park behind our garage coming from Antelope Dr, 3 flat bed trailers from 18' to 35', an enclosed snowmobile trailer 27', 3 boats 22' to 28', jet skis, 4 misc. utility trailers, and a tractor. We will no longer have access to park our camp trailer in that spot and we have no other place to put it, and again we will not be able to turn it, and others, around in front of the house when we bring it around for cleaning, packing, and so forth. We will again have to back all the way from 1540 South!

Due to all the issues this will cause for us personally and especially professionally we would prefer that you take our property and relocate us. Thank you for your consideration.

Comment 161 (continued)

Response
Number in
Section 1.0



We have included pictures so you can see what we are talking about.

1. A front view of our garage with two of our semi's
2. This is the North side of our garage and you can see our snowmobile trailer, with our tent trailer behind it. Also on the other side of the trailer is the tractor and behind that one of our boats.
3. This is where we park our 40 foot camp trailer, but is in the shop for some repairs so our boat is here currently, and there is a flat bed trailer behind it.
4. This shows that the only way to park anything in this spot is to back it in from Antelope and we will no longer be able to do that, especially if you take 27 ft of our property.
5. This is the driveway to the garage showing how easy it is for us to pull right off of Antelope and pull in or pull a little forward and back in. (one of the main draws of our property to us because of our semi's)
6. This is showing how the property is lined up from the house to the garage and that we have it full of trailers etc. and remember we are missing our 40 ft camp trailer.

If you need any more information from us to help you understand our situation please contact us!

Vern & Kathy McInelly
XXX-XXX-XXXX

Comment 161 (continued)

Response
Number in
Section 1.0



Comment 161 (continued)

Response
Number in
Section 1.0



Comment 161 (continued)

Response
Number in
Section 1.0



Comment 162

Response
Number in
Section 1.0



1.2.2I

Comment #: 162

Date: 7/26/2017

Source: Website

Name: Chad Coombs

Location: Centerville

Comments:

I would look into providing an exit off I-15 northbound (near or at Glover's lane).

My concern is with the new Farmington High school being built, we will pick up more congestion on Parrish lane (especially the left turn lane (stoplight) next to the Iggy's sport's grill) due to parents (work in SLC) trying to reach high school events.

What will be the closest exits to the new Farmington High School?

Comment 163

Response
Number in
Section 1.0



1.2.2E

1.2.2F

Comment #: 163

Date: 7/26/2017

Source: Website

Name: Clay Williams

Location: Roy

Comments:

If the purpose of this highway is to help alleviate the growth in Davis and Weber counties, why doesn't the highway extend into Weber County? Why end in Clinton? That's a major blow to those in Weber county who need this highway.

Comment 164

Response
Number in
Section 1.0



1.5G
1.31A

Comment #: 164

Date: 7/26/2017

Source: Website

Name: Bryce Martinez

Location: Syracuse

Comments:

I recently purchased my house and during the closing process the environmental report came out and it looks like it eats up a chunk of our backyard. We would like more info if possible.

Comment 165

Response
Number in
Section 1.0



1.2.6B

1.31D

Comment #: 165

Date: 7/26/2017

Source: Email

Name: Michael McConkie

Location: Kaysville

Comments:

Thank you so much for your well find out decision on the West Davis Corridor, and thank you for your final route decision...

I thought it was the best win-win situation we could come up with, with all the acreage added to the wetlands area and the consolidation of open spaces it would seem hard to argue against. But as is the case with any route there are those who have to sacrifice, And I can understand their feelings but what do you do has population so dramatically increases. Not putting in the road would not stop population increase. Thanks again for your thoughtful decision.

Michael McConkie

Comment 166

Response
Number in
Section 1.0



1.31D

Comment #: 166

Date: 7/26/2017

Source: Email

Name: Ron Dee Perkins

Location: Kaysville

Comments:

I've been involved in this process from the first stages. I have a Masters degree in Environmental Health and have a unique perspective on the Legacy extension. I want to congratulate you on a thorough and accurate analysis of all the social, environmental, wildlife, wetlands, traffic control, engineering, etc. for this project. Great job, well done!

Ron Perkins, MPH
Kaysville

Comment 167

Response
Number in
Section 1.0



1.31D
1.2.6B

Comment #: 167

Date: 7/26/2017

Source: Email

Name: Chris Bauco

Location: Kaysville

Comments:

To whom it may concern,

I would like to thank you for the detailed analysis and thoughtful consideration as to where the road was placed. UDOT made an excellent choice.

Best regards,

Chris Bauco
Kaysville Citizen

Comment 168

Response
Number in
Section 1.0



1.2.6B

Comment #: 168
Date: 7/26/2017
Source: Email
Name: Brandon and Collin Wright
Location: Kaysville

Comments:

I just wanted to send a quick note to thank you for your efforts to get the freeway alignment right with the gloves lane option for the West Davis Corridor. I suspect it hasn't been easy, but my family and friends are thankful for your efforts and that our homes have been preserved according to the 2004 letter provided to Woodside homes regarding the U-DOT intentions for a feeder road (rather than a highway) between the Quail Crossing (Kaysville) and the Hunter's Creek (Farmington) subdivisions.

Thank you!

Brandon Wright

Comment 169

Response
Number in
Section 1.0



Comment #: 169
Date: 7/27/2017
Source: Website
Name: Jeanie Brierley
Location: Syracuse

Comments:

1.5A

We would like to express some of our concerns about the final plan for the West Davis Corridor and how it affects our home and way of life. We have 3 children living at home ages 5, 9, and 10. When we moved into our home 12 years ago, there were only 5 homes further South than ours on 2000 West and we enjoyed the very light traffic and quiet, rural atmosphere.

1.5C

Now there are several neighborhoods that have been built, or are in the process of being built, South of us and the traffic has already significantly increased. That was something we anticipated happening eventually but add to that a freeway exit ramp right next to our driveway and the safety of our children becomes a very serious concern. We won't feel safe letting them ride their bikes down the street anymore with the increase in traffic. Leaving or accessing our home with the driveway next to the exit ramp will definitely be a concern during high traffic time.

1.31H

The lighting needed for the ramps, freeway, and overpass will most likely significantly increase the already troublesome mosquito population by attracting them to the large lights. We will also need blackout curtains so that we can sleep at night. The potential for an impaired driver to lose control on the exit ramp and barrel into our home or yard is a very scary thought!

1.18B

1.5C

When the B Alternative was initially proposed to us, our home was listed as a possible purchase and we were told to submit our preference should that alternative be chosen. We asked that our home be purchased so that we didn't have to live literally right next to the freeway exit ramp. Instead, the plan, as it is on the map now, definitely shows the NB exit and entrance ramps being compressed closer to the freeway. It looks like this was done specifically to avoid needing to purchase our home?? This leaves us stuck in a very bad and unsafe location and also will significantly lower our home value!

1.5F

1.5G

1.8A

1.13A

We're also not really sure how the exit ramp could possibly be at ground level so close to the overpass which, as I understand it, will have to be around 30 feet high with drainage in between?? We already have 3 sump pumps in our crawlspace and have had flooding issues in the past - luckily, the water has always been contained in our crawlspace but it might not stay that way with so much weight being added to the water table so close to our home.

1.1.2B

1.5A

1.5C

In conclusion, we had initially chosen to purchase our home because of the light traffic and the quiet, rural, secluded location. We are not opposed to the freeway and definitely see the need and benefit of improved traffic flow for commuters. However, we are very concerned about the complete change of atmosphere and safety concerns that will negatively impact our way of life due to the exit ramp right next to our driveway/home.

We do have an appointment already set up for someone to come out to visit with us (August 7 at 4pm) but I just wanted to make sure our concerns were on record.

Thank you,
The Brierley Family

Comment 170

Response
Number in
Section 1.0



1.2.6B

Comment #: 170

Date: 7/27/2017

Source: Website

Name: Bruce Arnold

Location: Farmington

Comments:

After viewing the interactive map I believe UDOT has done a in depth study of possible routes. I approve of the chosen route and look forward to the completion. I have lived in Kaysville/Farmington for 25 years the completion of the West Davis Corridor will benefit the commuter and the home owners.

Comment 171

Response
Number in
Section 1.0



1.5G

Comment #: 171

Date: 7/27/2017

Source: Email

Name: Michael McBride

Location: Syracuse

Comments:

My name is Mike McBride. I manage SunQuest Development which owns the land north of Antelope Dr which will be bisected when the 3000 W intersection is moved further west. I notice that the boundary line which UDOT intends to purchase includes all the land east of the new 3000 W right of way in our property. We do not want to sell any property to UDOT except the actual right of way. SunQuest intends to develop the property east of the right of way along 3000 W. I would appreciate it if you would show the boundary line west of the southbound off ramp at the location which you need to retain proper clearance for the off ramp, and leave the property east of 3000 W out of the area which UDOT intends to purchase. I think this is a result of once having a park and ride lot in that area, which I requested you move into the circle for the on ramp to go southbound and I believe the boundary line was never relocated.

Thank you,

Mike McBride
Manager, SunQuest Development
Glen Eagle Golf Club

Comment 172

Response
Number in
Section 1.0



1.31D

Comment #: 172

Date: 7/27/2017

Source: Email

Name: Paul Allred

Location: Kaysville

Comments:

Thanks for hosting the meeting. It was very informative and helpful.

Paul & Ann Allred

Comment 173

Response
Number in
Section 1.0



1.12A
1.2.2D

Comment #: 173

Date: 7/30/2017

Source: Website

Name: Joe McFadden

Location: Syracuse

Comments:

The west Davis corridor will be going right behind my property in between Glenn eagle golf course? Will there be a wall between the road, trail and or my property? Will there be trees and bushes planted to replace all the beautiful vegetation that will be destroyed?

Comment 174

Response
Number in
Section 1.0



1.12D
1.12E

Comment #: 174

Date: 7/31/2017

Source: Website

Name: Joey Wilson

Location: Centerville

Comments:

Are there solid plans to add a sound wall at the entry/exit in Centerville?

Comment 175

Response
Number in
Section 1.0



1.2.2F

Comment #: 175

Date: 7/31/2017

Source: Website

Name: Ron Inouye

Location: Clearfield

Comments:

Good afternoon, My father has property in Weber County, on the southeast corner of [REDACTED]. Is the plan to begin acquiring property in Weber County, or just Davis? Is there any timetable on when you will begin acquisitions in Weber County?

Thank you.

Ron Inouye

Comment 176

Response
Number in
Section 1.0



Comment #: 176
Date: 7/31/2017
Source: Website
Name: Jeff Steed
Location: Kaysville

Comments:

1.2.2I

No offense, but this road is WORTHLESS to a great number of residents in South West Kaysville if you are not going to put an on ramp access to the road at (a) Shepard's Lane in Kaysville and (b) Glovers Lane in Farmington.

That is great you are putting an I-15 and Legacy interchange at Glovers, but it is VASTLY insufficient. Nobody travelling from South West Kaysville to the new high school on Glover's Lane is going to be able to use this road. Given the amount of traffic this new High School is going to have, this is a bit absurd. You NEED to put an onramp/off ramp somewhere on Glover's Lane -- i.e., not just an interchange.

1.2.2I
1.2.4.4F

Equally absurd is that there is no onramp/offramp connecting Sheperd's Lane in Kaysville. Nobody in Southwest Kaysville is going to use this road as a result. In essence, nobody in Southwest Kaysville going to backtrack to 200 North just so they can use this road to travel South to Salt Lake.

Please consider putting an access road by Sheperd's Lane in Kaysville and another exit/entrance on Glover's Lane by the new High School.

I appreciate your consideration.

Comment 177

Response
Number in
Section 1.0



Comment #: 177
Date: 7/31/2017
Source: Website
Name: Ashley Simmons
Location: Layton

Comments:

1.2.2D

1.12B

1.12D

I know this is a difficult process and many have put in countless hours to solve this problem. For me what upsets me the very most about this plan is that Semi trucks and Billboards will be allowed. How can we make peace when we are loosing our beautiful view sheds of wetlands and migrating birds exchanging them for billboards. That is so upsetting to me, and something I believe could be solved without too much difficulty on your part. If you are going to have large semi's on this highway, you need to put up sound barrier walls!

Comment 178

Response
Number in
Section 1.0



1.2.2D
1.1.2B
1.18A

Comment #: 178

Date: 7/31/2017

Source: Website

Name: Jennifer A Myers

Location: Layton

Comments:

Hello, it's been brought to my attention that UDOT is going to allow billboards along this new hwy. I don't mind that we're getting a road out west of my house, it is needed. I don't like the idea of billboards. It is so beautiful on the west side of Layton/Kaysville, billboards will ruin the view. Please rethink the billboard idea. Let me know if there is a meeting being held where I can discuss this, thank you!

Comment 179

Response
Number in
Section 1.0



1.31A

Comment #: 179

Date: 7/31/2017

Source: Email

Name: Cameron Johnsen

Location:

Comments:

I have a request for a map of the route for the West Davis Corridor. Could you please send me a shapefile of the route? Thank you.

Cameron Johnsen
Weber County GIS Programmer

Comment 180

Response
Number in
Section 1.0



Comment #: 180

Date: 8/1/2017

Source: Website

Name: Adam Kirk

Location: Centerville

Comments:

Please consider installing a sound wall to protect our neighborhood from the loud noise that will be created as part of the new south davis corridor project near our home. Thanks!

1.12D

1.12E

Comment 181

Response
Number in
Section 1.0



Comment #: 181

Date: 8/1/2017

Source: Website

Name: Rose Petersen

Location: Centerville

Comments:

Since it would appear that the West corridor expansion would confluence near my home I would like it if strong consideration was made in regards to also extending the sound wall along the freeway headed north... with the gap in the sound wall there it has made it difficult for my children to properly ride bikes .. because they cannot hear anything but the constant noise of the freeway and are unable to differentiate close traffic from far away traffic.. in addition visibility along the frontage road with on coming freeway traffic near dusk makes it considerably unsafe for biker and walkers to clearly see traffic. The noise from the freeway is significant also due to the bottle neck traffic near park lane exit.

1.12D

1.12E

1.5J

Comment 182

Response
Number in
Section 1.0



Comment #: 182

Date: 8/1/2017

Source: Website

Name: Robert Brinton

Location: Centerville

Comments:

I'm writing to request that UDOT include funding for a sound barrier wall along the east side of I-15 in northern Centerville for the West Davis Corridor project. An existing sound barrier wall runs along the frontage road for most of Centerville, but stops before the newer developments at the north end of Centerville.

We have been requesting that this wall now extend to cover our development and the other new developments there. With the West Davis Corridor, the freeway will start to encroach even closer to our homes and we need this barrier to protect our development from the noise pollution coming from the freeway.

Thank you for taking this into consideration.

1.12D
1.12E

Comment 183

Response
Number in
Section 1.0



Comment #: 183

Date: 8/1/2017

Source: Website

Name: Nathan & Jennifer Royall

Location: Centerville

Comments:

We are concerned about the northbound Centerville/Glovers Lane exit on the proposed West Corridor. It will pull the freeway even closer to our homes. It is already SO loud. We are amazed we do not "qualify" as is (all the other neighborhoods to the north and south of us have).

We understand the need for the highway and that this is the best place for it. We really need a sound wall included in the plans. It cannot be possible that drawing the freeway closer will not have an impact on the decibel level that is already ridiculously high. What can we do to guarantee that a sound wall will be installed?

Thank you!

1.12D
1.12E
1.1.2B
1.2.6B

Comment 184

Response
Number in
Section 1.0
↳

1.31A

Comment 185

Response
Number in
Section 1.0
↳

1.7E
1.2.2I

Comment 186

Response
Number in
Section 1.0



1.2.4.4N

Comment #: 186

Date: 8/2/2017

Source: Website

Name: William T Wright

Location: Layton

Comments:

Layton City requests that the Park & Ride Lot shown in the released Final EIS be relocated to the west side of the interchange adjacent to the Regional Trail. This location is preferred because the parking lot will be a joint use parking lot for commuters, busses and trail head users. This west location for a trailhead parking lot will keep pedestrians out of the interchange, thereby improving safety and reducing conflicts between trail users and vehicles. The result will be a reduction in the potential for pedestrian accidents and injuries. This change is supported by Active Transportation policies and guidelines.

Promoting efficient land use policies also support this change. The land on the east side of the interchange has a land use designation for a business park. A park and ride lot is not the highest economic use of the land. A business park use has a greater economic use to support the interchange, consistent with the "Wasatch Choice 2040 Plan" and the "Utah's Unified Transportation Plan 2011-2040" land use/transportation connection policies.

Thank you for considering this change and implementing it into the Final EIS.

Comment 187

Response
Number in
Section 1.0



1.2.2I

Comment #: 187

Date: 8/2/2017

Source: Website

Name: Sarah Love

Location: Kaysville

Comments:

I think with the Farmington High School being put in there needs to be an additional access point to I-15 at Glover Lane

Comment 188

Response
Number in
Section 1.0



Comment #: 188
Date: 8/3/2017
Source: Website
Name: Diana Lim
Location: Centerville

Comments:

Dear UDOT,

I am a homeowner of Woodspark and would like to find out about the status of the sound wall near northbound Centerville exit.

As you may be aware, the builder had promised us, at the time we purchased our home, that a sound wall will be built but unfortunately it is not the case. Please note that the noise from the freeway has really affected us negatively and I hope that you will seriously considering constructing a sound wall. With the upcoming plan of adding an exit near our subdivision which will mean increased traffic, the noise effect can become unbearable.

Thank you.

1.12D
1.12E

Comment 189

Response
Number in
Section 1.0



Comment #: 189
Date: 8/3/2017
Source: Website
Name: Jacob Willis
Location: Centerville

Comments:

Hello UDOT,

Thank you for the recent updates.

I have reviewed the West Davis Corridor map, including the preferred Alternate B1 01B Route. This route will effectively put an already proximal freeway, an additional 60-75 feet closer to our neighborhood. I am very concerned that it will adversely impact human activity and the quality of life of the 100+ residents in the neighborhood.

Thank you,
Jacob Willis

1.5A

Comment 190

Response
Number in
Section 1.0



Comment #: 190

Date: 8/3/2017

Source: Website

Name: Matt Bowen

Location: Centerville

Comments:

Our subdivision is already near the freeway and the addition of the off-ramp that will divert more traffic to I-15 from Legacy will increase the sound pollution from the freeway. All other neighborhoods in Centerville that are the same distance from the freeway as ours already have a sound wall. Oakwood Homes, who built our neighborhood, incorrectly informed us that UDOT already had plans to build a sound wall once the subdivision was built out. We recognize that this was their false statement not UDOT's, however the noise pollution as well as the lights that cause problems turning onto frontage road from our subdivision at night lower the value of or property.

1.12D

1.12E

1.5J

1.8A

Comment 191

Response
Number in
Section 1.0



Comment #: 191

Date: 8/3/2017

Source: Website

Name: William T Wright

Location: Layton

Comments:

Layton City requests that the Park & Ride Lot shown in the released Final EIS be relocated to the west side of the interchange adjacent to the Regional Trail. This location is preferred because the parking lot will be a joint use parking lot for commuters, busses and trail head users. This west location for a trailhead parking lot will keep pedestrians out of the interchange, thereby improving safety and reducing conflicts between trail users and vehicles. The result will be a reduction in the potential for pedestrian accidents and injuries. This change is supported by Active Transportation policies and guidelines.

Promoting efficient land use policies also support this change. The land on the east side of the interchange has a land use designation for a business park. A park and ride lot is not the highest economic use of the land. A business park use has a greater economic use to support the interchange, consistent with the "Wasatch Choice 2040 Plan" and the "Utah's Unified Transportation Plan 2011-2040" land use/transportation connection policies. The west location is consistent with the Park and Ride Lot location at the 200 North interchange in Kaysville. Drive expectation and trail user expectation will be consistent if these two interchanges are similarly designed with the Park and Ride Lots on the west side of the corridor adjacent to the trail.

Thank you for considering this change and implementing it into the Final EIS.

1.2.4.4N

Comment 192

Response
Number in
Section 1.0



Comment #: 192
Date: 8/3/2017
Source: Website
Name: Tyler D Seaman
Location: Centerville

Comments:

Hello,

I am a resident within the Woods Park Subdivision in Centerville. We are right along the Frontage road. Within the Noise Ordinance perimeters of UDOT, I feel like we would qualify for a sound wall application along the frontage road. We are above the 65 DB LEQ requirement for noise level within the subdivision. What expectations should we expect within the subdivision when the new interchange begins to take form and the Interstate begins to encroach on our subdivision? I personally feel like it is a fair request to have a wall constructed as part of the scope of the project. Please let me know what steps will be taken to make this improvement before the project is approved. Thank you,
Tyler Seaman
Building and Code Enforcement
West Haven City

1.12D
1.12E

Comment 193

Response
Number in
Section 1.0



Comment #: 193
Date: 8/3/2017
Source: Website
Name: Chelsea Stuart
Location: Centerville

Comments:

I live in the woods park neighborhood and am concerned about the noise, safety, and increase in traffic near my house. I believe if it is going to happen the only way to mitigate these issues is via a sound wall.

1.12D
1.12E
1.5C

Comment 194

Response
Number in
Section 1.0



Comment #: 194

Date: 8/3/2017

Source: Website

Name: Dana Willis

Location: Centerville

Comments:

I am inquiring about plans to continue the sound wall up past our neighborhood, Woods Park.

The freeway, already, is a major disturbance to enjoying our property, but with construction beginning on the West Davis Corridor, it is even more important that we have a sound wall to block the noise of the freeway that will be moving even closer to us. Another problem we have as drivers, is trying to exit land Lane onto frontage road at night. The headlights on the freeway are distracting and it is hard to discern the cars driving north on frontage road versus the freeway. Having a sound wall between frontage road and the freeway would help make it more safe.

Please let me know what will be done in order to get the sound wall to happen.
Thank you.

Dana

1.12D

1.12E

1.5J

Comment 195

Response
Number in
Section 1.0



Comment #: 195

Date: 8/3/2017

Source: Website

Name: Bree Phillips

Location: Centerville

Comments:

Please take into consideration to installing a sound wall for our community. The noise is a nuisance as well as a safety hazard. At night and early in the morning, when turning south onto frontage road from Lund Lane, it is difficult to tell if the cars are on the freeway or the frontage road. Also with the construction that will be happening in the future, it will add more traffic closer to our neighborhood.
Thank you.

1.12D

1.12E

1.5J

Comment 196

Response
Number in
Section 1.0



1.12B

Comment #: 196

Date: 8/3/2017

Source: Website

Name: Doug Parrish

Location: Centerville

Comments:

I am concerned about the added freeway noise that we'll experience when the freeway exit goes in at Glovers Lane. The freeway noise is already annoying and this development will exacerbate the problem.

Comment 197

Response
Number in
Section 1.0



1.12D

1.12E

1.7I

1.5J

1.7I

Comment #: 197

Date: 8/3/2017

Source: Website

Name: Roy M. Gibson

Location: Centerville

Comments:

Hello to you all.

I was the first home developed in the Woods Park subdivision and I love living here. I knew I would be close to the freeway so I have hesitated to complain about the noise. It is deafening.

Also if an exit from I15 to the new West Corridor, that move will make it closer to us.
Please consider a sound wall. We need a street light at the end of Pages Lane and frontage road.

Also, it is very difficult to turn South on the frontage road at night because of the mix-up of headlights from the freeway verses the frontage road.

I believe this is a real safety issue.

While I'm complaining, Pages Lane needs to be torn completely up and replaced. It is not unlike trying to drive through a small canyon. (I'm thinking of buying a Razor)

Please consider our subdivision in the upcoming changes. I love our freeways and roads in Utah. UDOT, you do a great job.

Please feel free to contact me if you would like to hear whining in person.

Thank you. Roy Gibson

Comment 198

Response
Number in
Section 1.0



1.12D
1.12E
1.5J

Comment #: 198

Date: 8/3/2017

Source: Website

Name: Jessica Dunn

Location: Centerville

Comments:

I am writing in regards to the subject matter of the sound wall in Centerville on the frontage road. I purchased and build my home here over a year ago with the understanding that the sound wall would be completed. Not only is it nuisance, but I feel there's a significant safety issue. When turning left onto the frontage road at night is difficult to see the lights are coming from the freeway or the frontage road. I feel like it is only a matter of time before there is an accident there. I live in the community called wood park, although our community is not a large community at this time, I'm sure in the future there will be more development east and north of us as well. I was informed whether or not this is correct, that in order to have the sound wall, want to be off Acadian with the amount of residence near the area. I point out the fact of us growing as the sound wall will ultimately affect much more than just us. I would hope you would strongly take these into consideration.

Comment 199

Response
Number in
Section 1.0



1.2.4.4N

Comment #: 199

Date: 8/3/2017

Source: Email

Name: William T Wright

Location: Layton

Comments:

West Davis Corridor EIS Team:

Please consider the following comment into the Final EIS concerning the location of the Park & Ride Lot at the 2700 West Interchange in Layton City.

Layton City requests that the Park & Ride Lot shown in the released Final EIS be relocated to the west side of the interchange adjacent to the Regional Pedestrian and Bike Trail. This location is preferred because the parking lot will be a joint use parking lot for commuters, busses and trail head users. This west location for a trailhead parking lot will keep pedestrians out of the interchange, thereby improving safety and reducing conflicts between trail users and vehicles. The result will be a reduction in the potential for pedestrian accidents and injuries. This change is supported by Active Transportation policies and guidelines.

Promoting efficient land use policies also support this change. The land on the east side of the interchange has a land use designation for a business park. A park and ride lot is not the highest economic use of the land. A business park use has a greater economic use to support the interchange, consistent with the "Wasatch Choice 2040 Plan" and the "Utah's Unified Transportation Plan 2011-2040" land use/transportation connection policies.

The west location is consistent with the Park and Ride Lot location at the 200 North interchange in Kaysville. Driver expectation and trail user expectation will be consistent if these two interchanges are similarly designed with the Park and Ride Lots on the west side of the corridor adjacent to the trail.

Thank you for considering this change and implementing it into the Final EIS.

Bill Wright

William T. Wright, AICP
Community and Economic Development Director

Comment 200

Response
Number in
Section 1.0



Comment #: 200

Date: 8/4/2017

Source: Website

Name: Adam Johnson

Location: Centerville

Comments:

I live at the north end of Centerville in the Woods Park subdivision. The freeway noise is already loud and I believe that putting in the freeway even closer to our subdivision will increase the noise and traffic near our house. I not in favor of putting in the West Davis Corridor. Putting in a freeway entrance that close is dangerous and puts a strain on the community. A sound barrier needs to be put in if the Freeway entrance is to be placed.

1.12B

1.31D

1.12D

1.12E

Comment 201

Response
Number in
Section 1.0



Comment #: 201

Date: 8/4/2017

Source: Website

Name: Russell Boswell

Location: Centerville

Comments:

In regards to the upcoming freeway project that would put an off ramp starting at Woods park subdivision, and push the highway closer to our homes. What is the plan for a sound wall, and where the off ramp would start? At this point the noise is overwhelming with the traffic if the highway is moved closer it will be even more so.

1.12D

1.12E

1.8A

What will this also do to our property value? We feel at this point a sound wall is justified.

Comment 202

Response
Number in
Section 1.0



Comment #: 202

Date: 8/4/2017

Source: Email

Name: Rhett Rushton

Location:

Comments:

<See attachment on next page, titled 00202_RhettRushton_#00001_8-4-17>

The physical mail address on your site does not show as an existing address. Will you please fix it?

Thanks for your prompt responses to me over the years, whoever you are.

Good day,

Rhett Rushton

1.31E

1.31D

Comment 202 (continued)

Response
Number in
Section 1.0



and FHWA. The Final EIS is available on the WDC website (udot.utah.gov/westdavis), as well as in hard copy form at city hall buildings and libraries throughout the study area. Comments can be submitted the following ways:

- • Online comment form: udot.utah.gov/westdavis
- • Email: westdavis@utah.gov
- • Mail: 466 North 900 West, Kaysville, UT 84037

All comments will be provided to FHWA for review and consideration. As the decision-making agency, FHWA, in coordination with UDOT, will respond to all comments received on the Final EIS and include those responses in the Record of Decision document.

-UDOT-

Media Contact:

John Gleason

UDOT Public Information Officer

jgleason@utah.gov

Cell: 801-560-7740



Comment 203

Response
Number in
Section 1.0



1.3A

Comment #: 203

Date: 8/7/2017

Source: Website

Name: Jonathan Stettler

Location: Layton

Comments:

I would want to make sure that no development can take place west of the corridor and make sure the area stays in the county and is not annexed by any municipality

Comment 204

Response
Number in
Section 1.0



1.12E

Comment #: 204

Date: 8/8/2017

Source: Website

Name: Rick Rice

Location: Centerville

Comments:

We need a sound wall added to this project for the residents in this new subdivision. The traffic noise is quite unbearable.

Comment 205

Response
Number in
Section 1.0

Comment #: 205

Date: 8/8/2017

Source: Mailed In

Name: David Bird

Location:

Comments:

<See mailed in comment on next page, titled DEQ_Letter_8-8-17.pdf>

Response
Number in
Section 1.0

1.17A

Comment 205 (continued)



State of Utah
GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

Department of
Environmental Quality

Alan Matheson
Executive Director

DIVISION OF ENVIRONMENTAL
RESPONSE AND REMEDIATION

Brent H. Everett
Director

ERRC-130-17

August 8, 2017

Randy Jefferies, PE
West Davis Corridor EIS Project Manager
Utah Department of Transportation
466 North 900 West
Kaysville, Utah 84037

RE: West Davis Corridor Project Final Environmental Impact Statement, Davis and Weber Counties, Utah

Dear Mr. Jefferies:

The Utah Department of Environmental Quality's Division of Environmental Response and Remediation (DERR) has received your request of July 6, 2017, for input regarding the above referenced project.

We encourage you to review the DERR's interactive map, as one source of data, prior to finalizing the Environmental Impact Statement to ensure you are informed of potential contamination. The interactive map is located at: <http://enviro.deq.utah.gov>. You are also encouraged to speak to the Division of Waste Management and Radiation Control at (801) 536-0200 and the Division of Water Quality at (801) 536-4300.

It is possible that future construction activities associated with this project will encounter hazardous substances. These materials must be managed and disposed of properly. If impacted materials are encountered during construction, please notify the DERR.

If you have any questions regarding this letter, please feel free to contact me at (801) 536-4219.

Sincerely,



David Bird, Environmental Engineer
Division of Environmental Response and Remediation

DGB/ab

cc: Brian E. Hatch, M.P.H., E.H.S., Director, Davis County Health Department
Brian Bennion, B.S., M.P.H., Director, Weber-Morgan Health Department

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Comment 206

Response
Number in
Section 1.0



1.5G

Comment #: 206

Date: 8/9/2017

Source: Website

Name: David Rees

Location: Farmington

Comments:

It is my understanding that my property parcel (# [REDACTED]) will be affected by the West Davis Corridor north-bound off ramp from I-15 to the new freeway. I assume from looking at the maps that UDOT would be taking some of my land and not my entire property/house.

I have been planning to install a fence and put trees in this year along the property line that would be affected. The trees I was planning on putting back there would be larger caliper trees to help block the freeway noise and create a visual barrier. I would hate to put these in just to have them torn out in a year or two. I don't want to waste my time or UDOT's money doing things twice. Would someone be able to give me an update on when you would be procuring my land? I would love to get it figured out and plant the trees/install the fence where they would be going in the end, but if it won't be for another year or two then I'll need to install the fence so my kids can play back there without having to worry about them running to the road.

Please let me know. Thanks for your help.

Comment 207

Response
Number in
Section 1.0



1.14A
1.1.1B

Comment #: 207

Date: 8/9/2017

Source: Website

Name: Angela Carlson

Location:

Comments:

I oppose development of this highway due to the irrevocable damage it will cause to wildlife habitat and our arable land. Utah's open lands are our great asset, especially with the projected growth in population nationwide. It is our/your responsibility to the ecology of this place to hold clean air and water as our highest priority. We have the knowledge to grow "smart", UDOT has access to some of the best examples of thriving communities in the nation/world who have not allowed the automobile to dictate how we create our future. Another highway and our fertile land paved over with homes is in no way the highest and best use of the land, it's too much to ask of our finite natural resources and only serves the developer-minded regime.

Comment 208

Response
Number in
Section 1.0



1.2.2H

Comment #: 208

Date: 8/10/2017

Source: Email

Name: Paula Rowley

Location:

Comments:

Please put an interchange connecting the West Davis Corridor with State Road 193. State Road 193 is currently being extended to 3000 West in Syracuse/Westpoint. The proposed route of the West Davis Corridor is only a mile away from SR 193. An interchange at this location would help accomplish the goal of using the WDC as the preferred route for trucks as SR193 is currently being used by large trucks accessing the Free Port Center in Clearfield.

Thank you,
Paula Rowley

Comment 209

Response
Number in
Section 1.0



1.2.4G

Comment #: 209

Date: 8/13/2017

Source: Website

Name: Joey Wilson

Location: Centerville

Comments:

Moving the exit ramps in Centerville further to the north by a block or two would substantially reduce the impact on the new homes in the neighborhood. There is a lot of open space further to the north, and the frontage road could be curved more to accommodate the change. In my opinion there is no need to cram the exit so closely to the homes when there is so much space to the north.

Thank you.

Joey Wilson

Comment 210

Response
Number in
Section 1.0



Comment #: 210
Date: 8/14/2017
Source: Website
Name: Jenny Johnson
Location: Farmington

Comments:

1.12E I request a sound barrier be installed along Glover Lane on-ramp

I will continue to submit comments until an acceptable strategy is in place by UDOT to reduce the unacceptable noise levels along the proposed Glover Lane on-ramp.

1.5C I am very worried about the impacts my family will suffer now that a two lane freeway is being pushed even closer to my property and which we did not know was happening when we bought our home. There is not enough clearance space between the proposed WDC on-ramp and the frontage road to keep residents and road travelers safe as well as prevent the unacceptable noise pollution levels.

1.12F I am VERY concerned about the noise impact on my home and surrounding neighborhoods on the East side of I-15/WDC. According to the EIS documents, the noise levels already exceed UDOT & federal standards for acceptable noise levels along a freeway. This is appalling and unacceptable! The proposed plan will do NOTHING to prevent projected harmful noise pollution let alone lessen the existing unacceptable noise levels. The WDC will only exacerbate the noise levels and I find it completely unacceptable that UDOT is NOT planning for future noise growth with this project. Why does UDOT's noise abatement policies not allow for future noise growth as a criteria for determining where sound walls are placed? If we're planning for increased road traffic, then we should seriously consider added noise when it comes to UDOT noise abatement/sound wall policies. The whole point of the WDC is to plan for future development and road travel growth, yet NOTHING is being done to prevent the continued growth in noise levels along the East side of Farmington and Centerville.

1.12E Due to the elevation of the WDC, it will also cause additional noise to travel even further up the East side of Farmington to homes that currently have lowered noise pollution. I am requesting a sound wall connecting the Centerville sound wall with the berm/fence near South Park in Farmington be put in place. OR AT MINIMUM a smaller berm/fence as exists by South Park in Farmington to connect the two if a 15' sound wall (as exists in Centerville currently) is not feasible. If there is not enough clearance space for a sound wall, then maybe the entire on-ramp design is flawed to begin with! I do not feel safe having the frontage road and a two-lane high-speed freeway on-ramp within feet of my home where my children play.

1.8A The WDC will be nothing like the Legacy Parkway as high-speed trucks will be allowed on it, which are the biggest noise polluters on I-15 currently. The noise levels are currently and will only continue to be unacceptable to residents. My property value will plummet and I will be unlikely to sell my home for it's market value and in a timely manner as I've already seen my neighbors' homes sit on the market for MONTHS and then lowering their home prices to tens of thousands of dollars LESS than market value all while prospective buyers commenting the freeway noise is just too loud.

1.12E Noise pollution is a health hazard with numerous studies showing increased risks of heart attacks due to constant stress levels, increased anxiety, hearing loss, etc. The noise is unbearable at times EVEN INSIDE MY HOME and my family and neighbors will continue to experience a reduced quality of life without further sound mitigation strategies in place. I am requesting that some type of sound barrier be put in place along this on ramp connecting the sound wall in Centerville to the berm/fence in Farmington.

Comment 211

Response
Number in
Section 1.0



Comment #: 211
Date: 8/14/2017
Source: Website
Name: Jenny Johnson
Location: Farmington

Comments:

1.12E I request a sound barrier be installed along Glover Lane on-ramp

I will continue to submit comments until an acceptable strategy is in place by UDOT to reduce the unacceptable noise levels along the proposed Glover Lane on-ramp.

1.5C I am very worried about the impacts my family will suffer now that a two lane freeway is being pushed even closer to my property and which we did not know was happening when we bought our home. There is not enough clearance space between the proposed WDC on-ramp and the frontage road to keep residents and road travelers safe as well as prevent the unacceptable noise pollution levels.

1.12F I am VERY concerned about the noise impact on my home and surrounding neighborhoods on the East side of I-15/WDC. According to the EIS documents, the noise levels already exceed UDOT & federal standards for acceptable noise levels along a freeway. This is appalling and unacceptable! The proposed plan will do NOTHING to additional prevent harmful noise pollution let alone lessen the existing unacceptable noise levels. The WDC will only exacerbate the noise levels and I find it completely unacceptable that UDOT is NOT planning for future noise growth with this project. The whole point of the WDC is to plan for future development and road travel growth, yet NOTHING is being done to prevent the continued growth in noise levels especially along the East side of Farmington.

1.12E Due to the elevation of the WDC, it will also cause additional noise to travel even further up the East side of Farmington to homes that currently have lowered noise pollution. I am requesting a sound wall connecting the Centerville sound wall with the berm/fence near South Park in Farmington be put in place. OR AT MINIMUM a smaller berm/fence as exists by South Park in Farmington to connect the two if a 15' sound wall (as exists in Centerville currently) is not feasible. If there is not enough clearance space for a sound wall, then maybe the entire on-ramp design is flawed to begin with! I do not feel safe having the frontage road and a two-lane high-speed freeway on-ramp within feet of my home where my children play.

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Comment 212

Response
Number in
Section 1.0



Comment #: 212

Date: 8/14/2017

Source: Website

Name: Jeff Johnson

Location: Farmington

Comments:

1.12E

I am VERY concerned about the noise impact on my home and surrounding neighborhoods on the East side of I-15/WDC. I have been studying the Utah Department of Transportation's EIS and am very concerned with the lack of noise abatement strategies for the EAST side of Farmington. Nearly all of the focus for the EIS has been on the West side of Davis County. According to the EIS documents the noise levels already exceed federal standards. The noise pollution from I-15 is unbearable at times. I have been unable to find any documentation in the EIS that a study was done to determine the feasibility and reasonableness of a sound wall/noise abatement wall that would benefit residents on the EAST side of the WDC near the Glover Lane off-ramp. All sound barriers in the EIS documents are located along the West side of the WDC. The EIS documents clearly show my home and the surrounding areas will be impacted by additional noise from the WDC and far exceed federal and UDOT standards. What is being done to mitigate this elevated noise pollution levels? The WDC will only exacerbate the noise levels and I find it completely unacceptable that the city and UDOT are NOT planning for future noise growth with this project. The whole point of the WDC per UDOT is to plan for future development and road travel growth, yet NOTHING is being done to prevent the continued growth in noise levels especially along the East side of Farmington.

1.12F

Comment 213

Response
Number in
Section 1.0



Comment #: 213

Date: 8/14/2017

Source: Website

Name: Jeff Johnson

Location: Farmington

Comments:

1.12E

I am VERY concerned about the noise impact on my home and surrounding neighborhoods on the East side of I-15/WDC. I have been studying the Utah Department of Transportation's EIS and am very concerned with the lack of noise abatement strategies for the EAST side of Farmington. Nearly all of the focus for the EIS has been on the West side of Davis County; however, my home is now at the epicenter of the new freeway. Which, I might add, will NOT benefit me as a Davis County or Farmington City resident as I have no way of accessing this off-ramp that will be a giant eyesore right off my own front porch. According to the EIS documents, as well as documents I have found on Farmington City's website, the noise levels already exceed federal standards. I can personally attest to this in my own home! The noise pollution from I-15 is unbearable at times. I have been unable to find any documentation in the EIS that a study was done to determine the feasibility and reasonableness of a sound wall/noise abatement wall that would benefit residents on the EAST side of the WDC near the Glover Lane off-ramp. All sound barriers in the EIS documents are located along the West side of the WDC. The EIS documents clearly show my home and the surrounding areas will be impacted by additional noise from the WDC and far exceed federal and UDOT standards. What is being done to mitigate this elevated noise pollution levels? The WDC will only exacerbate the noise levels and I find it completely unacceptable that the city and UDOT are NOT planning for future noise growth with this project. The whole point of the WDC per UDOT is to plan for future development and road travel growth, yet NOTHING is being done to prevent the continued growth in noise levels especially along the East side of Farmington.

1.12F

Comment 214

Response
Number in
Section 1.0



Comment #: 214

Date: 8/14/2017

Source: Website

Name: Jeff Johnson

Location: Farmington

Comments:

1.12E

I am VERY concerned about the noise impact on my home and surrounding neighborhoods on the East side of I-15/WDC. I have been studying the Utah Department of Transportation's EIS and am very concerned with the lack of noise abatement strategies for the EAST side of Farmington. Nearly all of the focus for the EIS has been on the West side of Davis County; however, my home is now at the epicenter of the new freeway. Which, I might add, will NOT benefit me as a Davis County or Farmington City resident as I have no way of accessing this off-ramp that will be a giant eyesore right off my own front porch. According to the EIS documents, as well as documents I have found on Farmington City's website, the noise levels already exceed federal standards. I can personally attest to this in my own home! The noise pollution from I-15 is unbearable at times. I have been unable to find any documentation in the EIS that a study was done to determine the feasibility and reasonableness of a sound wall/noise abatement wall that would benefit residents on the EAST side of the WDC near the Glover Lane off-ramp. All sound barriers in the EIS documents are located along the West side of the WDC. The EIS documents clearly show my home and the surrounding areas will be impacted by additional noise from the WDC and far exceed federal and UDOT standards. What is being done to mitigate this elevated noise pollution levels? The WDC will only exacerbate the noise levels and I find it completely unacceptable that the city and UDOT are NOT planning for future noise growth with this project. The whole point of the WDC per UDOT is to plan for future development and road travel growth, yet NOTHING is being done to prevent the continued growth in noise levels especially along the East side of Farmington.

1.12F

1.10G

Additionally, I see no documentation in the EIS of sidewalk improvements connecting Centerville with South Park in Farmington as well as replacement of trees that will be destroyed when the frontage road is pushed even further east. The frontage road is dangerous for pedestrians and bicyclists and does not help to improve the city's active transportation opportunities, such as connecting to the Legacy Parkway trail system. I am unable to utilize the park or trail system safely from my home on foot/bike because I worry about being hit by a car on the frontage road.

Comment 215

Response
Number in
Section 1.0



Comment #: 215

Date: 8/14/2017

Source: Email

Name: Jeff Johnson

Location: Farmington

Comments:

1.31F

It appears that I am unable to leave a comment on the UDOT page, though it is not past the close of the public comment period.

Here is the information that your site would not accept. Maybe your site only accepts where people want a road to nowhere built?!

Jeff Johnson

Farmington, UT 84025

RE: Sound Walls

1.12E

I am VERY concerned about the noise impact on my home and surrounding neighborhoods on the East side of I-15/WDC. I have been studying the Utah Department of Transportation's EIS and am very concerned with the lack of noise abatement strategies for the EAST side of Farmington. Nearly all of the focus for the EIS has been on the West side of Davis County. According to the EIS documents the noise levels already exceed federal standards. The noise pollution from I-15 is unbearable at times. I have been unable to find any documentation in the EIS that a study was done to determine the feasibility and reasonableness of a sound wall/noise abatement wall that would benefit residents on the EAST side of the WDC near the Glover Lane off-ramp. All sound barriers in the EIS documents are located along the West side of the WDC. The EIS documents clearly show my home and the surrounding areas will be impacted by additional noise from the WDC and far exceed federal and UDOT standards. What is being done to mitigate this elevated noise pollution levels? The WDC will only exacerbate the noise levels and I find it completely unacceptable that the city and UDOT are NOT planning for future noise growth with this project. The whole point of the WDC per UDOT is to plan for future development and road travel growth, yet NOTHING is being done to prevent the continued growth in noise levels especially along the East side of Farmington.

1.12F

Comment 216

Response
Number in
Section 1.0



1.2.2K

Comment #: 216

Date: 8/14/2017

Source: Email

Name: Nicole Cooksey

Location: Kaysville

Comments:

Where can I find out if the street we live on will become a thru street to access the new highway? We live on Leola St in Kaysville.

Thank You,

//SIGNED//

Nicole L. Cooksey, GS-11
Material Manager, F-16
Dept of the Air Force



Comment 217

Response
Number in
Section 1.0



1.12E

1.12F

1.12G

1.12E

1.12G

1.10G

Comment #: 217

Date: 8/14/2017

Source: Email

Name: David Millheim

Location: Farmington

Comments:

Jenny, thank you for taking the time to voice your concerns. I noted in your email that you did not copy UDOT and it is important you do so before the August 31st comment deadline. For that reason I am copying UDOT on your email and my response and asking them to make sure your concerns and those I raise in this email are addressed in the final EIS document.

I am also copying you on a similar email I sent to another resident last week dealing with possible sound walls on the west side. While the issues in his email are not identical, there are similarities. At the end of the day, how one feels about sound walls really comes down to one's proximity to the freeway. There is no doubt in my mind that you are being impacted by the proposed WDC. It is also a fact the City has spent hundreds of thousands of dollars studying impacts of this highway on our City. Some say we have spent too much time and money on our efforts and some say we have not spent enough. The one thing I can guarantee is not all are going to be totally happy with the outcome or our efforts in that regard but we have not idly addressed these issues. Three things in your email jumped out to me.

The first is how the sound wall question will be addressed in relationship to the existing sound walls in your area with the new proposed northbound exit from I-15 to the WDC? I too find little in the EIS addressing that topic. We know the existing sound walls along northbound I-15 will be impacted by the new "flyover" exits going northbound to the WDC so we are asking UDOT with this email to point out how that is being addressed in the EIS. Maybe it is in there and I just can not find it as it is over a 3,000 page EIS document. I also cannot tell from the draft EIS if a sound study was done related to the new additional sound being created by the flyover exits to the WDC. The two questions Farmington has are:

1) Has a specific sound study been done for the sound impacts created by the flyovers in the area both north and south of our South Park? Without a specific answer to those questions?

2) How will the existing sound walls in that area be altered (if at all) by the new flyover exits?

Without answers to these questions, I am at a little bit of loss to adequately answer your questions regarding the same.

The second issue you raised as to trail connectivity on our south end between Farmington and Centerville is an important one. We know more is needed and we know we have a small missing link in that area. We have withheld on efforts to make that linkage on the east side of the Frontage Road trail for a variety of reasons. The primary reason is until we had better clarity on the WDC alignment we would have been throwing good money after bad in that any connection built in that area would have been destroyed by the flyover exits I was just discussing. We are asking UDOT with the construction of those WDC flyover exits to complete the missing trail connections on the east side of the frontage road which are being impacted.

The last thing that jumped out to me (and I really appreciate you raising) is that Farmington has residents both east and west of I-15 that are affected by this highway. I agree that most of the EIS focus has been on how this highway is affecting the west side but I think your email demonstrates what I have been hearing from some east side residents. The problem is that it is getting very late in the EIS process for those east side residents now to be speaking up. Nevertheless, your email is a healthy reminder to our City Council that all of Farmington is being affected by this highway to varying degrees.

Comment 217 (continued)

Response
Number in
Section 1.0

1.31D

I hope this provides some clarity on the issues you raised. Please feel free to call me should you have further questions.

Dave Millheim
to Mike, CITYCOUNCIL, Randy, Kris

Thank you for taking the time to voice your concerns like you did. I recognize the issue is a big one for you so I am going to try and put as much care into my response as you did in your email.

After dealing with this issue for almost seven years, I can tell you there are multiple winners and losers on this issue based on either your personal value system or where (as in your case) you physically live.

I could be curious as to why you just bought a house so close to the proposed corridor as recently as you did. That point is irrelevant because the fact is you are there and this is now a very real issue for you. It is just as real for the many hundreds of families affected by this highway, some of whom have been concerned about the potential impacts for many years as the EIS process has gone forth.

To your specific question as to what the City can or cannot do as related to the sound wall question, my gut tells me the answer is very little. We might be able to blow some political smoke at it but it would be just that and I have never been one to support such a waste of effort that does nothing but create frustration with our residents. Nevertheless, I do not know of a certainty our options so I am going to look into this a little more before I say it is factually the case that there is little we can do.

In the meantime, I am going to take a moment and give you my opinion on the issue. I share this only because I think this is a real two edged sword. I do not want to be perceived that what I am writing means I am defending the position of UDOT on their high threshold percentage (75%) they say they must have for sound wall support and subsequent construction. But I do understand the reasons they have set the threshold high.

When one considers whether or not to have sound walls, history as shown there are very strong feelings as to why they should and should not be present and people will vote accordingly. History has shown us your vote is usually based on your own proximity to the highway AND how much you value the view shed versus the noise headache.

One school of thought is those closer to the highway should have a greater say in the decision than those farther away. This is how UDOT is going to evaluate the situation by setting up a limited zone of those who can even vote on the issue in the first place. I do not know the boundaries of that voter pool but I am sure we will get more information on this as things move forward. I live up on the hill and can see the entire length of the WDC as it snakes through Farmington. I will not get to vote on sound wall issue because I am so far away but I wish I could. I would vote for no sound walls for a variety of reasons. I can tell you there are a lot of folks like me who would not want the sound walls, including many in your own neighborhood. So -- for better or worse, UDOT has adopted (or perhaps it is mandated) that only a small pool of those directly affected in the immediate area of the sound wall study will even get to weigh in on the issue.

Unless I get some new, substantive information, my advice to the City Council is they NOT weigh in on the sound wall issue and follow the high threshold guidelines as provided by UDOT. I give this advice for the following reasons:

1. Those mostly directly affected by the issue (you and your neighbors) should have the larger say in the outcome of the decision.
2. Since it will be a very controversial issue for some, keep the threshold level high so there is a clear demonstration of voter sentiment one way or the other.
3. This is a UDOT decision being built with funds way beyond Farmington's ability to financially influence the

Comment 217 (continued)

Response
Number in
Section 1.0

1.31D

outcome and it should stay in UDOT's lap. The City should not create false expectations with its residents that somehow we are going to magically find millions of dollars for sound walls that have little value except to those directly next to highway. I know that is not what you want to hear but the City Council cannot fund these sound walls without a horrific tax increase which would not be supported by the majority of Farmington residents and I do not believe it a wise use of Farmington funds.

I am not aware of any law or statute that the City can use to force or alter the safety designs of the highway as related to barriers either for safety or sound. The highway will be built under all applicable federal and state transportation guidelines as found in existing federal and state rules. The City cannot inspect and/or legislate anything as related to the physical construction. We have made hundreds of comments and suggestions as related to the environmental impacts of the freeway on a variety of issues.

I am going to copy this email both to the City Council and to UDOT for two different reasons.

As to the City Council, they are free to disagree with my opinion and can direct me to do otherwise. I will follow that direction if given. To do so, would require at least three of them to do so in a publicly noticed meeting. I do not think that will happen but I do not want to assume I have this all figured out because I clearly do not. I can tell you all of the Council care deeply about the headaches associated with this highway and have struggled for years in how to properly address those things. We have spent hundreds of thousands of dollars on our study of the WDC and are not lightly taking the impacts of this highway for granted. Lastly, I am copying them because I want them to hear your concerns and my response.

As to UDOT (Randy Jefferies) -- if he can add any further clarifying facts as to the sound wall evaluation process and rules, I would appreciate that input. Once (and if) such input is received, I would put that information on the City web page for all to consider.

Again, thank you for taking the time to voice your concerns and we will see where this goes.

Sent from my iPad

1.12A

Comment 218

Response
Number in
Section 1.0



1.1.2B

Comment #: 218

Date: 8/15/2017

Source: Website

Name: Kyle and Tiffany Harmon

Location: Syracuse

Comments:

I am in full support of this much needed freeway coming to the west side of Davis and Weber Counties. Just wanted you to know I think it is great

Comment 219

Response
Number in
Section 1.0



Comment #: 219

Date: 8/15/2017

Source: Website

Name: Greg Schow

Location: Farmington

Comments:

First of all let me say that I know your job is extremely difficult. I've been studying the recent proposal for West Davis Corridor and wanted to share a few concerns I had and some possible solutions.

1) Noise Level - I am very pleased to see that UDOT has committed to quite pavement on WDC. I was however concerned that there was no definition of what that would mean. It appears that the standard on Legacy highway was 4 decibels quieter at 110km than comparable surface. I think Legacy should be the standard for responsible roadways in environmentally sensitive areas like the bird refuge and conservation easements in Farmington. My house will be facing and right next to the road on the North end of Ranch road since 2 of my neighbors homes are being taken.

2) Lighting - This is a critical point for us in 2 respects. The way the road is designed we will get a steady stream of headlights in our backyard and in our windows all night if there is no berm, trees or sound wall (None is slated at present). I understand that UDOT has a 0.75% budget to spend on aesthetics that will go to the cities, but in reality that will cover very little on a stretch as long as Farmington's. I would hope that Kris Peterson and others at UDOT would recognize that there are differences in vacant fields (mtn view corridor) and bird refuges, valuable wetlands and conservation easements (as is the case in Farmington). Certainly there are areas where the guideline for 0.75% of the road budget should be adjusted in special circumstances and I don't know of a better definition than Bird refuges and conservation easements. That way the precedent is set to only be adjusted in very defined special circumstances. Please consider increasing that 0.75% amount at I east in these instances (which I think covers parts of Farmington and Kaysville). That would also limit the amount to not have to include the entire stretch of the road. There were over 400 acres set aside in West Farmington as conservation easements which is why many of us moved to Farmington for the perfect combination of Live, Work, Play. This is why Farmington ranks as #4 in the state of Utah in livability index.

(https://linkprotect.cudasvc.com/url?u=http://www.areavibes.com/farmington-ut/livability/&c=E,1,M0YwfgBq54RAh4wocSArSpkXTf-GpIG0TafYc3dlIE0ze887ZQr7imBocitEp5wOgGmCTgwVsu43uaqrU5Sg3fvcBH8EmCBJ1LEqaxH5H_L&typo=1) and why Money named Farmington #14 best places to live in the entire nation in 2013, "Farmington is best known for its outdoorsy charm: Sandwiched between the Wasatch Mountains and the Great Salt Lake, the town offers a huge 18,000-acre wildlife refuge and 115 miles of bike and hiking trails. â€œHailey Lee" (<http://time.com/money/collection-post/2791424/14-farmington-ut/>)

The second point on lighting is that I was glad to see UDOT commit to dark lighting on WDC. I'd like to see that defined in the proposal so that we can count on not having a stadium lighting atmosphere in our quite neighborhood.

3) Distance to homes in West Farmington - I understand that there is a delicate balance to be handled with where the road actually goes and that the proposed zone is likely the final decision, any efforts to push the road further west or at least to the very west end of the proposed zone (especially around the North End of ranch road where 2 homes are getting removed and the road comes very close to touching our cultisac). I was absolutely shocked that there was no soundwall slated for this area of the Corridor. The soundwall on Legacy where there is a 10' berm and then a smaller 4-6 foot fence on top seems to be a much cheaper and less invasive option than a full blown 15' concrete sound wall used in other areas. I think this would be a very good compromise to eliminate many safety, lighting and noise concerns.

I appreciate your time and thank you in advance for taking these points into careful consideration. We hope that together we can make this tough situation more amenable to the residents of West Farmington and Kaysville that are loosing so much with the decision of road placement right through our protected lands.

Comment 220

Response
Number in
Section 1.0



1.7H

Comment #: 220

Date: 8/15/2017

Source: Email

Name: Sherri Einfeldt

Location: Kaysville

Comments:

I live on 200 N. in Kaysville. For years our city administrators told me I didn't have to worry about our street becoming a connector to Legacy. So I was shocked to learn that that is the proposal! 200 N. is the ONLY street that gives approximately 20,000 residents access to I-15 and other things on the east side. So the overcrowding that the additional traffic will cause is unconscionable. You didn't do your homework very well. I will now have to sell my beautiful home and move away. It's quite sad, considering my ancestors settled Kaysville in 1856 and I am the last one left here.

Sherri Einfeldt

Comment 221

Response
Number in
Section 1.0



1.2.2D

1.18D

1.14E

Comment #: 221

Date: 8/15/2017

Source: Multiple

Name: Elizabeth Kitchens

Location: Salt Lake City

Comments:

<See attachment on next page, titled 00221_TheNatureConservancy_Letter_8-15-17>

Hello Randy –

The attached comment letter will be sent FedEx to FHWA and to the West Davis Corridor address for delivery tomorrow. I do not think there is anything surprising in the letter – we'd still like to see no trucks and we point out a couple of other areas where we still have concerns regarding specific impacts to the Visitor Center. With the road coming so close to the where the public visits, we'd like UDOT to consider some visual barriers.

And of course we still have the outstanding issue of the endowment amount. I hope we can reach an agreement on that well before the ROD is issued.

We are also planning on providing comments on the 404 permit, although not until just before the deadline as I will be out of the office on vacation after today until Sept. 7.

If you need to speak to someone in my office about this while I am gone, Chris Brown can help you, or if it is about the endowment, please contact Dave Livermore, Utah State Director.

Thank you for your cooperation during this process, Randy – we sincerely appreciate all you and UDOT have done to address our concerns. We look forward to our continued collaboration.

Best,
Elizabeth

Elizabeth Kitchens | Utah Director of Conservation Programs | The Nature Conservancy
559 East South Temple, Salt Lake City, Utah 84102

Comment 221 (continued)

Response
Number in
Section 1.0



The Nature Conservancy in Utah
559 East South Temple
Salt Lake City, Utah 84102

tel [801] 531-0999
fax [801] 531-1003
nature.org/utah

August 15, 2017

Mr. Paul Ziman
FHWA Utah Division
2520 West 4700 South, Suite 9A
Salt Lake City, UT 84118

West Davis Corridor
466 North 900 West
Kaysville, UT 84037

Re: West Davis Corridor Final Environmental Impact Statement and Section 4(f)
Evaluation

Dear Mr. Ziman:

The Nature Conservancy ("the Conservancy") appreciates the opportunity to comment on the Final Environmental Impact Statement and Section 4(f) Evaluation ("FEIS") for the West Davis Corridor ("WDC") in Davis and Weber Counties. The Conservancy is the world's largest non-profit organization devoted to habitat conservation. Our mission is to conserve the lands and waters on which all life depends. The Conservancy manages the Great Salt Lake Shorelands Preserve ("the Preserve"), which is owned in part by the Conservancy and in part by the Utah Reclamation Mitigation and Conservation Commission ("URMCC"), a federal agency. The Preserve is approximately 4,400 acres and is the largest intact, protected wetland/upland shoreline complex of naturally-functioning avian habitat remaining on the eastern shore of the Great Salt Lake.

As an initial statement, the Conservancy wishes to acknowledge that Utah Department of Transportation ("UDOT") representatives have held numerous meetings with us and have heard our concerns regarding the significant impacts the WDC will have on the Preserve. We truly appreciate their receptivity to our concerns and the access to UDOT leadership that was afforded to the Conservancy during the environmental assessment process. The Conservancy believes that the analysis presented in the FEIS is a huge step forward for UDOT and the Federal Highway Administration ("FHWA"). The FEIS recognizes the Great Salt Lake and its complex ecology as a "rich and dynamic biological system of regional, national and global importance," FEIS at 14-10. To UDOT's credit, the agency has incorporated data from the Conservancy's Great Salt Lake Shorelands Bird Survey, as well as other studies, in response to numerous comments regarding the paucity of credible scientific data in the Draft EIS. The FEIS properly documents the abundance of wildlife that use the eastern shore of the Great Salt Lake and the Preserve.

The fact remains that this "rich and dynamic" ecosystem will be forever altered by the WDC -- to say that this saddens and dismays the staff, trustees, donors and members of the

1

Comment 221 (continued)

Response
Number in
Section 1.0

1.1.1B
1.2.2M

1.1.2A

Conservancy is an understatement. The Conservancy has always hoped that other transportation options would be pursued such that this highway would not ever be constructed. The Conservancy supported the locally-generated "Shared Solution" as a potential alternative that would lessen negative environmental impacts throughout the corridor's length. Other stakeholders have offered well-reasoned comments as to the overall purpose and need for the highway. While the Conservancy does not take a position on the purpose and need for the highway, we do share some of the concerns raised in those comments.

Nevertheless, the Conservancy must recognize that the rapid growth of Davis County will continue. Such growth guarantees that if there is not a highway on the eastern boundary of the Preserve, there most certainly will be residential and commercial development, the impacts of which may be at least as damaging to the Preserve ecosystem as a highway. It is in that context that we have engaged with UDOT, along with our collaborating agency partner URMCC, with the aim of developing the best possible mitigation plan for direct and indirect impacts of the WDC.

The importance of the Great Salt Lake as wildlife habitat is described in our comments on the Draft EIS, is well presented in the FEIS, and will not be repeated here. Suffice to say that it is irreplaceable as an essential hemispheric stopover site for tens of thousands of migratory birds. The Preserve itself provides important benefits not only for nature, but also for the surrounding communities through its visitor facilities -- education, open space, recreation, wildlife viewing and solitude -- accomplished through years of collaboration by public and private stakeholders who have contributed millions of dollars.

Our specific comments to UDOT and FHWA on the FEIS are as follows, in the order in which they are addressed in the FEIS:

1.2.6B

Preferred Alternative Selection. As acknowledged in the FEIS, all proposed highway alignments will have permanent, negative impacts on the Preserve and associated wildlife. The Conservancy agrees with the determination in Section 2.6 that Alternative B1 with wetland avoidance options is the alternative with the least impact to the Preserve, other than the no action alternative.

1.1.4B

The Conservancy notes that the above alignment appears to create small portions of undesignated land between the highway ROW and the Preserve boundaries. To be consistent with the overall goal stated in the FEIS of providing mitigation in a "holistic and comprehensive manner that will provide a long-term benefit to the eastern shore of the Great Salt Lake ecosystem" (FEIS at 14-100), these small parcels must be acquired by UDOT and included in the mitigation lands to be transferred to the Conservancy to provide habitat and additional buffer from the WDC. Any other proposed use would be incompatible with the mitigation plan presented in the FEIS.

New Trail. In the FEIS, UDOT describes a new trail along the length of the WDC and in Chapter 10, Pedestrian and Bicyclist Considerations, states that the trail design will be determined during the final design phase of the project in coordination with local municipalities, Wasatch Front Regional Council, and the Davis County Trails Advisory Board. As an adjacent landowner, the Conservancy should also be consulted during this process so that we can inform UDOT and the other stakeholders regarding the best trail location to avoid or lessen potential conflicts with wildlife habitat. Also, it is not clear that the acreage for the trail is included in the

2

1.14A

Comment 221 (continued)

Response Number in Section 1.0

1.10H

1.12H

1.14C

1.2.2D

1.14D

1.18D

ROW acreage. To the extent the trail is outside the ROW, and therefore was not considered in development of the mitigation plan, additional mitigation land may need to be identified. Finally, responsibility and funding for maintenance of the trail should be well understood and documented to avoid the sort of misunderstandings that have plagued the Legacy Parkway trail. That trail is not properly maintained and is infested with noxious weeds, which easily spread to the adjacent Legacy Nature Preserve, which the Conservancy now owns and manages, causing increased stewardship costs for intensive weed control.

Noise Impacts. The Conservancy notes that in Chapter 12, Noise, the Preserve is categorized as merely "undeveloped land." FEIS at 12-5. The Conservancy property where the public Visitor Center is located is more accurately placed in Category A – "lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose." Table 12-2, FEIS at 12-5. According to the FEIS, some of the quietest background noise levels were recorded at the Preserve, and this quietude is of value not only to wildlife but to people visiting the Preserve. FEIS at 14-50. Because of the location of the ROW, including an interchange, less than a mile from the Visitor Center, UDOT should provide additional noise abatement measures consistent with Category A land.

In Chapter 14, Ecosystem Resources, the FEIS continues to rely heavily on conclusions found in the Legacy Avian Noise Research Program ("LANRP") completed for the Legacy Parkway project. FEIS at 14-49. Using the LANRP for evaluating noise impacts from the WDC is faulty for the simple reason that the two highways will operate under significantly different conditions. Specifically, Legacy Parkway is a true parkway – no semi-trailer truck use and a speed limit of 55. The WDC will have no prohibition on semis and a 65 mile per hour speed limit. If the WDC were to be subject to the same restrictions as Legacy Parkway, then the LANRP would perhaps be an appropriate tool for the WDC analysis. Absent those fundamental operating restrictions on WDC, reliance on the LANRP data for determining noise impacts is not warranted.

UDOT representatives have stated that they do not anticipate much semi-trailer truck traffic because WDC does not tie into Interstate 15. In that event, the Conservancy would argue, there should be little resistance to an outright prohibition on trucks, like Legacy Parkway, or at least placing a weight limit on trucks that can utilize West Davis highway. These restrictions would provide appropriate noise impact mitigation and would have an added benefit of decreasing the hazardous or toxic waste spills from truck wrecks into the adjacent wildlife habitat. We believe the neighborhoods surrounding the highway would also support a truck prohibition as a matter of quality of life.

Visual Resources. The Conservancy's Visitor Center includes a pavilion, boardwalks and viewing tower, all of which will be within a mile of the ROW, and yet these facilities and the associated viewshed and impacts to the public visiting the Preserve are not mentioned in Chapter 18, Visual Resources. The Conservancy requests that UDOT include mitigation for visual impacts to the Visitor Center including berms or tree plantings as a visual shield.

Mitigation Plan. In Chapter 26, UDOT presents its mitigation plan for the WDC. The mitigation plan accurately reflects input and recommendations from the Conservancy, and we believe the plan is a sound approach to addressing the environmental impacts to the Preserve, given that there is no precise methodology for calculating impacts or mitigation. The

3

Comment 221 (continued)

Response Number in Section 1.0

1.14E

1.14F

1.10H

1.12H

1.2.2D

1.18D

Conservancy acknowledges and appreciates the significant monetary investment required to implement the mitigation plan. To assure that the mitigation efforts have tangible, lasting results and to protect the investment of public dollars by UDOT in mitigation, the Conservancy will require adequate funds to manage the lands to be transferred to it. The Conservancy believes that URMCC and UDOT would agree that stewardship of the highest quality is of paramount importance to maintain the benefits to wildlife and the enjoyment of the public. Most importantly, permanent protection of the habitat resulting from the mitigation plan will be a requirement of the Clean Water Act 404 permit. The Conservancy hopes that UDOT leadership will appreciate that the additional investment of funds in the form of the endowment is necessary to the overall success of the mitigation plan.

Conclusion. The Conservancy agrees with and supports the mitigation plan presented in the FEIS, subject to reaching agreement with UDOT on the endowment amount, and a commitment from UDOT that the undesignated lands between the ROW and Preserve resulting from the B1 Alignment adjustment will be utilized for mitigation, not development. Furthermore, the Conservancy urges further consideration by UDOT and FHWA of the following issues:

- Trail design and location should consider proximity to wildlife habitat and acreage for the trail should be accounted for in the mitigation plan if the trail lies outside the ROW considered in the FEIS;
- Additional mitigation measures should be provided for noise impacts, including a prohibition on semi-trailer trucks; and
- Mitigation measures should be provided for viewshed impacts at the Conservancy's Visitor Center.

Thank you again for the opportunity to comment and for your agency's and UDOT's cooperation during the environmental review process.

Sincerely,

Elizabeth Kitchens
Utah Director of Conservation Programs
The Nature Conservancy

cc: Mark Holden, Executive Director, URMCC
Richard Mingo, URMCC
Jennifer Speers, Chair, The Nature Conservancy in Utah
Maunsel Pearce, Trustee, The Nature Conservancy in Utah
Ellen Rossi, Trustee, The Nature Conservancy in Utah
Board of Trustee Members
Randy Jeffries, UDOT

4

Comment 222

Response
Number in
Section 1.0



1.2.6A
1.14A

Comment #: 222

Date: 8/16/2017

Source: Email

Name: Anna Zumwalt

Location:

Comments:

Dear Person reading this,

Thank you for taking our comments.

We speak for the birds and the other wildlife that call their own respective areas of Great Salt Lake "HOME."

Please do NOT approve UDOT'S high-speed freeway extension of Legacy Highway through the last remaining wetlands and wildlife habitat along the east shore from the Farmington Bay Bird Refuge up to Antelope Island.

Please do NOT let huge amounts of wetlands be filled and impacted by a raised and noisy freeway skirting Farmington Bay and the pristine east shore. All of the solitude and beauty of this precious area will be gone forever. The peaceful sound of Avocets and thousands of other shorebirds gone forever. Bald eagles no longer flying freely to Farmington Bay and roosting peacefully in the big Cottonwood trees.

The action of expanding the freeway and human use into the areas used by wildlife will be done without regard for the permanency of it nor the loss of the beautiful nature that does not have voting rights. Unless we stop this expansion, someday photos, videos, and other art will be all we will be able to remember these beautiful birds by.

Thank you for registering this comment.

Sincerely,

Anna Zumwalt

If you like, here's a little trailer of just one story of the birds, Avy and Evie:
https://youtu.be/bNS0pEXF0_k

Comment 223

Response
Number in
Section 1.0



1.7J
1.7J
1.3B

1.31G
1.12A
1.31G

Comment #: 223

Date: 8/16/2017

Source: Email

Name: Ashlee Strong

Location:

Comments:

Good morning,

I have a buyer looking into purchasing a home near where an overpass is supposed to be built for the West Davis Highway (It is in Kaysville on 650 W near the soccer stadium). We did have a few questions regarding the highway that I would appreciate some answers on if you have them! Otherwise, if there is someone else I can ask, I'd love their information.

1. Since 650 W is said to go through to Centerville, how busy do you anticipate that road to be?

2. How soon do you plan on connecting it down to Centerville?

3. What do you anticipate will be developed on the South end of 650 W? Is that zoned as commercial or residential?

4. What can you tell us about the height of the overpass for the corridor/highway?

5. Will the overpass area have walls built to reduce the noise?

6. Do you have any specs showing how the overpass will be designed for residents to view? (For example, will it just be concrete or will it be more artistic?)

Anything else you guys are willing/able to provide would also be very helpful to us!

Thanks,

Ashlee Strong

Comment 224

Response
Number in
Section 1.0



Comment #: 224

Date: 8/17/2017

Source: Website

Name: James E. Smith

Location: Farmington

Comments:

I'd like to formally register my appreciation for the work done by UDOT and your local team (particularly Randy Jeffries) throughout this process. I had worked initially in the private sector as president of the Davis Chamber of Commerce, and subsequently as a local elected official as County Commissioner.

From my viewpoint, no possible scenario was overlooked and everyone who wanted to voice an opinion was heard. The fact that so many who disagree with the general concept of expanding roads still acknowledged the process and the fact that their voice was heard stands as testament to the work done to involve all stakeholders in the decision. For the last nearly 9 years I have been in support of this road, primarily focused on the access needs for both the business and consumer users. The process that was undertaken has allowed for the preparation of a significantly better outcome, one that balanced multiple types of input, leading to a final product that is acceptable to all honest individuals who took time to work through the initial communication challenges.

All I can say to UDOT is JOB WELL DONE! Jim Smith

1.1.2B

1.2.6B

1.31D

Comment 225

Response
Number in
Section 1.0



Comment #: 225

Date: 8/17/2017

Source: Website

Name: Chad Barnes

Location: Clinton

Comments:

My understanding is that about 1100 acres need to be acquired and converted to wetlands. Once 1100 acres were identified they stopped and all those land owners will be forced to sell. Why not identify more than 1100 acres that could be acquired and converted and allow some owners the ability to keep their land? I don't know of any efforts that have been taken to try to prevent taking peoples land from them. Many people invest a lot into their land beyond what an appraiser will value.

1.5I

1.5G

Comment 226

Response
Number in
Section 1.0



1.2.6B
1.31D

Comment #: 226

Date: 8/18/2017

Source: Website

Name: Bill McGuire

Location: Kaysville

Comments:

We are grateful for the efforts put in by all parties in this decision. We are pleased with the resulting recommendations and support your decision.

Comment 227

Response
Number in
Section 1.0



Comment #: 227

Date: 8/21/2017

Source: Website

Name: Annalaurie Hoffman

Location: Kaysville

Comments:

1.10I

I would like to express the concerns I have with the current proposal for the West Davis Corridor. In the neighborhood I live in, we use the road 2000 West off of Galbraith as a walk way. Many resident walk out their front door and use this with their families for walking, biking, visiting the cows and horses, ect. This road is in the direct path of the freeway and will essentially be the freeway. We lose our walk way.

1.10I

The walkway proposed on the map along side the freeway is on the west side of the freeway. So the freeway blocks us from the walkway. I don't see any access to the walkway that is close to us. Any access to the proposed walkway that is not within walking distance of our homes, will not accommodate our neighborhood. This does not need to be the case and should be remedied. I would like to know why we can't have the walkway on the east side of the freeway or options to putting an access within walking distance of our neighborhood. Not only will we lose our beautiful view (we look out to open land) our country feel, our lack of noise, we lose this important aspect to our neighborhood and way of life.

1.5E

The other concern that should be addressed is the issue with the freeway taking space from the Central Davis Sewer Plant. Who is going to pay for the impact? The residents should not be left to deal with this problem. The numbers that have been thrown around of what our fees could change to here in Kaysville are shocking! The only option to deal with the problem created from the freeway going through the plant that I have heard, is that waste will need to be shipped out because of the loss of land and that cost is incredibly high. It comes across that this is an issue that has not been taken seriously. There needs to be more info on this put out to the public. The best information I have heard has been from citizens in Kaysville researching this after UDOT came to our city meeting.

Thanks for you time,

Annalaurie Hoffman

Comment 228

Response
Number in
Section 1.0



1.1.2C

Comment #: 228

Date: 8/22/2017

Source: Website

Name: Kathryn

Location: Salt Lake City

Comments:

I would like to know where I can find the source of the quoted 35% in traffic reduction with the construction of the West Davis Corridor. And for how long will it reduce traffic congestion by 35%? We all know that ultimately building more roads equals more, not less, traffic in the long run.

Comment 229

Response
Number in
Section 1.0



Comment #: 229

Date: 8/22/2017

Source: Email

Name: Jenny Johnson

Location: Farmington

Comments:

Thank you both for taking the time to reply back to my questions and concerns. I apologize for the delay in responding back; I have been out of town due to a family situation.

1.12E

I have read through UDOT's policy several times previous to sending my original emails and understand the requirement to have adequate spacing for sound walls in case of failure. I would like to see this decision referenced in the EIS though as it is not addressed currently (at least from what I've read over and over again). I have also commented on multiple occasions through UDOT's online public comment portal my concerns.

1.12E

I did not find anything in the policy to clarify if other noise abatement measures are possibilities, such as a berm or smaller concrete barriers that are often along the side of the freeway or even a concrete barrier like what divides North and Southbound I-15. Living in the direct path of the noise, I can tell you all of this helps! Even if a 15' sound wall is not feasible or an option. I do not expect the noise to totally disappear but anything to lesson it and help with my home value and quality of life would be much appreciated.

1.31K

It is much easier to say there are winners and losers in this WDC when you are not on the direct losing end of this. We moved from outside the Farmington and the WDC impacted area and when we purchased our home, it was not disclosed to us until AFTER we had bought it that the land to the West of us had been sold to UDOT in anticipation of the WDC project. Understandably, we were quite discouraged and angry upon learning this and had we known, we would NOT have moved here. I find it pretty far fetched that someone (city, builder, UDOT) did not know this was a very likely option that the WDC flyover would be in my neighborhood yet, development was allowed to continue. . . and still continues a block East of us in the fields which will now look straight on the WDC flyover. You are correct, Dave, in that I'm not sure many East side residents realized this would also impact them until it was far too late in the process. Many of my neighbors still do not realize the flyover will be next to our street, creating additional traffic noise and a huge eyesore.

1.31A

I would appreciate any future updates about how I can stay involved in this issue. Unfortunately, many of my other questions about where the road will exactly come in proximity to my home and how high it will be along the frontage road can't be answered yet because a final design has not been selected.

Thank you,

Jenny Johnson

Comment 230

Response
Number in
Section 1.0



Comment #: 230
Date: 8/22/2017
Source: Email
Name: Sindy Smith
Location:
Comments:
<See attachment on next page, titled 00230_PublicLandsPolicyCoordinatingOffice_Letter_8-22-17>
Please find attached comments concerning the West Davis Corridor FEIS.
--
Sindy Smith
RDCC Coordinator
Resource Development Coordinating Committee
Public Lands Policy Coordinating Office
5110 State Office Building
350 North State Street
Salt Lake City, UT 84114
[REDACTED]

Comment 230 (continued)

Response
Number in
Section 1.0



Office of the Governor
PUBLIC LANDS POLICY COORDINATING OFFICE
KATHLEEN CLARKE
Director

August 22, 2017

Sent via electronic mail: westdavis@utah.gov

Randy Jefferies
Project Manager
Utah Department of Transportation
466 North 900 West
Kaysville, UT 84037

Subject: **West Davis Corridor Final Environmental Impact Statement**
RDCC Project No. 59824

Dear Mr. Jefferies:

The Public Lands Policy Coordinating Office received the following comments from the Utah Department of Food and Agriculture (UDAF) concerning the West Davis Corridor Final Environmental Impact Statement (EIS) for the potential transportation corridor in western Davis and Weber counties.

UDAF supports the West Davis Corridor Project (WDC) and appreciates the hard work of the WDC team in identifying and evaluating mitigation measures to avoid and reduce the harmful impacts of the project on agriculture and the producers.

However, the absence of a comprehensive weed management plan in the EIS is deeply concerning. Invasive weeds impact not only agriculture, but also all lands adjacent to major roadways. The transportation corridor has substantial potential to increase the presence of invasive weeds in Davis County. Without proper management, roadside vegetation and weeds can easily spread into surrounding agricultural land, negatively affecting producers by means of decrease in production, loss in produce quality, and increase of costs to manage invasive plants. Agricultural producers and other land owners should not be burdened with the costs of managing invasive weeds on an annual basis due to the weeds' invasive nature and ease in spreading onto adjacent lands. The EIS should include an active weed

1.2.6B

1.14G

Comment 230 (continued)

Response
Number in
Section 1.0



Randy Jefferies
Project Manager
West Davis Corridor Project
August 22, 2017
Page 2

management plan to safeguard agricultural land as well all lands adjacent to the project against the destructive effects of unmanaged roadside weeds.

1.14G

Roads of all types have been shown to serve as passageways for the spread of invasive plants¹ and can lead to the establishment of non-native plants in surrounding habitats.² High traffic paved roads serve as a major source of potential invasive weeds by trafficking seeds along roadsides and increasing their spread.³ Moreover, invasive plants can quickly spread beyond just roadside corridors and establish themselves in nearby land.⁴ Most of the proposed alternatives cut out or pass by farmland, which necessitates active weed management along with a comprehensive weed management plan to make sure surrounding farmlands remain free from invasive weeds.

1.14G

Important wetlands exist within the project area. Wetlands are especially vulnerable to invasive plants.⁵ UDAF recommends the roadsides of the WDC be carefully monitored and managed to control the spread of invasive plants. Although a State roadside weed management plans exists, UDAF strongly advocates for the EIS to include a weed management strategy to both actively enforce and effectively limit invasive populations. The weed management plan should be tailored to fit the WDC specifically rather than generally.

1.4C

Another concern for UDAF and the agricultural community relates to the capacity of the new infrastructure to contend with large farm equipment. The proposed WDC splits some farm operations and requires producers to use different transportation methods for farm equipment. The roads should be wide enough to accommodate the various types of farm equipment used by farmers. If access is restricted by inadequate road width, farmers would be unable to efficiently run their operations. Those farmers whose land is split by the WDC would be most affected; for that reason, UDOT should identify and evaluate mitigation measures to ensure that the new transportation infrastructure supports the transport of large farm equipment.

1.14G

1.4C

As shown, the EIS should take into account a comprehensive management plan for the potential consequences of invasive weeds on surrounding farmland, private lands, and wetlands. In addition, all roads should be constructed wide enough to have capacity for large farm equipment so farmers with fragmented farms continue to have access to all of their farm ground.

¹ Christen and Matlack 2008; US Federal Highway Administration 2000

² Hansen and Clevenger 2005

³ Joly et al. 2011

⁴ Meunier and Lavoie 2012

⁵ Zedler and Kercher 2004

Comment 230 (continued)

Response
Number in
Section 1.0



Randy Jefferies
Project Manager
West Davis Corridor Project
August 22, 2017
Page 3

Thank you for the opportunity to provide comments on the new 19-mile highway from Farmington to West Point and your consideration of these comments. Please direct any written questions regarding this correspondence to the Public Lands Policy Coordinating Office at the address below, or call to discuss any questions or concerns.

Sincerely,



Kathleen Clarke
Director

cc: Matt Wilson
Project Manager
Department of Army Corps of Engineers
Sent via electronic mail: [REDACTED]

Comment 231

Response
Number in
Section 1.0



Comment #: 231

Date: 8/23/2017

Source: Website

Name: Tracy Silva

Location: Syracuse

Comments:

I don't even know where to begin with how much I am ashamed that the Bluff Rd is the option you prefer for this abomination of a project. Despite all the research given about how bad this would be for the children at the arts academy, parents have already begun moving their kids, not to mention we gave you a petition with signatures from parents stating they would do so, and what it will do to the poor people who live on Bluff, the ones who built their homes after looking at the city plans and Bluff Rd was off the table and the people who will lose their homes, the impact on the wetlands and the delicate ecosystem we have with the GSL, which in my opinion is the rape of the land, all of our voices just fell on deaf ears. You gave us a lot of lip service, and oh sure you looked at the shared solutions options but knew full well you were going to do what you wanted anyway. You say we need this road, many in Syracuse disagree, and feel out city will be completely destroyed. When I hear how T.J. Jensen came up with this route and will benefit financially, someone who was a city representative, that sounds like underhanded shady dealings to me! Why are you so insistent on destroying Bluff Rd? 3000 would be a much better option, you are on the opposite side of the school from where the kids play, and there is a completely open field with plenty of room not to mention the light is already there?! I've heard that you can't go up 3000 because of possible vibrations to the sewer district or something of that nature. I say figure it out, your engineers paid to figure out how to make it work and in the right way, not taking the easy route and destroying our city! You need to take to heart that we the people who have to live here with this and move the damn thing to 3000

1.2.6D

1.14A

1.31C

1.1.2A

1.31C

1.2.4.40

Comment 232

Response
Number in
Section 1.0



Comment #: 232

Date: 8/23/2017

Source: Website

Name: Stephanie Kezerian

Location: Farmington

Comments:

I find it very frustrating that there is a huge swath of land south and west of the proposed alternate and instead of making use of this you have chosen to disrupt productive farm land, come within 25 feet of beautiful homes and ruin a field where children play.
I do not agree that your huge new interchange south of Glover Lane is going to be less expensive and less environmentally impactful than utilizing the northern route that has been in Farmington City long term plans for many years.
I also find it frustrating that birds and golf courses are valued more than people's homes. Why could the golf course not be moved to the empty land south of 1100 West instead?
We DO NOT want an on/off ramp at 1100 West.

1.2.2B

1.2.4.4A

1.2.4.4J

1.2.6F

1.2.6C

1.2.2I

Comment 233

Response
Number in
Section 1.0



1.5E

Comment #: 233

Date: 8/23/2017

Source: Website

Name: David Hatch

Location: Kaysville

Comments:

Central Davis Sewer District (CDS) serves the communities of Farmington, Kaysville, and Fruit Heights by reclaiming an average of 8 million gallons of wastewater a day. As part of the reclamation process, CDS beneficially applies over 235 dry metric tons of biosolids annually on land that the proposed right of way of the West Davis Corridor will eliminate. The State of Utah Department of Environmental Quality has recently passed a new regulation that requires wastewater treatment plants to reduce the amount of phosphorous being discharged from current levels by 2020. This new regulation will increase the amount of biosolids being produced by up to 50 percent. The land also generates revenue from proceeds of animal feed currently produced on site.

Eliminating the biosolids land application site will force CDS to evaluate other options for disposing of the biosolids. All other disposal options are significantly more expensive than the current method. This will impact the residents of Farmington, Kaysville, and Fruit Heights by raising sewer rates in the future to accommodate the more expensive biosolids disposal process.

Comment 234

Response
Number in
Section 1.0



1.31D

1.12E

1.12F

1.2.2D

Comment #: 234

Date: 8/23/2017

Source: Website

Name: Jim Smith

Location: Farmington

Comments:

I have sincerely appreciated the work done by UDOT in maintaining communication through the entire planning process. From experience, I know that sound walls make a HUGE difference in a residence near a major artery. There are sound walls along I 15 in Kaysville but not in Farmington where I live. I strongly recommend that sound walls be considered in any areas where the WDC runs adjacent to residential properties. I heard that sound walls require a 75% vote of residents, which seems strange unless they are being charged for the walls. Who would NOT vote for less noise? In addition, limiting "engine brakes" would be appropriate on flat roads near homes. That's it. Thanks. Jim

Comment 235

Response
Number in
Section 1.0



1.2.6B

Comment #: 235

Date: 8/23/2017

Source: Email

Name: Matt Hill

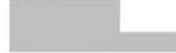
Location:

Comments:

Hi guys, good job on the final design. I live in West Kaysville and look forward to the 950 North Interchange. I think that will save a lot of people a ton of time with their commute. Thanks for your hard work

--

Matt Hill



Comment 236

Response
Number in
Section 1.0



1.31I

Comment #: 236

Date: 8/24/2017

Source: Website

Name: Ammon Saunders

Location: Kaysville

Comments:

There are some who may be fine with raised taxes but I am not one of them. I'm a early 20s man who barely scratches by. Please don't take more

Comment 237

Response
Number in
Section 1.0



Comment #: 237

Date: 8/24/2017

Source: Website

Name: Megan Fink

Location: Kaysville

Comments:

I understand putting a connecting route on Shepard next to sewer plant would help with some traffic, but it isn't going to help the people. Kaysville taxes are already high, with people already having a hard time keeping up with the increases. By adding a road on Shepard and making the sewer plant hike up their prices and costing the people a high increase in taxes is not worth that road. There will be an entrance on 200 north that's close enough. The West Davis Corridor is already being built next to sunset equestrian estates with no sound barrier walls, it will lower our values, but it will also increase our taxes with all the changes the city would have to do. How does that help the people. The route for Shepard hasn't been on udots maps for years, you can't just magically put it back and expect no one to notice. Shepard can not handle more traffic neither can sunset. It barely handles the current traffic. So on top of costs for sewer plant the city would have to widen roads add sidewalks and crosswalks. The roads are unsafe for the children going to school as is, if Shepard becomes an entrance the roads will become extremely hazardous to anyone who walks or bikes along that road. Sometimes making the easiest route isn't the best decision. I am stating a strong no for the Shepard/west Davis connection. Thank you.

1.7K

1.12D

1.8A

Comment 238

Response
Number in
Section 1.0



Comment #: 238

Date: 8/24/2017

Source: Website

Name: Seth Faerber

Location:

Comments:

As a resident of Kaysville I am concerned about the current alignment of the WDC and its impact on the sewer treatment plant located in Kaysville. The information floating around is that he plant will have to significantly have to alter the way it deals with bio-solids and this will cost the plant millions of dollars in changes / future expenses. This will in turn create a need for a significant increase in sewer fees of the residents of Kaysville, Farmington, and Fruit Heights. At this point I am unsure if the path of the highway can be altered to keep this from happening or what options are available. Please look into the available options or I would assume UDOT would need to compensate the sewer plant for the impacts of the corridor. Thanks!

1.5E

Comment 239

Response
Number in
Section 1.0



Comment #: 239

Date: 8/24/2017

Source: Website

Name: Jenny Johnson

Location: Farmington

Comments:

I am VERY concerned about the noise impact on my home and surrounding neighborhoods on the East side of I-15/WDC. Noise pollution is a health hazard with numerous studies showing increased risks of heart attacks due to constant stress levels, increased anxiety, hearing loss, etc.

According to the EIS documents, the noise levels will exceed federal standards. The noise pollution from I-15 is already unbearable at times and I can't imagine adding even more traffic noise to it once the WDC is built. Due to the elevation of the WDC, it will also cause additional noise to travel even further up the East side of Farmington to homes that currently have lowered noise pollution and impact residents who have no idea this is happening.

There is no documentation in the EIS that a study was done to determine the feasibility of a sound wall that would benefit residents on the EAST side of the WDC near the Glover Lane off-ramp. Randy Jefferies provided me information that UDOT had already decided a sound wall was not feasible in this area but nothing is documented in the EIS about this. If the spacing is too close together for a sound wall to safely be installed, then maybe the roads are too close together in the first place. There has to be some separation between a FREEWAY (because that's what the WDC really is, a freeway going 65+ mph) and the frontage road for safety reasons. Even a smaller concrete barrier like what divides North and Southbound I-15 or that is found along the freeway in places already would help with the noise (as noise waves are broken up by mass), as well as keep cars from flying onto the other roadways in the event of bad weather or a crash.

The whole point of the WDC per UDOT is to plan for future development and road travel growth, yet NOTHING is being done to prevent the continued growth in noise levels especially along the East side of Farmington or to prevent growth allowed by cities and developers in WDC impacted areas. I find it hard to believe that SOMEONE at the builder/city/UDOT level didn't know this was the location for the WDC off-ramp and yet development of new \$\$\$ homes is still allowed. In fact, it was not disclosed to us that the vacant lot to the West of us had already been sold to UDOT for the WDC until AFTER we had purchased our home! Had we known, we would not have moved here. We moved from outside Farmington and did not know the WDC would impact any of the East side of the freeway.

Additionally, I see no documentation in the EIS of sidewalk improvements connecting Centerville with South Park in Farmington as well as replacement of trees that will be destroyed when the frontage road is pushed even further east. The frontage road is dangerous (and LOUD) for pedestrians and bicyclists and does not help to improve the city's active transportation opportunities, such as connecting to the Legacy Parkway trail system.

Comment 240

Response
Number in
Section 1.0



Comment #: 240

Date: 8/24/2017

Source: Website

Name: Jenny Johnson

Location: Farmington

Comments:

I have read through UDOT's policy and understand the requirement to have adequate spacing for sound walls in case of failure. I would like to see this decision referenced in the EIS though as it is not addressed currently (at least from what I've read over and over again).

I did not find anything in the policy to clarify if other noise abatement measures are possibilities, such as a berm or smaller concrete barriers that are often along the side of the freeway or even a concrete barrier like what divides North and Southbound I-15. Living in the direct path of the noise, I can tell you all of this helps! Even if a 15' sound wall is not feasible or an option. I do not expect the noise to totally disappear but anything to lessen it and help with my home value and quality of life would be much appreciated.

It is much easier to say there are winners and losers in this WDC when you are not on the direct losing end of this. We moved from outside the Farmington and the WDC impacted area and when we purchased our home, it was not disclosed to us until AFTER we had bought it that the land to the West of us had been sold to UDOT in anticipation of the WDC project. Understandably, we were quite discouraged and angry upon learning this and had we known, we would NOT have moved here. I find it pretty far fetched that someone (city, builder, UDOT) did not know this was a very likely option that the WDC flyover would be in my neighborhood yet, development was allowed to continue. . . and still continues a block East of us in the fields which will now look straight on the WDC flyover. I'm not sure many East side residents realized this would also impact them until it was far too late in the process. Many of my neighbors still do not realize the flyover will be next to our street, creating additional traffic noise and a huge eyesore.

Comment 241

Response
Number in
Section 1.0



1.1.2B

1.2.6B

Comment #: 241

Date: 8/24/2017

Source: Website

Name: Darhl Peterson

Location: Syracuse

Comments:

Please Don't Delay Construction

This proposed roadway was needed yesterday. Please do not delay construction for tomorrow hoping for some plague to eliminate enough of the driving population to reduce the need for this proposed roadway. Population growth estimates, and subsequent additional drivers will grid-lock an already stressed infrastructure. Immediate action is required, not conjecture and analysis

Comment 242

Response
Number in
Section 1.0



1.2.4.4G

1.5C

Comment #: 242

Date: 8/24/2017

Source: Website

Name: Bree Phillips

Location: Centerville

Comments:

I just wanted to suggest looking to move the on-ramp north a couple of blocks where there is a large open field, away from the homes. This would help with the increased traffic that will result in the in-ramp and increase the danger for of more our children while they are riding bikes or walking to school.

Thanks,
Bree

Comment 243

Response
Number in
Section 1.0



Comment #: 243

Date: 8/24/2017

Source: Email

Name: Leslieanne Groves

Location: North Salt Lake

Comments:

<See attachment on next page, titled 00243_Leslianne_Groves_8-24-17>

Hi Randy,

1.2.2I

If udot insists on ruining the Farmington park area with a noisy freeway, can't udot at least give Farmington residents some benefit out of it by building a southbound only onramp (see attached drawing). To clarify, we wouldn't want a northbound offramp, only a southbound onramp. We also spoke to our neighbor who is building on the corner of the southeast corner of the park and he has the same concerns with the WDC and 1100 West in his backyard. Fieldstone also did not mention the freeway to him during his pre-construction phase. He's bothered too that this information was not disclosed to him. It's sad that the builders aren't informing homebuyers.

1.12A

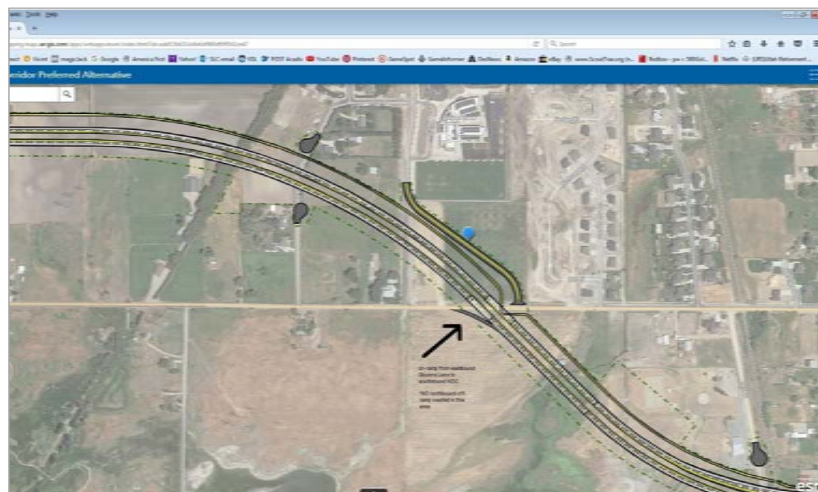
Will udot at least build noise barriers/walls for the houses on the southwest side of the Fieldstone development?

1.12D

Thanks, Lesli

Comment 243 (continued)

Response
Number in
Section 1.0



Comment 244

Response
Number in
Section 1.0



1.31A

Comment #: 244

Date: 8/24/2017

Source: Email

Name: Devin Squire

Location:

Comments:

I received a certified letter today regarding my families property in the West Davis area.

Let me know if you need anything else from me.

Thanks

Devin Squire, PE, PTOE
PineTop Engineering, LLC
PO Box 808 | Ogden, Utah 84402

By Appt: 4892 S Commerce Dr. Suite B | Murray
Mobile: [REDACTED] Email: [REDACTED]

Comment 245

Response
Number in
Section 1.0



1.12E

Comment #: 245

Date: 8/25/2017

Source: Website

Name: Paul Walker

Location: Farmington

Comments:

Is there any plan to include a sound wall on the frontage road in Farmington where the onramp is shown to be going on the map? It's the only stretch along the frontage road that currently does not have a sound wall.

Comment 246

Response
Number in
Section 1.0



1.5E

Comment #: 246

Date: 8/25/2017

Source: Website

Name: Michelle Allen

Location: Farmington

Comments:

As a business owner, I am writing to oppose the current route of the WDC taking away any Sewer District land. I encourage UDOT to reconsider moving the WDC to the west side of the power corridor.

I understand that will impact wetlands. However, the environmental impact of taking away the most environmental friendly way of disposing human waste should be considered when designing the freeway.

The burden of increased rates and maintenance costs should not be passed onto business owners and residents that will be impacted by UDOT's decision to build a freeway on sewer district land.

Comment 247

Response
Number in
Section 1.0



1.5C
1.12E
1.2.4.4G

Comment #: 247

Date: 8/25/2017

Source: Website

Name: Scott Holdeman

Location: Farmington

Comments:

Sound wall or safety wall

How is safety being addressed where the frontage road shifts in Farmington? Sound wall? Half a sound wall like what is in Farmington? I've seen cars go thru the existing chain link fence. Looks to me if the on ramp could move north or south that would minimize the area the frontage will offset into existing residence property.

Comment 248

Response
Number in
Section 1.0



1.31J
1.15A

Comment #: 248

Date: 8/26/2017

Source: Website

Name: Cameron Conacher

Location: Syracuse

Comments:

Typically Utah project have 1/2 federal funding. If true, then federal folks would like a 'berm' against flooding from increased low lying housing in the future so federal authorities do not pay for it via federal disaster insurance. To this end the current EIR does not address this issue.

Comment 249

Response
Number in
Section 1.0



1.2.4.4J
1.2.6C

Comment #: 249

Date: 8/26/2017

Source: Website

Name: Heidi Bankhead

Location: Farmington

Comments:

Please keep this freeway away from our elementary school canyon creek to be specific. Go more into the wetlands people matter more and there will still be wetlands. Our children safety should be our top priority. And the homes and businesses of people should take priority of over such a small portion of the wetlands. When did people and children stop be of concern and wetlands taking there place?

Comment 250

Response
Number in
Section 1.0



1.31A

Comment #: 250

Date: 8/27/2017

Source: Email

Name: Ryan Tucker

Location:

Comments:

Pleased add my email:

[REDACTED]

to the list of emails subscribed for updates to the West Davis Corridor project.

Thank you

Thanks,

Ryan Tucker

[REDACTED]

Comment 251

Response
Number in
Section 1.0



1.2.6B

Comment #: 251

Date: 8/27/2017

Source: Email

Name: Wendi Snell

Location:

Comments:

I just wanted to take a minute to THANK you so very much for making the correct decision, choosing PEOPLE over wetlands. I am so very grateful that I will be able to continue to raise my family in the home we built over 11 years ago and dreamed we would live in until we no longer can climb stairs. You have saved my house. It was one of the homes that would have been taken out if the Shepard option was chosen. Thank you for NOT destroying my neighborhood and allowing us to continue in the life long friendships we have developed.

Forever Grateful,

Wendi Snell

Comment 252

Response
Number in
Section 1.0



Comment #: 252
Date: 8/28/2017
Source: Website
Name: Jenny Johnson
Location: Farmington

Comments:

Noise study at Glover Lane flyover

I would like to see an additional noise study conducted from Lund Lane to South Park in Farmington. Calling the WDC off ramp "Glover Lane" is a little inaccurate, as Glover Lane is actually quite a ways further North than where the off ramp begins and impacts neighborhoods. Randy Jefferies said at our neighborhood meeting that only an additional, supplemental noise study to determine if a sound wall on top of the Glover Lane flyover would be effective was done for residents living North of South Park. No study was done for the neighborhoods from Lund Lane to South Park. So there is no documentation in the EIS or supplemental studies to show whether our neighborhood would benefit from sound mitigation efforts like a sound wall or high concrete barriers. Because the noise is such a concern already and with the added traffic noise from the WDC, I feel it is appropriate to conduct this further study and try to help residents along Lund Lane and 1600 South have lower noise levels to deal with. If such a study was conducted at some point and I am misinformed, why has it not been referenced in the EIS documents and where do we find the results of it?

1.12E

Comment 253

Response
Number in
Section 1.0



Comment #: 253
Date: 8/28/2017
Source: Email
Name: Steven Sartor
Location: Roy

Comments:

<See attachment on next page, titled 00253_WasatchAeroModelers_8-28-17>

August 27, 2017

UDOT
West Davis Corridor Project Manager
Randy Jefferies
166 West Southwell St.
Ogden, Utah 84404

Dear Mr. Jefferies:

After our discussion with you at the WAM flying field we are sending this letter to outline the special conditions the current field offers the club and the community.

We feel it would be very difficult to duplicate the safety and proximity of the field to the club and community. It would also be expensive because of the improvements we have made to the field over the years.

We are the largest club in Davis and Weber county and the majority of the members live within 5 miles of the club. The club to the north is 15.5 miles from us and the southern club is 11 miles away.

Except for the Still Water housing development to the north of us we are safely away from any people, houses or other possible safety or noise concerns. We have a safety protocol to fly to the south of the field. We have checked with Davis County and Syracuse City and there have been no complaints from the community. We always strive to be a good neighbor.

The fact that we maintain fences all the way around the field is a positive feature and increases field safety.

The landing field is also oriented north and south, we fly on both the east and west side of the field depending on the time of day, so the pilots can keep the sun at their backs throughout the day which results in safer flying.

See the attached map for our field information.

Please put us in your notification list so we can be updated on the process.

Thank you for meeting with us.

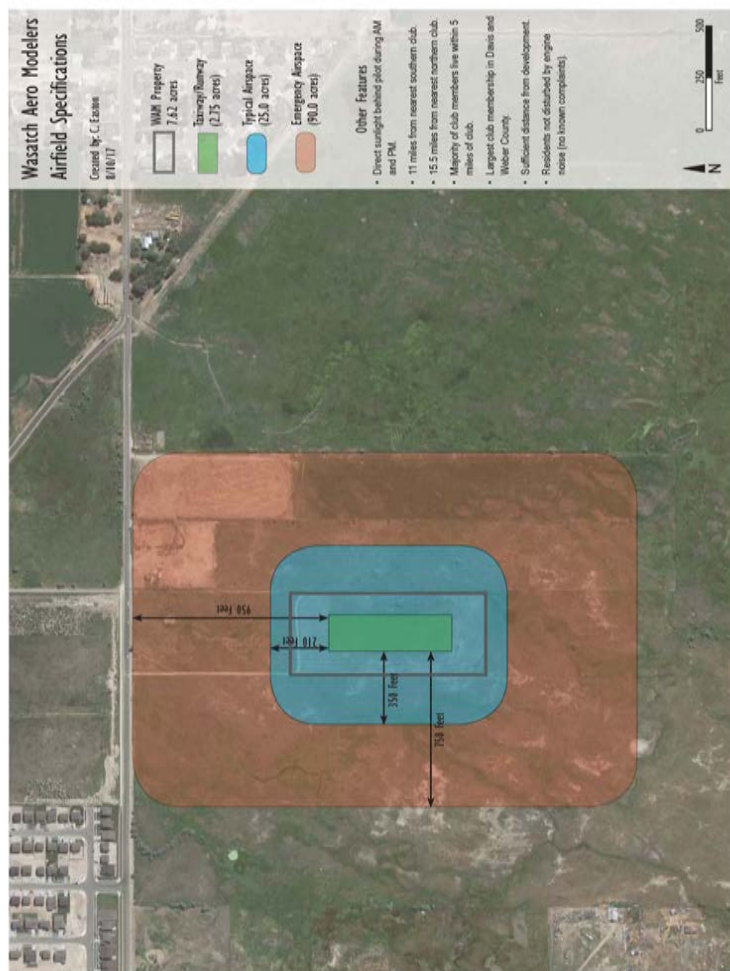
WAM Officers,

Steve Sartor, President
David Newton, VP
Larry Smith, Secretary
Dennis Fox, Treasurer
Chuck Easton, Member

1.5K

Comment 253 (continued)

Response
Number in
Section 1.0



Response
Number in
Section 1.0

1.2.2I

Comment 254

Comment #: 254

Date: 8/28/2017

Source: Email

Name: Gavin Mangelson

Location:

Comments:

Please find attached Public Comments from Gavin Mangelson regarding the proposed West Davis Corridor/1100 West Reroute.

To: Utah Department of Transportation, Federal Highway Administration
From: Gavin Mangelson
CC: Farmington City
Date: August 25, 2017
Public Comments Regarding the Proposed Route of the West Davis Corridor

I would like to submit my Comments regarding the proposed West Davis Corridor and more specifically regarding the proposed reroute of the south end of 1100 West in Farmington to run East of the new highway.

My wife and I recently purchased a new home in the development next to the Canyon Creek Elementary School which is located near Glovers Lane and 1100 West in Farmington. We knew that the route of the proposed highway passed through the area when we decided to build there. Although we had hoped that the final route would cross Glovers Lane further to the West, we decided that we would still prefer that location in spite of the new highway. We do not oppose construction of the West Davis Corridor, however, we are vehemently opposed to the reroute of 1100 West.

Unlike the proposed route for the West Davis Corridor, which has been a possibility known to the public for many years, the reroute of 1100 West took us completely by surprise. We built a home in that area with full knowledge that a highway would likely be passing through, and we took great efforts to determine how far our property would be from this new road and how our property would be impacted. We utilized an online map of the proposed highway to make our determination whether or not to build there. The map I am referring to was provided by UDOT and did not contain any information about the changes to 1100 West until a few days after the most recent announcement. Therefore, the first point I want to make is that while we had certainly been forewarned of a possible highway in the area, planners made no effort to communicate such a significant deviation to the public, despite the fact that planners had more than likely known of the reroute of 1100 West well in advance of the most recent unveiling.

The second point I want to make is that while other deviations along the route of the West Davis Corridor have been supported as to why those adjustments and deviations are necessary, the information about the 1100 West reroute does not disclose why other options were not chosen. Accordingly, I do not know why rerouting 1100 West was chosen, but the lack of justification leaves me concerned that other options were dismissed because UDOT selected the simpler and cheaper option. I realize that bridging over Glovers Lane and 1100 West so near to each other presents certain challenges, but I do not believe it is impossible or impractical. I would note that Glovers Lane does not need to be a perfectly linear road, and that by simply bulging Glovers Lane in a curve to the South, other solutions could be designed. These solutions could include bridging the highway over both Glovers Lane and 1100 West, creative designs to bridge these roads over the highway, or by adjusting the highway route to cross Glovers Lane further west, thereby bypassing 1100 West altogether.

We oppose the reroute of 1100 West for two basic reasons. First, we determined that we could live with the nuisance of the highway given the space between the highway and our home. Under the proposed reroute we will still get the highway nearby, but lose the buffer space we had counted on by getting a city street running even closer, and with the obnoxiousness of traffic that is starting, stopping and accelerating, etc. Second, the

Comment 254 (continued)

Response
Number in
Section 1.0



1.5M
1.2.2D

reroute will further impinge on the area that has been set aside for Farmington City Recreation. The highway may not allow for Farmington to continue using the site for its league games, but the property would have otherwise been a viable location for a park or other common space. I urge planners and leaders to reconsider the decision to push 1100 West up against the existing homes, and to find another solution.

I would also like to add to these comments my disappointment that UDOT did not decide to follow the parameters of the Legacy Parkway, particularly by setting a 65 mph speed limit, and allowing billboards along the route.
Respectfully,
Gavin Mangelson

Response
Number in
Section 1.0



1.2.2D

1.12C

1.2.2B

1.5C

1.12F

Comment 255

Comment #: 255

Date: 8/28/2017

Source: Email

Name: Michael Feeney

Location: Farmington

Comments:

Hello,

This email contains my comments/concerns regarding the proposed West Davis Corridor. I have attached my comments in the form of a Microsoft Word document (attached to this email). I have also copied and pasted the comments directly within the body of this email as well (see below).

Please acknowledge the receipt of these comments, so I know that they have been successfully received and will be included with the other comments you have received.

Thank you,

Mike Feeney

My name is Mike Feeney and my address is [redacted] Loveland Lane, Farmington, Utah 84025. According to UDOT's interactive ArcGis map, the edge of my home will only be about 160 feet away from the pavement of the proposed West Davis Corridor. This makes my house one of the nearest... if not the very nearest... to the proposed roadway and the proposed bike trail. I spoke with UDOT representatives Mr. Randy Jefferies and Mr. Marcus Murdoch following the Davis County Commission meeting held on July 18, 2017 and they told me the following additional information: (a) the speed limit is planned to be raised from 55 mph (the current limit) to 65 mph (b) semi-trailer trucks WILL be allowed on the new roadway (they are currently prohibited on Legacy Parkway), and (c) the inclusion of a sound barrier wall will depend upon a vote – ballots will be distributed to residents and it will take a 75% "yes" vote in order for a sound wall to be installed.

Based on the information presented above, I have the following concerns which I am presenting here as a numbered list (1 through 6):

1) Proximity: Why does the road have to be so close (only 160 feet) to my house? Why couldn't it be pushed a bit further West, say another 150 feet or so? As the proposed roadway travels further North, it bends further West anyway. Increasing the distance by another 150 feet certainly would provide more of a safety margin in the event that a motorist loses control of his or her vehicle and veers off the road towards my home. At a speed of 65 mph, I am concerned that 160 feet is not sufficient stopping distance. This is a safety issue. A vehicle that veers off the road and crashes into my house would not only cause severe property damage but could also be life-threatening to anyone who is either inside the home or in the back yard at the time. A separation of 310 feet would provide almost double the stopping distance/time (compared to 160 feet) for a vehicle that veers off the road towards my house.

2) Ballot distribution for sound wall: Mr. Jefferies mentioned that ballots will be distributed to "residents in the area" to allow us to vote on whether or not we will get a sound barrier wall. However, he did not provide details on exactly who would receive these ballots. I believe that the ballots should only be distributed to residents whose homes are very close to the proposed roadway since we are the ones who will be directly impacted by the road noise and by vehicles that may veer off the roadway. Residents who live farther than 1 or 2 streets away

Comment 255 (continued)

Response
Number in
Section 1.0

1.12F

1.2.2D

1.5C

1.10J

won't hear any road noise at their location and they aren't in any danger from out-of-control vehicles, so it doesn't seem appropriate to include them in the voting.

3) Sound wall voting threshold: It seems that UDOT is stacking the deck against a sound barrier wall by requiring a 75% threshold in order for it to pass. Why is this threshold so high? Wouldn't a simple majority threshold be more democratic? Being so close to the freeway makes me very concerned that without a sound wall, the road noise will severely and negatively impact the peace and quiet I currently enjoy. I believe the presence of a sound wall could significantly mitigate this situation. I am surprised that a sound barrier wall is even optional; at a distance of only 160 feet to residential homes I would have thought that the presence of a sound wall would be mandatory.

4) Engine brakes on semi-trailer trucks: I have seen signs on other roadways (such as I-15 and Bangerter Hwy, for example) that state "Engine Brakes Prohibited". It is my understanding that truck drivers prefer to use engine brakes (also referred to as "Jake Brakes") to slow down because it can save wear-and-tear on their regular air brakes, but I am told that engine braking results in an extremely loud noise being made. Since the precedence for prohibiting engine brakes already exists on other freeways in the area (I-15 and Bangerter Hwy), I urge that the use of engine brakes also be prohibited on the West Davis Corridor freeway as well.

5) Physical barrier: If the sound wall does not get approved, then in the absence of a sound wall I believe there should still be some sort of physical barrier (capable of stopping a vehicle or at least slowing it down substantially) between the roadway and the houses along the roadway. Again, this is a safety issue. Without some sort of physical barrier, a motorist that loses control of his or her vehicle could slide off the road and crash into a home or endanger residents in their back yards. During inclement weather, road conditions could dramatically increase the chances of this happening. Of course, the sound wall would serve both purposes: it would dramatically reduce the road noise while at the same time offering the protection of a physical barrier. But since the sound wall may not happen, a back-up plan to include some sort of physical barrier needs to be in place. Mr. Murdoch from UDOT has informed me that the West Corridor "will meet all required safety regulations", however this strikes me as a "do the minimum" type of approach. I have seen the existing fences that run along the Legacy Parkway freeway, and they do not appear to be capable of stopping or even significantly slowing down an out-of-control vehicle. The fences I am referring to consist of short wooden posts with a see-through mesh-like material between them (perhaps chainlink? The holes appear to be square shaped and much larger than the holes in normal chainlink fences, however). These fences, while perhaps meeting existing regulations, do not provide me any reassurance regarding my safety concerns. I understand the post and cable system used in the median on the west side of I-215 in Salt Lake County works well and is economical to install and maintain. Or perhaps a metal guardrail with steel posts could be employed, or even better a solid concrete barrier. For economic reasons, I am not advocating that the entire 19 mile stretch of the West Corridor would require this barrier... if residents further away from my location are not as concerned about this issue and are not pressing for it, then that is their choice. I would think that running a guardrail or other barrier maybe 100 yards on either side of my location (to the north and to the south of my house, 200 yards total length) would provide sufficient protection for my location and would represent an economical solution to my specific concern.

6) Loss of privacy from bike trail: The proposed bike trail will run very close to the edge of my property (it will be between my property and the proposed freeway). I recently installed a 6-foot high vinyl privacy fence around my property so that I could enjoy privacy while in my backyard. This fence was quite expensive for me (I spent almost \$19k on it and I am happy to provide a copy of the receipt if requested), but this shows how important having privacy in my backyard is to me. I am concerned that if the proposed bike trail is elevated, even just 1 or 2 feet off the ground, then people who will be walking or jogging along the new bike trail will be able to completely see over my fence and into all of my backyard. I will lose all privacy and the \$19k I spent on my fence will have been a complete waste of money. An elevated bike trail would eliminate the privacy that my recently installed fence was meant to provide. This is extremely worrisome to me. I notice that just a bit north of my location, the proposed bike trail cuts across the freeway and runs along the West side of it for the remaining length (and vast majority) of the freeway. I am told that the city of Farmington requested that the bike trail be on the east side of the freeway, but I do not share this sentiment. My backyard privacy would be maintained if the bike trail was located on the West side of the freeway past my neighborhood like it is almost everywhere else along the West Davis Corridor. I strongly urge UDOT to have the bike trail be located on the West side of the freeway everywhere, my location included. If this does not happen, and I lose all privacy in my backyard (after

Comment 255 (continued)

Response
Number in
Section 1.0

1.2.2D

spending \$19k on a privacy fence!), then it only seems fair to me that UDOT at least plant a row of tall trees between the bike trail and my property to allow me to regain my privacy that I have spent so much money on trying to obtain. I have looked into planting a row of trees along the West side of my property, but the cost is too prohibitive for me now as the estimates I have received are above \$10k (approximately 15 – 20 trees would be needed plus topsoil plus installation labor plus adding an irrigation system for them) and the fence I just put up (which was meant to provide me with sufficient privacy) drained my funds. I am truly devastated by the thought of hundreds of strangers passing by on that trail every week and being able to see over my fence and peer directly into my backyard as they pass by. Moving the bike trail to the West side of the freeway would solve this issue. It would also eliminate the need for the bike trail to cross the freeway (as the current plan has it do). Alternatively, the bike trail could be moved to the west side of the sound wall (if the sound wall happens to pass the vote). This option would preserve the western views of open space for hikers and bikers while maintaining visual privacy of residential back yards along the road. Finally, Mr. Murdoch from UDOT has informed me that some funds will be made available for aesthetic purposes and conceivably this could include the planting of trees (as I have suggested above). However, these funds will be given directly to the city (the city of Farmington, Utah in my case) and there is no guarantee on how the city will decide to use these funds. So, I feel that I cannot count on those funds for solving my potential loss of backyard privacy. I am really looking for a guaranteed solution to this problem, as it deeply worries me.

Thank you for taking the time to review my concerns. I hope that the interests, safety, and well-being of the homeowners affected by the proposed West Davis Corridor will be given proper consideration.

Sincerely,

Mike Feeney

Farmington, Utah 84025

Comment 256

Response
Number in
Section 1.0



1.2.4.4P

Comment #: 256

Date: 8/28/2017

Source: Website

Name: Noah Steele

Location: Syracuse

Comments:

Comments from Syracuse City

Please see the following comments from Syracuse City. They occur generally in order from South to North along the corridor within the city limits:

1. The city is planning a roundabout on Gentile and Bluff Road. Please verify that enough room has been provided to accommodate it.
2. The city is planning on extending Bluff Road south to Bluff Ridge Blvd. in Layton so it can connect to Layton Parkway. Please verify that enough room has been provided to accommodate the 66' ROW connection.
3. All overpasses need to be able to accommodate a 66' ROW which includes sidewalks on both sides of the street
4. Consider extending trail at 1000 West to continue south-east along the west side of Bluff Road and then west on Gentile Street under the underpass as an alternative or in addition to the proposed pedestrian overpass.
5. The city is willing to consider trading the "Out West" parkland for the remainder UDOT parcels south of Jensen Park and east of the freeway. Not sure if this would interfere with 4f.
6. Please work with the city to ensure that all utility crossings are properly sized and located.
7. Land area south of RC Willey and south of Bluff road may need a sewer line crossing WDC in order to accommodate future development. Please work with the city on determining if this is necessary and the location of this crossing.
8. The driveway for the house at 3053 S and 2000 W is possibly too close to the on/off ramp.
9. Consider incorporating the 2000 W park and ride into potential future commercial development or possibly move it across the street to facilitate commercial development.
10. Would like to open up direct access from 2000 W to the land west of the 2000 W interchange.
11. Consider a Single Point Urban Interchange (SPUI) on 2000 West to make room for an access road into the acreage mentioned in the previous comment, as well as neighboring driveways and park-ride lot.
12. Please maintain all pedestrian access points to the trail, especially adjacent to Bluff Road.
13. The re-aligned west entrance to the Syracuse Arts Academy should line up to the current driveway locations
14. Utilities located in the portion of 3000 West that will become abandoned at Antelope Drive need to be relocated into the new 3000 W. ROW alignment
15. The remaining home on 2641 W Antelope Drive has a driveway that appears to be very close to the intersection
16. The city would like to understand how traffic signal spacing will occur along Antelope Drive at the interchange as well as the potential of future signaling along Antelope Drive between 2000 West and 4500 West.
17. The city would like to work with UDOT to explore possible alternate ways to route traffic from Bluff Road north to Antelope Drive bringing traffic to a connection point at 2500 West Antelope Drive.
18. Antelope Drive will need to be widened between 2000 W and 3000 W.
19. There is concern that parents may use the park and ride lot on Antelope Drive for a drop off and pick up location for the Syracuse Arts Academy, forcing more children to cross Antelope, which may increase auto ped. conflicts.
20. Maintain good pedestrian and bicycle connections on all sides of the Antelope Drive interchange with particular attention to safe and convenient school routing.
21. When it comes time, the city is requesting to be involved with the architectural aesthetics of the overpasses to ensure coordination with architectural themes desired by the city.
22. There is an existing trailhead located at the intersection of 3000 West and Bluff Road that must be relocated.

Comment 256 (continued)

Response
Number in
Section 1.0



23. 3000 West between Bluff Road and Antelope Drive should meet standards for 66' ROW.
24. Ensure that the relocation of the Weber Basin Canal along 3000 West is outside of the ROW as much as possible.
25. Recommend that the location of the future connection of SR-193 be identified in the design.
26. Please review the trail design to minimize the removal of mature trees.
27. The intersection of Bluff and 3000 West should be squared out to be perpendicular.
28. All at grade trail crossings should also cross the road at a 90 degree angle and have a street luminaire for safety.
29. The driveways for two homes on the north side of Antelope, (1686 S 2625 W and 2622 W. Antelope), appear to be in conflict with the 2625 W and Antelope intersection.
30. The city has received input from a few residents that do not want 1770 S to connect to the new 2625 w south of Antelope. Please review the feasibility of this connection.

Comment 257

Response
Number in
Section 1.0



1.10D

Comment #: 257

Date: 8/28/2017

Source: Website

Name: Noah Steele

Location: Syracuse

Comments:

There is a huge mulberry tree located along the emigrant trail and on the border of West Point and Syracuse. It is located south of the golf course by where the trail that runs east/west hooks in. There is a bench right underneath it that says 'west point' Please save this tree and bench as it is a nice spot to sit and a great place to pick mulberries!

Comment 258

Response
Number in
Section 1.0



1.2.6B

Comment #: 258

Date: 8/28/2017

Source: Email

Name: M. Darin and Gaylynn Hammond

Location: Kaysville

Comments:

Dear Director:

I just wanted to let you know that I have reviewed the recent Environmental Impact Study relating to the West Davis Corridor, and I agree with the conclusion that UDOT reached to build the West Davis Corridor on the selected route. I especially agree with the decision to align the new highway through the Glover Lane area as opposed to the Shepard Lane area. The impact to the Shepard Lane area on the human population, the environment and otherwise would have been devastating. The loss of at least eight homes in the Quail Crossing neighborhood would have never-ending impact on the neighborhood.

Given all of the many factors which UDOT was required to balance, the Glover Lane option is the best alternative. I feel that you have chosen the proper route given all of the parameters that you were faced with.

Thank you,

M. Darin Hammond

Kaysville, UT 84037

Comment 259

Response
Number in
Section 1.0



1.2.6B

Comment #: 259

Date: 8/28/2017

Source: Email

Name: David Burns

Location: Kaysville

Comments:

Hello my name is David Burns and I just wanted to express my approval of the route chosen for the west Davis corridor. You've made the right decision for so many reasons and I can number them if you'd like but I just hope you continue to move forward as proposed.

Sincerely,

David Burns
Sent from my iPhone

Comment 260

Response
Number in
Section 1.0



1.2.6B

Comment #: 260

Date: 8/28/2017

Source: Email

Name: Ricky and Julie Long

Location:

Comments:

We are very grateful with the decision to move the west davis corridor and keeping off the Shepard Lane route. This saves a very special neighborhood from being destroyed, we are very great full for your willingness to listen to our concerns and that you cared! Thank you!

Sent from my iPhone

Comment 261

Response
Number in
Section 1.0



1.31D
1.2.6B

Comment #: 261

Date: 8/28/2017

Source: Email

Name: Dale G. and Barbara Newbold

Location: Kaysville

Comments:

West Davis Corridor Team,

I was watched with great interest your analysis of the challenges and needs of the West Davis Corridor. I commend you for your thorough review and excellent decision in recommending the Glover Lane solution. Taking the corridor to the west not only meets the traffic need better, but prevents having to destroy many more homes and results in much less disruption to neighborhoods.

Hopefully, your recommendation to proceed with the Glover Lane location will be certified by the Corp of Engineers.

Thanks again for your excellent efforts!

Dale G. Newbold

Comment 262

Response
Number in
Section 1.0



Comment #: 262

Date: 8/28/2017

Source: Mailed In

Name: Paul Cutler

Location: Centerville

Comments:

<See attachment on next page, titled 00262_CentervilleCity_8-28-17>

Comment 262 (continued)

Response
Number in
Section 1.0



CENTERVILLE CITY

250 North Main • Centerville, Utah 84014-1824 • (801) 295-3477 • Fax: (801) 292-8034
Incorporated in 1915

August 28, 2017

Mayor
Paul A. Cutler
City Council
Tamlyn Fillmore
William Ince
Stephanie Ivie
George McEwan
Robyn Mecham
City Manager
Steve H. Thacker

West Davis Corridor Project Team
466 North 900 West
Kaysville, UT 84037


Subject: Centerville City Comment on West Davis Corridor Final Environmental Impact Statement

Dear Project Team Members:

Centerville City submits the following comments on the Final EIS for the West Davis Corridor Project:

- **2.3.8.2** Centerville City would like to see the "no billboards" restriction that now exists along the Legacy Parkway also apply to the West Davis Corridor. If this requires local governments to enact local ordinances and/or seek a scenic byway designation to prevent billboards on adjacent private property (in addition to UDOT's restriction within its right-of-way), Centerville City intends to cooperate with other cities to achieve this condition.
- **2.4.2 Table 2-12** Centerville City respectfully requests the Davis County Road (also known as "Sheep Road") be crossed over rather than end in a cul-de-sac at 700 West in Farmington. Both Centerville and Farmington want a north/south connector road west of I-15 and Legacy Parkway. Centerville City currently prefers this connection occur with Tippetts Lane (650 West), and definitely wants this possibility preserved with the WDC crossing over Tippetts Lane. However, both options should be preserved not only to accommodate either outcome but also provide another utility corridor that could be used for a future pipeline project (such as the Bear River Pipeline) that would benefit many cities. In addition, the assumption that the Davis County Road could be connected to Tippetts Lane—as shown in the project conceptual plans—may not prove feasible because of prohibitions imposed by Utah Transit Authority regarding any "net" new at-grade crossings on right-of-way they own—i.e. the D&RGW Trail corridor. If this prohibition prevents the proposed connection between the Davis County Road and Tippetts Lane, this would result in a very long dead-end road that is still needed to service the Legacy Nature Preserve, numerous drainage facilities and the D&RGW Trail.

Thank you for the opportunity to comment. Centerville City officials are willing and available to discuss further these concerns, if you wish.

Sincerely,

Paul A. Cutler
Mayor



Comment 263

Response
Number in
Section 1.0



Comment #: 263

Date: 8/28/2017

Source: Email

Name: Jill Jones

Location: Kaysville

Comments:

<See attachments on next pages, titled 00263_CDSD_Part1_8-28-17; 00263_CDSD_Part2_8-28-17>

Comment 263 (continued)

Response
Number in
Section 1.0



1.5E

CENTRAL DAVIS SEWER DISTRICT

Randy Jefferies
West Davis Corridor
466 No. 900 West
Kaysville, Utah 84037

Re: West Davis Corridor Alignment Central Davis Sewer District Impacts

Dear Mr. Jefferies:

In our recent meeting, you asked the District to provide you with additional information on impacts the final West Davis road alignment would have on Central Davis Sewer District and possible alternatives that could be considered. Before beginning there are two quotes that come to mind. First one from Yogi Berra, "When you come to a fork in the road take it." Unless the District's property is avoided completely, the choices we face are bad and poor, not good or better. The second quote was in an Internet poll. It asked, "If you had to choose one, would you rather be shot or stabbed?" While over 80% chose to be shot neither choice is desirable. We understand there will be a road, and we also see the maps that show the easiest alignment through the District's property. But, the impact on the District is significant. Let us discuss the issues we face.

In 2011 the District submitted during public comment a memo to UDOT that is shown in Attachment 1. The issues today are principally the same, but the costs have increased dramatically. In December of 2015 the State Water Quality Board passed Administrative Code R317-12-3.3 that placed a limit on phosphorus discharges. Through a national consultant, the District evaluated the increased quantity of biosolids the District would produce when chemical phosphorus treatment is implemented. This increases production by as much as 50%. While not a significant problem while we had onsite land application or composting, this poses a significant cost increase when biosolids have to be hauled offsite. This report is included in Attachment 2. This illustrates the increasing financial impact on the District.

Biosolids production and beneficial reuse are a significant portion of wastewater treatment operations and expenses. This process is regulated through Federal Code 40 CFR part 503 and permitted through Utah Administrative Code R317-8. Since 1996, the District has worked diligently to ensure our biosolids are compliant and our programs are acceptable to the public. In 2007 Central Davis Sewer District was nationally certified under the National Biosolids Partnership as a platinum member. Our

2200 South Sunset Drive, Kaysville, Utah 84037
Office: (801) 451-2190 Fax: (801) 451-6836 Web: cdsewer.org

Comment 263 (continued)

Response
Number in
Section 1.0



1.5E

District is the only one in Utah to achieve this distinction (see Attachment 3). The District has a rigorous Environmental Management System (EMS) that it maintains to ensure best practices are followed. This EMS includes an odor management plan the District follows to ensure public acceptance. We will provide a copy of the EMS under separate cover.

Odors are a significant concern for all wastewater treatment facilities and are a significant barrier to public acceptance. The District purchased much of the property surrounding the current treatment plant to ensure a buffer is maintained between odors and public receptors. Included in the concern for odors is the issue of pathogenic aerosols. Aerosols are a national concern for biosolids land application. In order to help you understand the issue of odor and aerosols included in Attachment 4 are several related articles. The first one by Pamela Dalton discusses how people perceive odors. The second and third articles show the significant distance that odor/aerosol impacts may occur. Also included is a Canadian summary document that addresses the same issue. Using available information the District has set a 500 ft. barrier from land application to any public receptor.

Concerning the District's land application program, any alignment of the highway through the District's property will effectively kill this cost effective beneficial reuse. The individuals on the highway would be considered public receptors and only a very small fraction of the property we own would be suitable for land application. Hence this beneficial reuse program will have to be replaced. Perhaps the only way to save this method of reuse is to move the alignment at least 500 feet west of the power dike.

The other method of beneficial reuse the District employs is composting. Composting produces a great, marketable product, but also has significant odor concerns. From plume modeling (see Attachment 5 for a PowerPoint of the model results) the District knows that the odor plume will follow the current alignment of highway at levels that will produce complaints. The District has been diligent in taking steps to ensure that such complaints are minimized. In Attachment 6 is a copy of flyer sent to our 500+ neighbors soliciting input on odors. As a result of such complaints the District decided to send aerobic biosolids to a landfill for three to four winter months to ensure neighbors are not harmed. The likelihood that a road practically on top of the composting site does not create public concerns is very small. Hence, an alternative treatment method is likely necessary.

The District Board and Staff had been aggressive in assessing alternatives that may be elected if the road goes through as shown on the draft and final alignments. Attachment 7 is a PowerPoint presentation from 2014 the Board and staff used to discuss

Comment 263 (continued)

Response
Number in
Section 1.0



1.5E

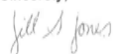
alternatives. While the options are plentiful, all carry a significant increase in cost. The Board decided to do a detailed analysis of thermal drying to determine costs. This analysis was completed in 2015 by a national engineering firm and is included in Attachment 8. This assessment did not include all of the biosolids production processes so the final cost would likely be much higher than the figures shown. We have not done a detailed cost analysis of other alternatives but from general information from the literature, they all will probably have similar or higher costs. Attachment 9 is the current flow diagram highlighting possible alternatives the District is considering. Much needs to be done to determine the costs for all alternatives identified.

At our meeting, UDOT suggested alternatives that may be considered as current alignment alternatives. As mentioned previously, land application is lost under any alternative that traverses current District property. In order to salvage composting from significant odor challenges, we propose that the road could be realigned to the East side of the District's property. We had a draft alignment prepared to see if this was possible. Attachment 10 is a proposed alignment that would salvage composting. This alignment has the added bonus of preserving properties to the south, west, and northwest from the current plant to allow for soon to be needed expansion. We have noted that there has been a suggestion with the current alignment to have a Kaysville access road that would be along the east side of our property, also. Being wedged between two roads severely limits our expansion capacity. Again, quoting Yogi Berra "It ain't over till it's over!" With two roads, for Central Davis Sewer District, it is over.

All of these concerns take us back to money. Studies we have done and provided to you demonstrate that the cost of changing processes will be at least \$10 million, or more. If we want to evaluate additional options, the cost would be between \$200 - \$400 thousand. Landfilling of the biosolids would have a 20-year cost of about \$8 million. Depending on the cost of tipping fees this could increase significantly. The down side of landfilling biosolids is that it is a waste of a valuable resource and the District's goal is beneficial reuse.

While we know there is a great need for this road, the function of a regional wastewater treatment plant cannot be ignored. We understand a balance needs to be struck and are willing to work with UDOT to achieve a mutually beneficial result.

Sincerely,



Central Davis Sewer District

Comment 263 (continued)

Response
Number in
Section 1.0



CDSD to UDOT Memo

Attachment 1

Comment 263 (continued)

Response
Number in
Section 1.0



Comments:

<Refer to attachment>

Please find attached comments from Central Davis Sewer District on the proposed West Davis Highway alignment. Should you have any questions, please call me.

Leland Myers Central Davis Sewer District

-----Attachment transcribed
below-----February 7, 2011

West Davis Corridor 466 No. 900 West Kaysville, Utah 84037 RE: West Davis Corridor Alignment -Central Davis Sewer District Impacts

Dear Sir/Madam:

Central Davis Sewer District has reviewed the proposed alignment of the West Davis highway across the District's property and offers the following comments for your evaluation and consideration. There are three major issues associated with the proposed alignment.

* Central Davis Sewer District uses the farmland north and east of the District's treatment plant as a buffer from nearby development and as mitigation of treatment plant odors. The proposed alignment is immediately adjacent to the treatment plant and will bring odor receptors, people traveling on the road, much closer to the plant. Ultimately this will probably require onsite odor treatments, which are expensive for both installation and operation. Rough order of magnitude costs for additional odor treatment would be between \$1.5 million to \$3.0 million.

*The District's farmland is also used for beneficial reuse of Class B biosolids. Land application of Class B biosolids on immediate adjacent land is extremely cost effective and convenient. The proposed alignment takes a significant amount of farmland and segments the remaining property. Property north of the proposed alignment will be difficult to access and is the less desirable property for land application since it is nearer homes. The remaining property will be insufficient to maintain the land application program and the District will be forced to operate a higher cost option for beneficial reuse. The cost range from changing to a different treatment method could be as little as \$0.5 million to as much as \$5.0 million. In some cases, these costs are additive to the odor mitigation and at the higher costs, they replace the odor mitigation costs. The additional operating costs for these treatment methods would be about \$2 million present worth, at a 3% discount rate over 20 years.

*EPA and the State of Utah will most likely adopt nutrient criteria and limits on wastewater discharges in the future. The District will have to add new nutrient treatment units to the treatment train. The most likely unit additions will need to be added to the north end of the existing treatment process as pretreatment basins to the existing facility. The road location immediately north of the treatment plant will impinge on the ability to upgrade the plant easily and effectively.

In addition to the major concerns identified above, access problems to the plant will have to be resolved. The District requires major pieces of equipment onsite from time to time and this requires unfettered access. Finally, the District sells compost to the general public. The District needs reasonable access so that

Comment 263 (continued)

Response
Number in
Section 1.0



this enterprise can continue.

The District realizes the public needs the West Davis highway. In order to protect our uses we recommend that the roadway be on the northern edge of the District's property. This will protect the District uses as best as possible while allowing the roadway to proceed.

Sincerely,

Leland Myers,
P.E. District
Manager

Comment 263 (continued)

Response
Number in
Section 1.0



CENTRAL DAVIS SEWER DISTRICT

February 7, 2011

West Davis Corridor
466 No. 900 West
Kaysville, Utah 84037

Re: West Davis Corridor Alignment – Central Davis Sewer District Impacts

Dear Sir/Madam:

Central Davis Sewer District has reviewed the proposed alignment of the West Davis highway across the District's property and offers the following comments for your evaluation and consideration. There are three major issues associated with the proposed alignment.

- ❖ Central Davis Sewer District uses the farmland north and east of the District's treatment plant as a buffer from nearby development and as mitigation of treatment plant odors. The proposed alignment is immediately adjacent to the treatment plant and will bring odor receptors, people traveling on the road, much closer to the plant. Ultimately this will probably require onsite odor treatments, which are expensive for both installation and operation. Rough order of magnitude costs for additional odor treatment would be between \$ 1.5 million to \$3.0 million.
- ❖ The District's farmland is also used for beneficial reuse of Class B biosolids. Land application of Class B biosolids on immediate adjacent land is extremely cost effective and convenient. The proposed alignment takes a significant amount of farmland and segments the remaining property. Property north of the proposed alignment will be difficult to access and is the less desirable property for land application since it is nearer homes. The remaining property will be insufficient to maintain the land application program and the District will be forced to operate a higher cost option for beneficial reuse. The cost range for changing to a different treatment method could be as little as \$0.5 million to as much as \$5.0 million. In some cases, these costs are additive to the odor mitigation and at the higher costs, they replace the odor mitigation costs. The additional operating costs for these treatment methods would be about \$2 million present worth, at a 3% discount rate over 20 years.

2200 South Sunset Drive, Kaysville, Utah 84037
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Comment 263 (continued)

Response
Number in
Section 1.0



- ❖ EPA and the State of Utah will most likely adopt nutrient criteria and limits on wastewater discharges in the future. The District will have to add new nutrient treatment units to the treatment train. The most likely unit additions will need to be added to the north end of the existing treatment process as pretreatment basins to the existing facility. The road location immediately north of the treatment plant will impinge on the ability to upgrade the plant easily and effectively.

In addition to the major concerns identified above, access problems to the plant will have to be resolved. The District requires major pieces of equipment onsite from time to time and this requires unfettered access. Finally, the District sells compost to the general public. The District needs reasonable access so that this enterprise can continue.

The District realizes the public needs the West Davis highway. In order to protect our uses we recommend that the roadway be on the northern edge of the District's property. This will protect the District uses as best as possible while allowing the roadway to proceed.

Sincerely,



Leland Myers, P.E.
District Manager

Comment 263 (continued)

Response
Number in
Section 1.0



The Central Davis Sewer District submitted several large additional attachments containing technical information pertaining to sewer district operations. These attachments, which have been entered into the project record and reviewed by FHWA and UDOT, are available on request.

Comment 264

Response
Number in
Section 1.0



Comment #: 264

Date: 8/29/2017

Source: Email

Name: Brandon Green

Location:

Comments:

<See attachment on next page, titled 00264_FruitHeightsCity_8-29-17>

Please see attached.

Comment 264 (continued)

Response
Number in
Section 1.0



1.5E



910 South Mountain Road, Fruit Heights, Utah 84037
www.fruitheightscity.com (801)546-0861 Fax (801)546-0058

August 29, 2018

RE: West Davis Corridor Alignment

To Whom this May Concern;

As we have all recently been made aware of, Fruit Heights is very concerned with the potential impacts of the WDC on the Sewer District facility which serves Fruit Heights, Farmington, and Kaysville. Fruit Heights cannot support any impacts to the facility which results in long term rate increases to our residents caused by the highway construction. Based on data provided to the three affected cities and UDOT at a meeting held on August 23, 2017, the cost of the required operational changes could be between \$70-100 million which is significant in any analysis. Fruit Heights is in support of moving the proposed alignment to the west out of the areas currently being used for Sewer District operations. We would also support moving the proposed alignment to the east so long as no additional homes are condemned and operational impacts do not result in future additional costs to our residents. We do not support trucking of the sludge off site as that is problematic and costly and might jeopardize the favorable grandfather provisions the site currently enjoys in a highly regulated environment which option would in the end likely result in higher costs to our residents and others serviced by this facility.

Fruit Heights City is requesting that UDOT further study the proposed location of the corridor and provide an option where the corridor does not place undue hardship on the Sewer District and the three (3) participating Cities of Farmington, Fruit Heights, and Kaysville.

Your attention to the matter is greatly appreciated.

Brandon Green

Brandon Green
City Manager

Mayor: Don Carroll
City Manager/Recorder: R. Brandon Green
City Treasurer: Trina Stott

Council Members
Diane Anderson-Gary Anderson
Julia Busche-Brandon Halliday-Scott Poole

Comment 265

Response
Number in
Section 1.0



1.5L

Comment #: 265

Date: 8/29/2017

Source: Website

Name: Matt Johns

Location: Farmington

Comments:

You replied to me prior that there are no construction details but I have heard otherwise. In addition to this UDOT EIS has been approved leading UDOT to develop their construction plan. It is BEYOND IMPORTANT that part of that plan allows our business to maintain access through construction. Our business depends on dancer and their parents being able to access the studio. I am one of many business owners that are concerned that UDOTS construction process. This will affect us to maintain business that is responsible for provided income multiple families for their living. If you negalect this it will impact us being able to stay in business.

Comment 266

Response
Number in
Section 1.0



Comment #: 266
Date: 8/29/2017
Source: Website
Name: Mal Johns
Location: Farmington

Comments:

1.5L

You replied to me prior that there are no construction details but I have heard otherwise. In addition to this UDOT EIS has been approved leading UDOT to develop their construction plan. It is BEYOND IMPORTANT that part of that plan allows our business to maintain access through construction. Our business depends on dancer and their parents being able to access the studio. I am one of many business owners that are concerned that UDOTS construction process. This will affect us to maintain business that is responsible for provided income multiple families for their living. If you neglect this it will impact us being able to stay in business.

Comment 267

Response
Number in
Section 1.0



Comment #: 267
Date: 8/29/2017
Source: Website
Name: Randall Pinson
Location: Farmington

Comments:

Concerns about business access

Hello,

1.5L

I am writing because i am concerned about sufficient business access to our warehouse. Our warehouse is on a dead-end street and according to the map, there is going to be significant construction (building a bridge over our road) I want to make sure that UDOT has put a proper plan into place to provide business access for our property on 650 W. Specifically, I propose that UDOT constructs an alternative access to the lower part of 650 west from 725 West prior to allowing the closing off of 725 West roadway for embankment construction to the north west of us. We have large 18 Wheeler trucks that come in and out of this property on almost a daily basis and we need to make sure that there is a road sufficiently wide and graded in a level fashion so that they can safely transport freight to and from our property.

Comment 268

Response
Number in
Section 1.0



1.7H

Comment #: 268

Date: 8/29/2017

Source: Website

Name: Jeremiah Hoffman

Location: Kaysville

Comments:

Concern about 200 N Kaysville interchange

I know this may be coming late, but as a parent of young children who live in West Kaysville, I did want to express concern for the proposed 200 North interchange. According to the proposed maps, the interchange is right by Kays Creek Elementary. I do have concern for the safety of the children being near a busy interchange and freeway. I think that Layton Parkway would be a much more viable interchange option. There are no schools nearby, the Parkway has already been built with sound walls, and with the new Intermountain Hospital, it makes more sense to have an interchange that is more accessible to the hospital. Thanks for taking time to review my concern.

Comment 269

Response
Number in
Section 1.0



1.8A
1.11.2A
1.2.2B
1.12A

Comment #: 269

Date: 8/29/2017

Source: Website

Name: Elisha Peterson

Location: Kaysville

Comments:

If the West Davis Corridor goes in between the power lines and our backyards, Who will be responsible for the diminishing home prices and our diminishing health because of the close proximity to dangerous carbon monoxide, large and ultra fine particle toxins? I should not have to be the one left holding the bill to your poor inconsiderate planning. One more thing, the wetlands look the same on each side has an unaffiliated, unbribed environmentalist done testing on theses lands. Unless you move the highway to the west side of the power lines or put of a sound and pollutant barrier wall. I will do everything that God will allow me to do to get this stopped. I know you have done it in other places but it doesn't make it right. We the people should have a voice when are nest egg is effected and especially our health.

Comment 270

Response
Number in
Section 1.0



1.1.2B
1.12A
1.11.2A

1.10I

Comment #: 270

Date: 8/29/2017

Source: Website

Name: Trent Nelson

Location: Kaysville

Comments:

Pedestrian overpass in West Kaysville.

No one wants a freeway in their backyard. At the same time, the County needs this freeway, and that is why I am in support of it. With that being said, those that do get it in their backyard are sacrificing for the good of the greater community. There will be noise and there will be pollution. To offset, at least a little of this negative impact, I love the idea of pedestrian walkways. However, they are only beneficial if they are easily accessible. There is a large stretch of homes in West Kaysville that will be impacted, but for which there is no close access to the trail. Please consider putting a pedestrian overpass at the end of Galbraith Lane in Kaysville. The road (easement) is already extended to the freeway. It would be expensive to build the overpass, but it would be used A LOT by those in this neighborhood who are being negatively impacted for the greater, community good. Driving to access the trail, or asking kids to travel long distances along busy streets and across many intersections will greatly reduce the benefit of the overall trail system. Thank you for considering this request. I also firmly agree with the decision to not connect the new freeway onto I-15 for at any place. Thanks, Trent Nelson, Kaysville Resident

Comment 271

Response
Number in
Section 1.0



1.5G

1.2.2B
1.2.4.4A

Comment #: 271

Date: 8/29/2017

Source: Email

Name: Dennis Cox

Location: Layton

Comments:

I am wholly and totally against this WDC route and indeed the entire freeway. You may think I am very self-centered with such an attitude but this freeway will displace my wife and I from our beloved home and yard where we have lived and raised our family the past 41 years. We actually built the home back in 1975-76 and have put in our entire yard and built our greenhouse business with our own time, money and labor. The thought, of being displaced, be it day or night, is continually on our minds and very disrupting to our normal lives. The memories are great and without number.

We have a wholesale nursery business on our property that we started in 1997 eventually building our first greenhouse, 120'x25' in 2002 (then a second smaller one of 60'x14' in 2009) because of demand for our planters. In 2002 we started growing more hostas and assorted 4" component plants to make shade and sun planters that we sell to the local nurseries. These planters have become so popular in April, May and June that we cannot supply the demand for them. We hoped to be able to continue this endeavor until age a stop to it. The income generated from that business helps supplement my other part time employment.

There are 6 homes total on this corner of 2200 West and 1000 South where we live. The oldest couple passed away last March, I believe partly because of the trauma brought on by UDOT when they learned their home was on a proposed route of the WDC. Another neighbor has lived here on part of his father's farm for more than 46 years. Other neighbors two homes to the East have lived and raised their family in their self-built home for 40 years. None wants to be displaced by the WDC. None know what we will do or where we will go. Only that we do not want to move.

A. Dennis Cox

Layton, Utah 84041

Comment 272

Response
Number in
Section 1.0



Comment #: 272

Date: 8/29/2017

Source: Email

Name: Cindy and Carter Haacke

Location: Syracuse

Comments:

Greetings,

have a comment for you to consider concerning the west davis corridor. I understand there is not the need for a 4 lane highway all the way north as was once thought and the first phase goes to 3000 w and Bluff rd. There are exits planned for 2700 S and also one on Antelope drive. I have lived in this area for over 30 years and have a couple of thoughts.

- 1) Antelope drive is a busy area, and is a main thoroughfare through Syracuse. This street is the main link east to Layton, west to Antelope Island and has become increasingly busy over the years. It is planned to make Antelope Dr a 4 lane road to 3000 W.
- 2) The area around 3000 W and Bluff Rd is residential with some farm land mixed in. These streets are not main thoroughfares and most have speed limits of 25-30 mph. All streets in this area have only 2 lanes of traffic and just link to other residential developments in this area.
- 3) The 2700 S road is a 2 lane road, but has a speed limit of 40 or 45 mph. It is another main way to travel east and west and going east will take you to the Layton area.

What I propose is to end the first phase and the corridor at Antelope Drive and make from 2700 S to Antelope a 2 lane road for now instead of 4 lanes. Going south it is only a few miles to 2700 S from Antelope Dr. The south bound traffic is just starting on the corridor from the Antelope drive intersection and linking with the corridor. In a few miles 2700 S can have a dedicated entrance which will expand the lanes to 2 going south. Going northward a dedicated lane of traffic can exit onto 2700 S, decreasing the northbound lanes to one, and then in a few short miles the remaining lane will end on Antelope Dr. There the remaining corridor traffic should have 4 lanes on Antelope Dr in which to be able to travel, speed limits being 45 - 50 mph, and with Antelope Dr, being made into a 4 lane road as planned, should be able to handle this corridor traffic.

I am concerned if you have the corridor end at Bluff and 3000 S you will dump the traffic in this residential area. You will be taking freeway traffic and pushing it on to 2 lane residential roads with no where to go. These little roads were never meant to handle this increased traffic. It makes no sense to me, to end a freeway in a residential area. It will increase traffic and danger in these neighborhoods and farm lands in that area. There is no main thoroughfare in that area built to handle the increased traffic and there are no major destinations or reasons to go that way unless you live in one of the neighborhoods or farm houses.

I see no reason to continue the corridor beyond Antelope Dr. It was explained to me the corridor can't just "end", so if you start the "ending process" an interchange before then it, on 2700 S, then you could actually end on Antelope Dr instead of 3000 S and Bluff Rd. This also would save money as there would not need to build 2 bridges and the on and off ramps in that area.

Thank-you for your consideration
Cindy Haacke () Syracuse, Utah.

Comment 273

Response
Number in
Section 1.0



Comment #: 273

Date: 8/29/2017

Source: Mailed In

Name: Ben Kimball

Location: Farmington

Comments:

<See attachments on next pages, titled 00273_BenKimball_1_8-29-17; 00273_BenKimball_2_8-29-17>

Comment 273 (continued)

Response
Number in
Section 1.0



1.2.2D

August 29, 2017

DEAR UDOT REPRESENTATIVES:

The purpose of the letter is to request trees along the proposed West Davis Corridor. In reviewing the proposed plan from your office, we did not see any plans for trees. In my opinion and the opinion of the surrounding Davis County community, trees are essential to counteract the visual and air pollution that will be the result of the proposed highway. Trees will mitigate the pollution caused by the cars and the trees will somewhat hide the road so that the visual pollution and noise is mitigated.

We have consulted with the Utah State Extension office in Farmington and we have determined with their help that two types of trees prosper in the soil and climate of Davis County. We recommend the cottonwood tree and the sumac staghorn.

Enclosed with this letter is a petition that has been signed by many of the residents in Davis County that will be impacted by the proposed road. Virtually all of the residents support planting trees along the West Davis Corridor to mitigate the above reference pollution. We request that you strongly consider planting trees along the highway.

Sincerely,


Ben Kimball

Comment 273 (continued)

Response
Number in
Section 1.0



PETITION FOR TREES ALONG THE PROPOSED WEST DAVIS CORRIDOR

TREES ARE IMPORTANT TO PRIVACY, AIR QUALITY, AND AESTHETICS. UDOT has not proposed any trees along the West Davis Corridor.¹ The purpose of this petition is to request that UDOT plant indigenous trees along the West Davis Corridor when it is close to any homes or neighborhoods. The signatories to this Petition, residents of Davis County in close proximity to the proposed road, fully support this request and require that UDOT consider adding trees to their proposal.

NAME	ADDRESS	PHONE NUMBER
1. Kion Page	92	
2. Lee Polkhusen	12	
3. Kaiti Bower	14	
4. Kevin Shroyer	1	
5. Kathy Wulley	1	
6. George B. B. B.	1	
7. John B. B. B.	1	
8. Tyler B. B.	1	
9. Oliver Castillo	1	
10. George M. Knapp	1	
11. Jack L. B. B.	1	
12. Alicia Trump	1	
13. Matt Trump	1	
14. Robert Vanderheyden	1	
15. Vanessa Erickson	1	
16. Greg Schow	1	
17. Mikko Kotal	1	
18. Spencer Erickson	1	
19. Natalie Larson	218	
20. Brandon Lamb	21	
21. Emily Thompson	1	
22. George B. B. B.	1	
23. Jack B. B.	1	
24. B. B. B.	1	
25. B. B. B.	1	

¹ While the signatories of this Petition vehemently oppose the construction of the West Davis Corridor, in the event this becomes a reality, trees are requested as described above.

Comment 273 (continued)

Response
Number in
Section 1.0

PETITION FOR TREES ALONG THE PROPOSED WEST DAVIS CORRIDOR

TREES ARE IMPORTANT TO PRIVACY, AIR QUALITY, AND AESTHETICS. UDOT has not proposed any trees along the West Davis Corridor.¹ The purpose of this petition is to request that UDOT plant indigenous trees along the West Davis Corridor when it is close to any homes or neighborhoods. The signatories to this Petition, residents of Davis County in close proximity to the proposed road, fully support this request and require that UDOT consider adding trees to their proposal.

NAME	ADDRESS	PHONE NUMBER
1. Christine Mikkelsen		
2. Frank Boatho		
3. Kaysti Kelly		
4. Roger Hall		
5. Irene Hall		
6. Jack Mismahl		
7. Brian Hanson		
8. Natalie Ward		
9. Andy Warner		
10. Jason Morgan 18		
11. Craig Olsen 36		
12. Thomas Campbell 20		
13. Catherine Tanner 2		
14. Allison Morgan 25		
15. Brian Morgan 25		
16. Brian Boyer 30		
17. John Boatho		
18. John Boatho		
19. John Boatho		
20. R. ANDAMS		
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¹ While the signatories of this Petition vehemently oppose the construction of the West Davis Corridor, in the event this becomes a reality, trees are requested as described above.

Comment 273 (continued)

Response
Number in
Section 1.0

PETITION FOR TREES ALONG THE PROPOSED WEST DAVIS CORRIDOR

TREES ARE IMPORTANT TO PRIVACY, AIR QUALITY, AND AESTHETICS. UDOT has not proposed any trees along the West Davis Corridor.¹ The purpose of this petition is to request that UDOT plant indigenous trees along the West Davis Corridor when it is close to any homes or neighborhoods. The signatories to this Petition, residents of Davis County in close proximity to the proposed road, fully support this request and require that UDOT consider adding trees to their proposal.

NAME	ADDRESS	PHONE NUMBER
1. Kim Cordumby		
2. PERLIN Boatho		
3. Nate Nielson 20		
4. Trevor Peterson 2		
5. Brian Wilson 21		
6. Chris Hucsko 2		
7. Alex Korns 21		
8. Keith Christiansen		
9. Becky Berry		
10. John Boatho		
11. Charity Diven		
12. Jamie Duff		
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Comment 273 (continued)

Response
Number in
Section 1.0

PETITION FOR TREES ALONG THE PROPOSED WEST DAVIS CORRIDOR

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NAME	ADDRESS	PHONE NUMBER
1. JEFF GARRETT	2	
2. Tom Harrison	2	
3. Cindy Liffert	20	
4. Kristen Maw	20	
5. Nate Cook	51	
6. Josh Barber	20	
7. Nicole Potting	2	
8. Angela Mussey	2	
9. Kate Larsen	2	
10. Ann Larsen		
11. Kate Paulson		
12. Jonathan Paulson		
13. Sooz Barber	2	
14. Josh Barber	2	
15. Kasha Reddes		
16. Matt Rides		
17. Jamie Francom		
18. Trevin Francom		
19. Michelle Moore		
20. Rick Moore		
21. Mark Anglin	5	
22. Suzy Anglin		
23. David Clift	2	
24. Adam Gorchuch		
25. [Signature]		

¹ While the signatories of this Petition vehemently oppose the construction of the West Davis Corridor, in the event this becomes a reality, trees are requested as described above.

Comment 273 (continued)

Response
Number in
Section 1.0

PETITION FOR TREES ALONG THE PROPOSED WEST DAVIS CORRIDOR

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NAME	ADDRESS	PHONE NUMBER (928)
1. Valerie Beacock		
2. Mike Demme		
3. Adam Hellenwell		
4. Emily Criddle	14	
5. Chad Ross	15	
6. Jessica Rossee	15	
7. Dan Chappell	1	
8. Shavani Chappell	1	
9. Danni Brink		
10. Jessica Leach		
11. Rachel Hixson		
12. Kevin Hixson		
13. PENCE VIKERS		
14. Angie Viera		
15. Jennie Fry		
16. Andrea Wilson		
17. CHRIS ELLIOTT		
18. Delynn Kierha		
19. [Signature]		
20. Josh Wangsgard		
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Comment 273 (continued)

Response
Number in
Section 1.0

PETITION FOR TREES ALONG THE PROPOSED WEST DAVIS CORRIDOR

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NAME	ADDRESS	PHONE NUMBER
1. <u>Kathy B. Miller</u>	[Redacted]	[Redacted]
2. <u>Dail Halverson</u>		
3. <u>Sherry O. Hult</u>		
4. <u>Nick Kopp</u>		
5. <u>Carroll</u>		
6. <u>Jessica Karren</u>		
7. <u>Jamie Stanton</u>		
8. <u>Bethany Martinez</u>		
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Comment 273 (continued)

Response
Number in
Section 1.0

PETITION FOR TREES ALONG THE PROPOSED WEST DAVIS CORRIDOR

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NAME	ADDRESS	PHONE NUMBER
1. <u>NATHAN TODD</u>	[Redacted]	[Redacted]
2. <u>JOSATHAN EYAGUIRE</u>		
3. <u>Abby Bell</u>		
4. <u>Bethany Hall</u>		
5. <u>JARED JOHNSON</u>		
6. <u>RYAN HARTIGSON</u>		
7. <u>MARCI HARTIGSON</u>		
8. <u>CHRISTI WYCKOFF</u>		
9. <u>CHRISTI WYCKOFF</u>		
10. <u>POWELL</u>		
11. <u>LICKI TURNIA</u>		
12. <u>Carah Turnia</u>		
13. <u>Cady Sessions</u>		
14. <u>BRAD LANGSTON</u>		
15. <u>MARILYN LANGSTON</u>		
16. <u>Jessica Lang</u>		
17. <u>Jim Reese</u>		
18. <u>Danielle Blase</u>		
19. <u>Joe Nay</u>		
20. <u>Luke Johnson</u>		
21. <u>Wendy Conna</u>		
22. <u>STACE HICHAUT</u>		
23. <u>Margaret Smith</u>		
24. <u>Austin Smith</u>		
25. <u>Nick Gough</u>		

¹ While the signatories of this Petition vehemently oppose the construction of the West Davis Corridor, in the event this becomes a reality, trees are requested as described above.

Comment 273 (continued)

Response
Number in
Section 1.0

PETITION FOR TREES ALONG THE PROPOSED WEST DAVIS CORRIDOR

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NAME	ADDRESS	PHONE NUMBER
1. <u>Peter Brannon</u>	[REDACTED]	
2. <u>Jillany Brown</u>		
3. <u>Judy Simon</u>		
4. <u>[Signature]</u>		
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Comment 273 (continued)

Response
Number in
Section 1.0

PETITION FOR TREES ALONG THE PROPOSED WEST DAVIS CORRIDOR

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NAME	ADDRESS	PHONE NUMBER
1. <u>Math Brown</u>	[REDACTED]	
2. <u>Craig Brown</u>		
3. <u>Benny Burt</u>		
4. <u>Cheryl Maruat</u>		
5. <u>Nicole Sehnun</u>		
6. <u>Melanie Heard</u>		
7. <u>Zach Thomas</u>		
8. <u>Jac Carmichael</u>		
9. <u>Ahadi Inplett</u>		
10. <u>Amani Ugubak</u>		
11. <u>David Fawcett</u>		
12. <u>Paula Gaudin</u>		
13. <u>Taylor Barnes</u>		
14. <u>Annie Pallas</u>		
15. <u>Kemi Wadsworth</u>		
16. <u>Justin Wadsworth</u>		
17. <u>Kathy Covert</u>		
18. <u>Steve Covert</u>		
19. <u>Lesley Brown</u>		
20. <u>Scott Cooper</u>		
21. <u>Michelle Hess</u>		
22. <u>Sierra Rogers</u>		
23. <u>Vesley Stankovic</u>		
24. <u>Timi Stewart</u>		
25. <u>Dana Leining</u>		

¹ While the signatories of this Petition vehemently oppose the construction of the West Davis Corridor, in the event this becomes a reality, trees are requested as described above.

Comment 273 (continued)

Response
Number in
Section 1.0



PETITION FOR TREES ALONG THE PROPOSED WEST DAVIS CORRIDOR

TREES ARE IMPORTANT TO PRIVACY, AIR QUALITY, AND AESTHETICS. UDOT has not proposed any trees along the West Davis Corridor.¹ The purpose of this petition is to request that UDOT plant indigenous trees along the West Davis Corridor when it is close to any homes or neighborhoods. The signatories to this Petition, residents of Davis County in close proximity to the proposed road, fully support this request and require that UDOT consider adding trees to their proposal.

NAME	ADDRESS	PHONE NUMBER
1. <i>Nathan Nash</i>		
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Comment 274

Response
Number in
Section 1.0



Comment #: 274

Date: 8/29/2017

Source: Email

Name: Nathan Hammond

Location: Kaysville

Comments:

Dear Director:

1.2.6B
1.31D

The purpose of this email is to let you know that I have reviewed the recent Environmental Impact Study relating to the West Davis Corridor, and I agree with the conclusion that UDOT reached to build the West Davis Corridor on the selected route. I especially agree with the decision to align the new highway through the Glover Lane area as opposed to the Shepard Lane area. The impact to the Shepard Lane area on the human population, the environment and otherwise would have been devastating. The loss of at least eight homes in the Quail Crossing neighborhood would have never-ending impact on the neighborhood.

1.2.6B

Given all of the many factors which UDOT was required to balance, the Glover Lane option is the best alternative. I feel that you have chosen the proper route given all of the parameters that you were faced with.

Thank you,

Nathan Hammond

Kaysville, UT 84037

Comment 275

Response
Number in
Section 1.0



Comment #: 275

Date: 8/30/2017

Source: Website

Name: Dana Pickard

Location: Syracuse

Comments:

1.2.6D

I believe that the best option for the Antelope Road (1700 South) and West Davis Highway interchange would be to have Antelope Drive go over the new highway. This would lessen the noise and property devaluation impact on the fewest homes.

Comment 276

Response
Number in
Section 1.0



Comment #: 276

Date: 8/30/2017

Source: Website

Name: Mitch Stephens

Location: Farmington

Comments:

I live on 1600 South in Farmington Utah. My comments address that area:

1.5J
1.10G
1.2.4.4G

1- The plans call for the frontage road to not only be moved, but also narrowed. In addition to being an important road for commuting, the frontage road regularly is used by bicycles and joggers. When pinched, will there be enough room on the shoulder to accommodate those other uses? What consideration was done with respect to the proper sizing of that frontage road? Will the existing sidewalks be continued?

1.18B
1.2.2D
1.12E

2- What will the lighting be on the I-15 exit? The exit is near existing homes and light pollution is a concern.

3- Will sound reducing pavement be used on the exit? This area is heavily impacted by the noise of I-15 and the exit. The sound levels currently are high enough for sound walls, although the plans do not call for them because of space restrictions. Noise-reducing pavement and any other efforts to limit sound impact should therefore be considered.

1.20B

4- Construction of the exit is likely to impact nearby residents. There should be noise restrictions in place for any nighttime construction in this area.

1.5J

5- What, if anything, is being done to address the impact of headlights from the cars on the exit? Even now, it can be difficult to discern the difference between oncoming headlights on the frontage road and oncoming headlights on I-15 when turning south onto the frontage road.

1.2.2D

6- What is being done to address the aesthetics of the exit and any retaining associated with that elevated exit?

1.12E

7- The draft EIS does not include ANY analysis showing why a sound wall was not installed in this area. If that is because of limitations on the height of the wall, what studies were done to address the efficacy of a shorter wall?

Comment 277

Response
Number in
Section 1.0



1.5E
1.5A

Comment #: 277

Date: 8/30/2017

Source: Website

Name: Sharon

Location: Kaysville

Comments:

I'm concerned about the new road going through the sewer plant and causing the fees to significantly increase. I am also concerned about how close the new road will be to the homes in Kaysville and the effect that will have on the community and neighborhoods.

Comment 278

Response
Number in
Section 1.0



1.2.2F

Comment #: 278

Date: 8/30/2017

Source: Website

Name: Summer Johnson

Location: South Weber

Comments:

Keep the plan for 5100 west in Hooper. The other route will impact allot of homes and thier wild life.

Comment 279

Response
Number in
Section 1.0



1.2.2E
1.2.2F
1.2.2H
1.2.4.4E
1.8A
1.2.2G
1.1.1A
1.1.2A
1.2.6D
1.31C
1.2.2D

Comment #: 279

Date: 8/30/2017

Source: Website

Name: John Prince

Location: Kaysville

Comments:

I have commented previously and was promised a response. None was forthcoming. Nice way to run this. Seriously concerned where this highway project will actually terminate. At a meeting on Aug. 24 Randy Jeffrey project manager stated that the four lane highway will end at state road 193. Now that I review the map that is totally not true and a lie. It ends at 700 south Clinton. In previous meetings I was told it would extend much further north. This is the highway to nowhere. So all traffic will essentially dump on to Antelope which is already overcrowded. This solve nothing for that area. Just simply increases the traffic on west end of Antelope increasing danger and air pollution. No concern is taken for property value in the area. Of course UDOT does not have to be concerned about that. Why don't you fix I-15 as has been done in Utah County where you could land an airliner on it. Much greater problem is the stupid narrowing of I15 in North Salt Lake. Great planning on part of UDOT. What is the point of this highway? I plead for a response and not more deceit. Yes I am ranting but it is only because this will be totally ignored. This highway could have easily been pushed further west in Syracuse to the edge of the wetlands. However, you took the lie of Black Island Farms owner that they would never sell. Yes I witnessed it a couple of years back at a public hearing. Guess what they sold to Ivory Homes. Too bad local representation and input is ignored. Too bad for the little guys and powerless. This highway should be built in the same mode and fashion as Legacy which works well including the limited speeds. I understand from Mr. Jeffrey that Legacy speed limits are ending in 2020. That is truly a great feature which makes it work well along with no trucks. UDOT would not know a good thing if it bit them. I am totally available for a phone call anytime. [REDACTED]. I am sure this will be ignored. Thanks John Prince

Comment 280

Response
Number in
Section 1.0



Comment #: 280

Date: 8/30/2017

Source: Email

Name: Steve Meyer

Location: Salt Lake City

Comments:


<See attachment on next page, titled 00280_UTA_8-30-17>

Please see the attached comments from Utah Transit Authority.

Regards,
Steve Meyer

Comment 280 (continued)

Response
Number in
Section 1.0



UTAH TRANSIT AUTHORITY

669 West 200 South
Salt Lake City, UT 84101

August 30, 2017

Randy Jefferies
West Davis Corridor EIS Project Manager
Utah Department of Transportation (UDOT)
466 North 900 West
Kaysville, UT 84037

Re: Formal comment to the West Davis Corridor Final Environmental Impact Statement

Dear Randy,


Thank you for the opportunity to review the extensive documentation for the Final Environmental Impact Statement for the West Davis Corridor project. Because the Utah Transit Authority (UTA) has been part of the stakeholder group for the entire study, this letter is limited to UTA's comments on a review of the conceptual design shown largely in the Wetlands Avoidance Option drawings in Volume IV.

While UTA understands that the design is conceptual and will go through a more detailed effort, two areas of concern need to be brought to UDOT's attention in order for these elements to be properly considered during preliminary engineering:

- Sheet RD 1-01 and 02: Ramps and flyovers, including their abutments and walls, appear to occupy the eastern portion of the rail corridor that would prevent the future double tracking of UTA's FrontRunner commuter rail service. The 'I-15 North and Proposed Commuter Rail Collaborative Design Planning Study', dated September 28, 2007, describes the right-of-way needs for future double tracking of the FrontRunner commuter rail service in the area of Glover Lane and the actions of UTA and UDOT. I have attached Sheet 2.3.121 and pages 11-16 of Appendix A that covers Conflict Zone (Issue) #12 – Centerville to Farmington. It is very important for UTA to preserve the ability to double track in the future.
- Sheet RD 1-03: It is unclear from the provided drawing what the intention is to accommodate the Denver and Rio Grande Western (D&RGW) rail corridor (sometimes labeled as Prospector's). This corridor is UTA property and has a regulatory obligation to be preserved for future rail use. The West Davis Corridor design must provide a clear span for the entire right-of-way width of the rail corridor with a minimum vertical clearance of 21'0" above top of rail to accommodate future rail and the existing trail.

Because the locations of UTA's areas of concern exist in every alternative, UTA has no comment as to which alternative should move forward.

Sincerely,



W. Steve Meyer
Director of Capital Projects

Attachments:
Excerpt from the I-15 North and Proposed Commuter Rail Collaborative Design Planning Study, dated September 28, 2007; Volume I, Summary Report, Appendix A, pages 11-16; Volume II, Figures, sheet number 2.3.121

ISO 9001:2000 and ISO 14001:2004

1-888-RIDE-UTA www.rideuta.com

1.2.3A

1.2.3B

Comment 280 (continued)

Response
Number in
Section 1.0

For I-15 Reconstruction

- Grant UDOT an aerial easement for the Parrish Lane Bridge over UTA's property. An aerial easement from UTA, if necessary, will be acquired by UDOT when the Parrish Lane Bridge is constructed.

Physical Improvement Requirements:

For Single Track (Current UTA Project)

UTA Shall:

- Modify Parrish Lane bridge slope protection to accommodate single track construction. All costs associated with the modification of the slope protection will be borne by UTA.

For I-15 Reconstruction

UTA Shall:

- Compensate UDOT for additional costs associated with the extension of the Parrish Lane bridge required to accommodate the UTA double track. The bridge extension will be constructed as part of UDOT's I-15 Reconstruction project. Design costs for the bridge, in its entirety, will be borne by UDOT. UTA agrees to compensate UDOT for the additional construction costs of the additional bridge length. The additional length of bridge and final costs will be determined by UDOT during the final design of the bridge. All incidental costs associated with the additional bridge length will be included in UTA's compensation to UDOT. Estimate of the additional costs is approximately \$200,000.
- Compensate UDOT for the placement of barrier rail along the west side of I-15 in locations where UDOT is required to construct fill slopes steeper than 3:1 to accommodate UTA track. UTA agrees to compensate UDOT for the construction and/or placement of the barrier rail in its entirety. All incidental costs associated with the barrier rail will be included in UTA's compensation to UDOT. The following are UTA Track Centerline Station limits where barrier rail will be required during UDOT's I-15 Reconstruction project. Limits are approximate and will be finalized during final design by UDOT. Estimated costs for the barrier rail are also provided below.
 - Station 4002+00 to Station 4005+00 - \$12,000

CONFLICT ZONE (ISSUE) #12—Centerville to Farmington

Property Requirements:

For Single Track (Current UTA Project)

September 28, 2007

11

Appendix A

Comment 280 (continued)

Response
Number in
Section 1.0

UDOT Shall:

- Grant UTA an easement for construction of single track. The estimated area of easement that will be needed to construct UTA single track is 250,024.04 square feet (5.740 acres). The property is generally described as the area from UTA Track Centerline Station 4008+00 to 4165+93.

A general property description is provided in Section 4 - Parcel No. 3:E. This property description describes property needed by UTA in Conflict Zones 11 and 12. The properties in these conflict zones are contiguous; however the area requirements for each zone have been separated for accounting purposes.

- Convey required right-of-way property to UTA for single track construction. The estimated area of right-of-way that will be needed to construct UTA single track is 3,866.21 square feet (0.089 acres). The property is generally located from UTA Track Centerline Station 4008+00 to 4011+00.

A detailed property description is provided in Section 1 - Parcel No. 3:AQ; Strip Conveyance, West Bountiful. This property description describes property needed by UTA in Conflict Zones 10, 11 and 12. The properties in these conflict zones are contiguous; however the area requirements for each zone have been separated for accounting purposes.

- Grant UTA a perpetual easement for a railroad signal house. The estimated area of easement that will be needed for the signal house is 1601.31 square feet (0.037 acres). The property is generally described as the area from UTA Track Centerline Station 4054+47 to 4054+91, approximately 32 feet west of the UDOT/UP right-of-way line.

A detailed property description is provided in Section 3 - Parcel No. 2:EQ; Signal House, Centerville (Legacy Property).

- Grant UTA a perpetual easement for a railroad signal house. The estimated area of easement that will be needed for the signal house is 964.18 square feet (0.022 acres). The property is generally described as the area from UTA Track Centerline Station 4111+001 to 4111+32, approximately 31 feet west of the UDOT/UP right-of-way line.

A detailed property description is provided in Section 3 - Parcel No. 3:EQ; Signal House, Centerville (Legacy Property).

- Convey required right-of-way property to UTA for a railroad signal house. The estimated area of right-of-way that will be needed for the signal house is 546.10 square feet (0.013 acres). The property is generally described as the area from UTA Track Centerline Station 4165+93 to 4166+17, approximately 20 feet east of the UDOT/UTA right-of-way line.

September 28, 2007

12

Appendix A

Comment 280 (continued)

Response
Number in
Section 1.0

A detailed property description is provided in Section 1 - Parcel No. 4:AQ; Signal House, Farmington.

- Grant UTA an easement for construction of single track. The estimated area of easement that will be needed to construct UTA single track is 68,241.32 square feet (1.567 acres). The property is generally located from UTA Track Centerline Station 4166+17 to 4214+00.

A general property description is provided in Section 4 - Parcel No. 4:E.

- Convey required right-of-way property to UTA for a railroad signal house. The estimated area of right-of-way that will be needed for the signal house is 290.53 square feet (0.007 acres). The property is generally described as the area from UTA Track Centerline Station 4224+47 to 4224+77, approximately 14 feet east of the UDOT/UTA right-of-way line.

A detailed property description is provided in Section 1 - Parcel No. 5:AQ; Signal House, Farmington.

- Convey right-of-way property to UTA for the eastern platform of the Farmington Station. The estimated area of right-of-way that will be needed to construct UTA single track is 14,989.05 square feet (0.344 acres). The property is generally located from UTA Track Centerline Station 4224+77 to 4240+00.

A detailed property description is provided in Section 1 - Parcel No. 6:AQ; Strip Conveyance, Farmington. This property description describes property needed by UTA in Conflict Zones 12, and 13. The properties in these conflict zones are contiguous; however the area requirements for each zone have been separated for accounting purposes.

For Double Track (Future UTA Build-out)

UDOT Shall:

- Convey required right-of-way property to UTA for double track construction at the time of the double track project. The estimated area of right-of-way that will be needed to construct UTA double track is 13,992 square feet (0.321 acres). The proposed right-of-way line is generally located from UTA Track Centerline Station 4011+00 to 4024+00, approximately 25 feet east of the UTA Track Centerline.
- Grant UTA a slope easement for construction of double track at the time of future double track project. The estimated area of easement that will be needed to construct UTA double track is 8,918 square feet (0.205 acres). The proposed

September 28, 2007

13

Appendix A

Comment 280 (continued)

Response
Number in
Section 1.0

easement line is generally located from UTA Track Centerline Station 4023+00 to 4029+00, approximately 40 feet east of the UTA Track Centerline.

- Grant UTA a slope easement for construction of double track at the time of future double track project. The estimated area of easement that will be needed to construct UTA double track is 115,832 square feet (2.659 acres). The proposed easement line is generally located from UTA Track Centerline Station 4037+00 to 4083+00, approximately 40 feet east of the UTA Track Centerline.
- Convey required right-of-way property to UTA for double track construction at the time of the double track project. The estimated area of right-of-way that will be needed to construct UTA double track is 205,569 square feet (4.719 acres). The proposed right-of-way line is generally located from UTA Track Centerline Station 4064+00 to 4222+13, approximately 45 feet east of the UTA Track Centerline.
- Convey required right-of-way property to UTA for double track construction at the time of the double track project. The estimated area of right-of-way that will be needed to construct UTA double track is 3,192 square feet (0.073 acres). The proposed right-of-way line is generally located from UTA Track Centerline Station 4222+34 to 4225+00, approximately 45 feet east of the UTA Track Centerline.
- Grant UTA a slope easement for construction of double track at the time of future double track project. The estimated area of easement that will be needed to construct UTA double track is 70,500 square feet (1.619 acres). The proposed easement line is generally located from UTA Track Centerline Station 4109+00 to 4156+00, approximately 40 feet east of the UTA Track Centerline.
- Grant UTA a slope easement for construction of double track at the time of future double track project. The estimated area of easement that will be needed to construct UTA double track is 4,000 square feet (0.092 acres). The proposed easement line is generally located from UTA Track Centerline Station 4160+00 to 4164+00, approximately 35 feet east of the UTA Track Centerline.
- Grant UTA a slope easement for construction of double track at the time of future double track project. The estimated area of easement that will be needed to construct UTA double track is 4,000 square feet (0.092 acres). The proposed easement line is generally located from UTA Track Centerline Station 4194+00 to 4196+00, approximately 45 feet east of the UTA Track Centerline.

Physical Improvement Requirements:

For I-15 Reconstruction

September 28, 2007

14

Appendix A

Comment 280 (continued)

Response
Number in
Section 1.0

UDOT and UTA Shall:

- Construct retaining walls to retain the I-15 fill slope from falling on UTA property and to prevent double track cut slopes from impacting I-15. The approximate limits of the retaining walls are from UTA Track Centerline Station 4197+00 to 4201+00 and Station 4210+00 to 4214+00. The retaining wall will be constructed as part of UDOT's I-15 Reconstruction project. The final length, type and cost of retaining wall will be determined by UDOT during design of the retaining wall. The construction costs for the retaining wall shall be shared equally by UDOT and UTA. A preliminary estimate for the retaining walls is as follows:

- Station 4197+00 to 4201+00 - \$96,000
- Station 4210+00 to 4214+00 - \$60,000

UTA Shall:

- Compensate UDOT for the placement of barrier rail along the west side I-15 in locations where UDOT is required to construct fill slopes steeper than 3:1 to accommodate UTA track. UTA agrees to compensate UDOT for the construction and/or placement of the barrier rail in its entirety. All incidental costs associated with the barrier rail will be included in UTA's compensation to UDOT. The following are UTA Track Centerline Station limits where barrier rail will be required during UDOT's I-15 Reconstruction project. Limits are approximate and will be finalized during final design by UDOT. Estimated costs for the barrier rail are also provided below.
- Station 4008+00 to Station 4012+00 - \$16,000
- Station 4195+00 to Station 4196+00 - \$4,000
- Compensate UDOT for the construction of a retaining wall to prevent double track cut slopes from impacting I-15 from approximately UTA Track Centerline Station 4201+00 to 4210+00. The retaining wall will be constructed as part of UDOT's I-15 Reconstruction project. UTA agrees to compensate UDOT for the construction of the retaining wall in its entirety. The final limits (length), type, and costs of retaining wall will be determined by UDOT during the design of the retaining wall. All incidental costs associated with the retaining wall will be included in UTA's compensation to UDOT. Approximate construction cost is \$216,000.
- Compensate UDOT for the construction of a retaining wall to prevent I-15 side slopes from impacting the UTA signal house from approximately UTA Track Centerline Station 4224+47 to 4224+77. The retaining wall will be constructed as part of UDOT's I-15 Reconstruction project. UTA agrees to compensate UDOT for the construction of the retaining wall in its entirety. The final limits (length), type, and costs of retaining wall will be determined by UDOT during the design of the retaining wall. All incidental costs associated with the retaining wall will

September 28, 2007

15

Appendix A

Comment 280 (continued)

Response
Number in
Section 1.0

be included in UTA's compensation to UDOT. Approximate construction cost is \$2,700.

For Double Track (Future UTA Build-out)

UTA Shall:

- Compensate UDOT for the placement of barrier rail along the west side I-15 in locations where UDOT is required to construct fill slopes steeper than 3:1 to accommodate UTA track. UTA agrees to compensate UDOT for the construction and/or placement of the barrier rail in its entirety. All incidental costs associated with the barrier rail will be included in UTA's compensation to UDOT. The following are UTA Track Centerline Station limits where barrier rail will be required during UTA's double track construction project. Limits are approximate and will be finalized during final design by UDOT. Estimated costs for the barrier rail are also provided below.

- Station 4021+00 to Station 4025+00 - \$16,000
- Station 4036+00 to Station 4085+00 - \$196,000
- Station 4108+00 to Station 4156+00 - \$192,000
- Station 4161+00 to Station 4163+00 - \$8,000
- Station 4177+00 to Station 4180+00 - \$12,000
- Station 4193+00 to Station 4195+00 - \$8,000

- Construct retaining walls to retain I-15 fill slopes to accommodate the construction of double track. The retaining walls will be constructed as part of UTA's double track construction project. All design and construction costs associated with the retaining wall shall be borne by UTA. The following are UTA Track Centerline Station limits where retaining walls will be required as a result of accommodating UTA track. Limits are approximate and will be finalized during final design by UTA.

- Station 4025+00 to Station 4036+00 - \$148,500
- Station 4085+00 to Station 4108+00 - \$414,000
- Station 4156+00 to Station 4161+00 - \$45,000
- Station 4195+00 to Station 4197+00 - \$40,500

CONFLICT ZONE (ISSUE) #13—Farmington Station

Property Requirements:

For Single Track (Current UTA Project)

UDOT shall:

- Grant UTA an easement for construction of single track. The estimated area of easement that will be needed to construct UTA single track is 11,699.95 square

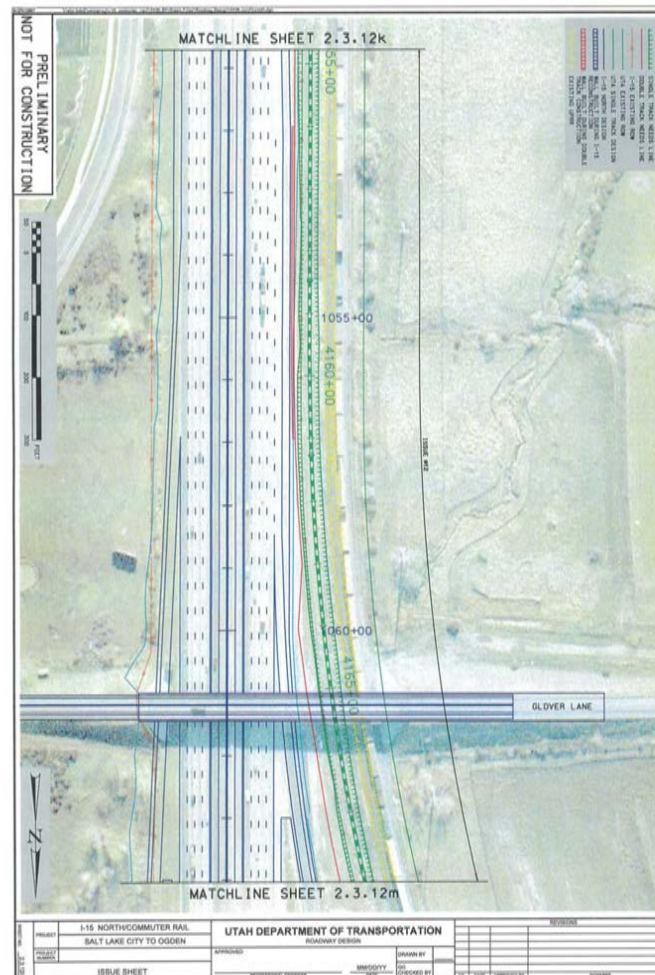
September 28, 2007

16

Appendix A

Comment 280 (continued)

Response
Number in
Section 1.0



Comment 281

Response
Number in
Section 1.0



Comment #: 281

Date: 8/30/2017

Source: Email

Name: Roger Borgenicht

Location: Salt Lake City

Comments:

<See attachments on next pages, titled 00281_UBET_1_8-30-17; 00281_UBET_2_8-30-17; 00281_UBET_3_8-30-17>

West Davis Corridor team,
Attached please find comments from Utahns for Better Transportation (UBET) on the West Davis Corridor Final Environmental Impact Statement along with three attachments regarding the Shared Solution Alternative.
Best regards,
Roger Borgenicht & Ann Floor
Co-Chairs UBET
801 916-8496

Comment 281 (continued)

Response
Number in
Section 1.0



UTAHNS FOR BETTER TRANSPORTATION

218 East 500 South, Salt Lake City, UT 84111

(801) 916-8496

Date: August 30, 2017

To: Utah Department of Transportation

Re: Comments on West Davis Corridor FEIS

From: Utahns for Better Transportation (UBET)

These comments from Utahns for Better Transportation (UBET) on the West Davis Corridor (WDC) Final Environmental Impact Statement (FEIS) supplement previous comments submitted to the Utah Department of Transportation (UDOT) on the West Davis Corridor process. Those comments include:

- o June 7, 2010 – Comments on Purpose and Need
- o September 15, 2010 – Screening and Performance Criteria and Proposed Alignments
- o March 25, 2011 – Alternatives Advanced to the EIS
- o April 17, 2013 – A Shared Solution for Future Livability and Mobility in West Davis and Weber Counties

UDOT proposes to build a 19-mile, high speed, four-lane, divided highway through west Davis and Weber counties, from Farmington to West Point, to reduce travel time by a few minutes during peak hours.

UBET believes that you can't build your way out of congestion. Research across the country shows that expanding and building new freeways ultimately increases rather than decreases congestion by attracting more automobile use. UBET and the Shared Solution Coalition support a Shared Solution Alternative (SSA) to the proposed West Davis Highway that would instead, improve the east/west and north/south arterial roadway grid in west Davis and Weber counties, including improving Bluff Road and utilizing Layton Parkway and State Road 193 north of Clearfield.

The SSA encourages land use patterns that include mixed-use town centers; boulevard roadway configurations (providing safe walking and biking while also maintaining traffic flow); improvements to I-15 overpasses; and convenient bus service supplanting the need for a new road.

1.7G

Comment 281 (continued)

Response
Number in
Section 1.0

1.2.2M

In a nutshell, the six principles of the SSA are: compact, mixed-use development; boulevard roadway configurations; incentivized transit; connected protected bikeways; preventative ramp metering; and, strategically placed 1-15 overpasses. More in-depth information on the SSA can be found at www.utahnsforbettertransportation.org.

The Shared Solution Alternative

Several years ago, UBET championed a campaign for the then-new Legacy Parkway, also in Davis County, that advocated for shared solutions including more balanced transportation investments to support transit, bike, and walk trips. That effort resulted in a parkway, not a freeway, with a smaller right of way (footprint), slower speeds, quiet pavement, no trucks, no billboards, and a 2,100-acre Legacy Nature Preserve. Transit (FrontRunner) and bikeways (Legacy Trail) were also implemented as part of the Legacy shared solution.

Today, we commend UDOT for working collaboratively with UBET and the Shared Solution Coalition over the past several years to develop and evaluate the SSA to the West Davis Highway. However, we are not convinced that a new high-speed road is the answer. We take issue with several aspects of this project.

- **Quality of Life**
The West Davis Highway will have long term negative impacts on the quality of life along the corridor, bringing increased traffic, noise, and blocked views, resulting in a permanent change to the bucolic quality of life that is irreplaceable in West Davis County
- **Impact to Communities**
The road will bring traffic within close proximity to homes, parks, farms, and the Nature Conservancy Shorelands Preserve.
- **Impact to Schools**
The road as designed will negatively impact three elementary schools: Canyon Creek Elementary in Farmington (500 feet from the West Davis highway), Kay's Creek Elementary in Kaysville (300 feet) and the Syracuse Arts Academy (150 feet). Research shows that any highway closer than 500 feet to a school creates a substantial risk to school children from air pollution, especially from diesel truck emissions. Reduced lung capacity and increased asthma in children were reported in multiple freeway/school studies. (James Gauderman, "Effect of exposure to traffic on lung development from 10-18 years of age," *The Lancet*, 26 January 2007; Arden Pope, "Health Effects of fine particulate air pollution," *Journal of Air and Waste Management Association*, 29 February 2012). At the least, UDOT should include air filters and air monitors in all affected schools.

Comment 281 (continued)

Response
Number in
Section 1.0

1.5C
1.5G

- **Impacts to Homes**
The FEIS states that about 34 homes will be "impacted" (read demolished) to make way for the highway and many dozens more will suffer secondary impacts. It would be better for UDOT to use honest language when describing this incredibly disappointing aspect of the project. We are heartsick for our friends in Davis and Weber counties whose property will be negatively impacted. Some will lose their homes and many others will have their neighborhoods permanently changed. The very reason they chose to live in west Davis County will be forever altered by the road.

1.2.2D

- **Billboards and Scenic Byway Designation**
Legacy Parkway introduced a new classification of roadway—the parkway. The two most appreciated features of this low stress driving experience by those using the road are no trucks and no billboards. Legacy Parkway has been designated a Scenic Byway by the state of Utah and UBET urges the same for the West Davis Highway. This lower stress driving experience is also enhanced by a lower speed limit that is safer, more fuel efficient, and less polluting.

1.2.2D

- **Heavy Trucks and Higher Speeds**
Current plans allow for heavy trucks and higher speeds. The heavy trucks will bring more noise and pollution and will tear up the road surface faster, and a higher speed limit will be less safe.

1.2.2M

- **Travel Demand Modeling**
The initial trial run of the SSA using Wasatch Front Regional Council's travel demand model passed UDOT's primary criteria (reduce rush hour congestion and delay) with high marks. However, a year and a half later, UDOT decided to use an updated model and remodeled the SSA (without some of the land use benefits of the SSA) and the other 46 alternatives. This time the model run resulted in the SSA failing to meet the primary criteria and prevented the Shared Solution Alternative from advancing to UDOT's second criteria evaluation that would have considered impacts to the built and natural environment.

The model outcomes from the initial run 12/12/2014, using model version 7, and the second run 5/10/2016, using model 8.1, were dramatically different for the SSA and all other alternatives. The No-Build Alternative grew in some congestion/delay variables by over 200 percent. The SSA showed increases in the congestion/delay variables of between 90 percent up to 768 percent for vehicle miles traveled (VMT) in congestion during the afternoon rush hour!!!

We take issue with UDOT's reliance on modelling that produced such divergent results. Predicting the future is increasingly difficult, but we should not rely on a seemingly unreliable model to answer what transportation facilities we should

Comment 281 (continued)

Response
Number in
Section 1.0



invest in for a future that we want that includes viable, reliable transportation choices.

UBET is a coalition of nonprofit organizations and community groups that has been working for better transportation solutions for the Wasatch Front for more than 20 years. Our aim is to improve air quality, build community, promote transit and more travel choices, and maintain and protect our exceptional quality of life in Utah. We can accomplish this by reducing rather than attempting to accommodate the forecast of increase in the number of miles we drive each day.

Let's build community, not roads, by promoting more travel choices for everyone.

Roger Borgenicht and Ann Floor
Co-Chairs, Utahns for Better Transportation

Utahnsforbettertransportation.org

Comment 281 (continued)

Response
Number in
Section 1.0



May 22, 2017

Utahns for Better Transportation
218 East 500 South
Salt Lake City, UT 84111
801 916-8496

Mr. Randy Jefferies, PE
West Davis Corridor EIS Project Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, UT 84114-8450

Dear Mr. Jefferies,

Thank you for your letter of March 20, 2017, recapping the evaluation by UDOT of the Shared Solution Alternative (SSA) as part of the West Davis Corridor Environmental Impact Statement, based on a Memorandum of Agreement (MOA) signed by UDOT and the Coalition on May 15, 2014. As you state, the MOA was put in place to define the process that would be used to develop and evaluate the SSA, identify and agree on the criteria that would be used, and ensure that the stakeholders understood the six steps that would be followed.

We were pleased that the Real Estate Market Model (REMM) was used to evaluate the effects of different transportation alternatives on land use and the travel demand. As was noted in Step 2c of the MOA, the travel demand outcomes and travel mode share resulting from different transportation investments was a major underpinning of the SSA, i.e. making walk, bike, and transit trips viable options for more people. The REMM study predicted that vehicle miles traveled (VMT) in the SSA would be 5% lower than the West Davis Highway alternative, certainly a step in the right direction for reducing congestion and vehicle air pollution.

However, the results for Level 1 screening of the SSA you referenced were incomplete. You do not include, explain, or acknowledge that in a trial run of Level 1 screening, using Version 7 of Wasatch Front Regional Council's model, undertaken on December 12, 2014, the SSA passed with flying colors. It showed that, if implemented with all six key principles and assumptions, the SSA would surpass the threshold for reducing congestion and delay, the only criterion used for Level 1 screening. In three of the five congestion/delay variables, the SSA surpassed the requirements with top quartile values compared to all 46 alternatives, including reducing vehicles miles traveled in congestion in the PM peak hours from a mean of 177,700 for all alternatives to 68,800 VMT. With that result, the Coalition felt confident the SSA would move on to Level 2 screening, pending meeting with 11 cities in the study area and adjusting some of the land-use configurations suggested in the SSA, such as boulevard communities.

It was only when UDOT reran a revised Level 1 screening on May 10, 2016, nearly a year and a half later, using a newer version of the model (Version 8.1) and removing some of the benefits from the SSA land-use configurations and balanced transportation investments, that the results showed that the SSA did NOT pass Level 1 screening. When presented with the results of this

Comment 281 (continued)

Response
Number in
Section 1.0

revised model run, we were flabbergasted. Using the newer Version 8.1 model, output numbers for the five congestion/delay variables showed increases of between 90 and 768 percent. The model output number from Version 7, of 68,800 VMT in congestion in the PM period, increased in Version 8.1 to a whopping 597,100 VMT, an increase of 768 percent! If your letter of March 20, 2017, was meant to be an honest history of this project, this additional information needs to be explained and included.

For many months, we have been trying to figure out a rational explanation for a travel model rerun that varied in the key variable of VMT in congestion by a magnitude of more than 7. You have provided memoranda outlining what changes were made in the newer Version 8.1 model, and how the SSA assumptions were adjusted, but the experts we have consulted confirm that the algorithms that the model's predictions are based on are limited in their reliability. As we have said from the start, the travel model is just one tool to use to predict our future, and with the enormous disparity in results from model Version 7 to Version 8.1, it is evidently not a very reliable tool, especially given the accelerated pace of technological changes and significant demographic shifts.

The latest travel model variation analysis you provided to us on April 26, 2017, still does not explain the extreme changes in the numbers produced for the congestion/delay variables. The Version 7 model run shows VMT in the PM peak hour congestion to be 245,500 for the No-Build alternative. The comparable Version 8.1 model run shows VMT in the PM peak hour congestion to be 696,400, an increase of 184 percent between V7 and V8.1. And yet your letter does not explain how the changes in the models resulted in such a large increase.

Predicting the future is increasingly difficult, for sure, but we should not rely on a seemingly unreliable travel demand model to answer what transportation facilities we should invest in for a future that includes viable, reliable transportation choices.

We take issue with UDOT's reliance on a widely divergent result from travel demand model runs to eliminate alternatives that can meet UDOT's objective of reducing peak hour congestion in the Davis and Weber counties area.

Sincerely,

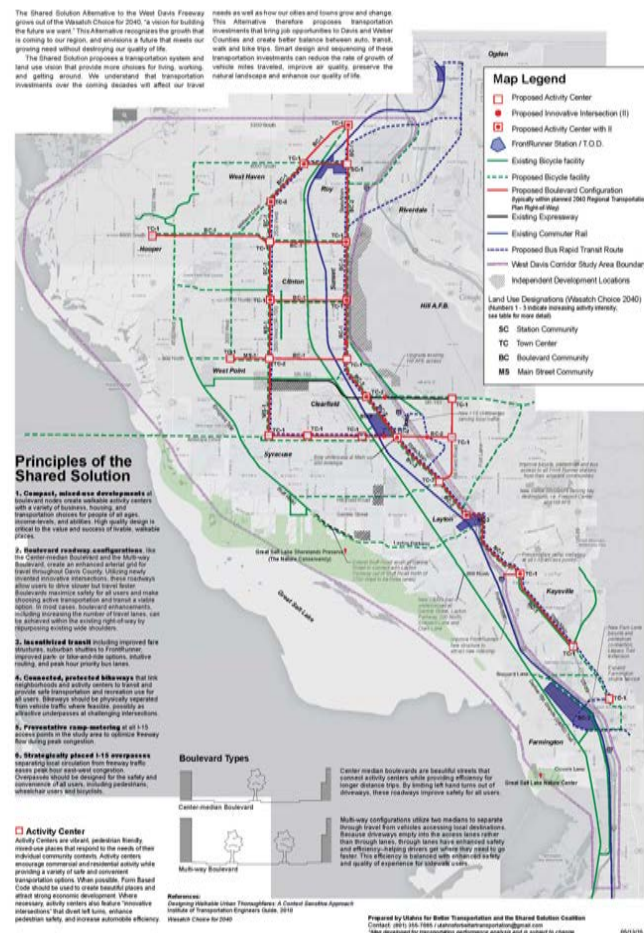
Roger Borgenicht and Ann Floor
Co-Chairs
Utahns for Better Transportation

Lynn de Freitas
Executive Director
FRIENDS of Great Salt Lake

Response
Number in
Section 1.0

Comment 281 (continued)

The Shared Solution Alternative A Proposal for Livability and Mobility in West Davis and Weber Counties



Comment 281 (continued)

Response
Number in
Section 1.0

RESULTS FROM UDOT'S TRAVEL MODELING OF THE SHARED SOLUTION

Modeling: Wasatch Front Regional Council Travel Model - Cube Voyager Software

INITIAL TRAVEL MODEL RUN: VERSION 7 (12/12/2014)

Preliminary Level 1 Screening Results for the Shared Solution Alternative - West Davis Corridor EIS

Description	Daily Total Delay (hr)	North-South Road Lane-Miles with PM Period V/C >= 0.9	East-West Road Lane-Miles with PM Period V/C >= 0.9	Vehicle Miles Travelled (VMT) with PM Period V/C >= 0.9	Vehicle Hours Travelled (VHT) with PM Period V/C >= 0.9
NO ACTION	8,710	98.4	10.5	68,800	5,760
MEAN	8,950	111.0	20.7	597,100	17,610
TOP QUARTILE	8,060	17.8	10.2	97,400	5,340

Alt.	Facility Type	Description	Daily Total Delay (hr)	North-South Road Lane-Miles with PM Period V/C >= 0.9	East-West Road Lane-Miles with PM Period V/C >= 0.9	Vehicle Miles Travelled (VMT) with PM Period V/C >= 0.9	Vehicle Hours Travelled (VHT) with PM Period V/C >= 0.9
55	Shared Solution	The Shared Solution Alternative*	5,710	18.4	10.5	68,800	5,760

*The Shared Solution Alternative includes the following assumptions that still need to be verified:

- Land use changes that require city approval.
- Transit projects and incentives that require UTA approval.
- Increased bicycle mode share.
- Increased capacity at innovative intersections.
- Benefits of ramp metering.

Traffic modeling used for Level 1 Screening will need to be updated based on any changes to the items above.

V/C = Traffic Volume to Road Capacity

Summary Shared Solution 12-12-14.doc

1/26/2015

REVISED TRAVEL MODEL RUN: VERSION 8.1(05/10/2016)

Description			Daily Total Delay (hr)	North-South Road Lane-Miles with PM Period V/C >= 0.9	East-West Road Lane-Miles with PM Period V/C >= 0.9	Vehicle Miles Travelled (VMT) with PM Period V/C >= 0.9	Vehicle Hours Travelled (VHT) with PM Period V/C >= 0.9
NO ACTION			16,110	116.2	20.9	642,000	20,770
MEAN			15,540	104.0	22.9	563,700	17,080
1st QUARTILE			13,680	92.7	18.3	484,400	14,540
3	Shared Solution	Using Spring 2016 version of Shared Solution Alternative.	16,390	111.0	20.7	597,100	17,610

MODEL COMPARISON: VARIATION FROM V7 TO V8.1

Description	Daily Total Delay (hr)	North-South Road Lane-Miles with PM Period V/C >= 0.9	East-West Road Lane-Miles with PM Period V/C >= 0.9	Vehicle Miles Travelled (VMT) with PM Period V/C >= 0.9	Vehicle Hours Travelled (VHT) with PM Period V/C >= 0.9
Initial Model Run (Version 7)	8,710	98.4	10.5	68,800	5,760
Revised Model Run (Version 8.1)	16,590	111.0	20.7	597,100	17,610
DIFFERENCE	7,840	92.6	10.2	528,300	13,850
% CHANGE FROM V7 TO V8.1	90%	503%	97%	768%	368%

Contact: Roger Borgenicht, Co-Chair
Email: utahnsforbettertransportation@gmail.com
Phone: (801) 916 - 8496

Comment 282

Response
Number in
Section 1.0

Comment #: 282

Date: 8/30/2017

Source: Email

Name: Ann Floor

Location: Salt Lake City

Comments:

<See attachments on next pages, titled 00281_UBET_1_8-30-17; 00281_UBET_2_8-30-17; 00281_UBET_3_8-30-17>

West Davis Corridor team,
Attached please find comments from Utahns for Better Transportation (UBET) on the West Davis Corridor Final Environmental Impact Statement along with three attachments regarding the Shared Solution Alternative.
Best regards,
Roger Borgenicht & Ann Floor
Co-Chairs UBET
801 916-8496

Comment 282 is a duplicate of comment 281 on page 263. Please see the responses to that comment.

Comment 283

Response
Number in
Section 1.0

Comment #: 283

Date: 8/30/2017

Source: Email

Name: David Millheim

Location: Farmington

Comments:

<See attachment on next page, titled 00283_FarmingtonCity_8-30-17>

Randy, pls see attached. You will be also receiving a hard copy in the mail but I wanted to make sure this got to you in time. I was waiting for the Mayor to review which he has done. Please confirm receipt of this document. Thanks

--
Dave Millheim
City Manager
801-939-9203

Response
Number in
Section 1.0

1.30A

Comment 283 (continued)



FARMINGTON CITY

H. JAMES TALBOT
MAYOR
BRETT ANDERSON
DOUG ANDERSON
JOHN BILTON
BRIGHAM N. MELLOR
CORY R. RITZ
CITY COUNCIL
DAVE MILLHEIM
CITY MANAGER

August 29, 2017

To: Randy Jeffries, UDOT Project Manager, West Davis Corridor

Subject: Farmington City Input
West Davis Corridor Environmental Impact Statement

Dear Randy:

We have all come far in this EIS process. It has not been an easy process but we are happy with the progress made as a result of our considerable study, multiple meetings with yourself and other UDOT officials, legislators, consultants, residents, etc., over the last several years. No one can say the process has not provided ample opportunity for comments. Your cooperation and professionalism is much appreciated and respected. Please consider the following pages Farmington City's additional comments regarding the multi-volume June 2017 Final Environmental Impact Statement. Rather than rehash all the issues raised in the past, and to bring some order to the following comments, I am going to cite the June 2017 EIS document on a section by section basis for the specific comments we are raising so that you can tie these comments to the EIS.

Due to the limited city resources we cannot continue to throw at this study and my limited expertise in many of the subject areas of the EIS, I am going to address only those issues that Farmington City still believes need additional consideration and/or should be noted prior to the Record of Decision. These comments are in no order of priority. These comments are made after receiving considerable input from my Mayor and City Council.

Respectfully submitted



Dave Millheim
City Manager

Cc: City Council

160 S MAIN · P.O. BOX 160 · FARMINGTON, UT 84025
PHONE (801) 451-2383 · FAX (801) 451-2747
www.farmington.utah.gov

Comment 283 (continued)

Response
Number in
Section 1.0

1.7M

1.7M

1.7M

1.10F

ADDITIONAL COMMENTS SUBMITTED BY FARMINGTON CITY

1.6.1 Farmington City is very pleased that a new I-15 interchange at Shepard Lane is now on the WFRC RTP 2015-2040 Projects List as a Phase 1 project. That interchange is critical to the regional mobility challenge we are all trying to address as well as preventing failures at the I-15/Park Lane/US 89 interchange complex.

1.6.1 We disagree that the new construction for the Shepard Lane Arterial connecting I-15 to the WDC should be classified as a Phase 2 priority. This should be a phase one priority. If the primary reason for the construction of the WDC is to relieve I-15 congestion (regional mobility) due to the growth in western Davis and Weber Counties, this arterial connection is critical to that goal. Without that arterial connection and the large gaps in interchanges on the southern end of the WDC, whenever there is an accident on either those portions of the WDC or the parallel portions of I-15 the delays both routes will have to endure will be more than significant. This arterial linkage provides a relieve valve (at the closest point of connection) to both the WDC and I-15 which will be needed in many situations. It should be classified in the EIS as a Phase 1 priority and made a state route. Farmington is currently working with UDOT, state legislators, Kaysville and Davis County officials towards that end. Multiple places in the EIS, it refers to the funding responsibility for the arterial falling to Farmington and Kaysville. We disagree with that assumption since it will become, immediately upon completion, a regional mobility route used by multiple users throughout the EIS study area.

1.6.1 We also want the description of the new Shepard Lane arterial to be four lanes, not two. We do not believe a four lane arterial is warranted to be built at this time. The City would only be recommending construction of a two lane road, with a center turn lane in the short term. Nevertheless, we see the need for a four lane road in the future and believe we should design and plan for that likelihood now while the majority of the ROW is already publicly owned. This would be accomplished through oversized landscape strips on both sides of the new arterial which would allow for future widening when the traffic counts warrant such.

2.3.7.1 We are very supportive of the proposed trail crossing of I-15 on Park Lane. While that design is not completed, the EIS notes it would be done such that it would include a bridge expansion of the existing structure over I-15 to accommodate the trail. Three points deserve special note. The first is the design should be such that the width can safely accommodate both pedestrians and bike riders in the same space. The second is if the expansion of the bridge does not include the abutting US 89 overpass, little is accomplished in terms of improved safety for bicyclists and pedestrians. Without the trail addition continuing over the US 89 portion, we believe this will increase the risk to pedestrians and bicyclists as it will give them a false sense of security that they have space to safely get over both abutting overpasses when in fact, they would only transit one (I-15) and then be trapped between I-15 and US 89. While these are two overpasses, they should be viewed as one structure since they are so closely tied together from a traffic standpoint. The last point is please do not discount the possibility that UDOT may wish to construct the pedestrian/bike facility as a free standing bridge and not just an

Comment 283 (continued)

Response
Number in
Section 1.0

1.2.2D

1.7E

1.2.4.4H

1.7J

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1.2.4.4H

expansion of the existing deck. This would improve safety as it would remove the competition and conflicts with the multiple signal lights over the interchange complexes.

2.3.8.2 Farmington City does not want billboards along any portions of the WDC. We have begun discussions with other cities along the proposed route and are moving forward with attempts to receive a scenic byway designation and enhance local ordinances prohibiting billboards along the WDC.

2.4.2 Table 2-12: Three unrelated comments on this table. The first comment might be better made in other sections of the EIS but we have chosen to make it here. We note the "Freeway to Freeway" interchange from I-15 to WDC at the southern end of this project. We all understand this is only freeway to freeway at this location and provides no local access. We question the wisdom of the significant taxpayer cost versus the minimal benefit of the southbound WDC to northbound I-15 movement at this location. We believe the flyover(s) required to make this work will be in the tens of millions for the very few cars and trucks we believe will make this traffic movement on a daily basis. This is similar to the northbound I-15 movement to southbound I-215 near the oil refineries where that traffic movement does not exist and is not needed. We are also very concerned of the significantly high flyovers that will be required to make this traffic movement work in the impacts to the local residents when they provide very little beneficial use.

The second issue affects Farmington and Centerville. We believe it is a mistake to cul-de-sac the Davis County Road labeled as approximately 700 West. Since the WDC is already proposed to overpass both Tippetts Lane (650 West) and the nearby rail lines, the WDC should continue the overpass for the Davis County Road at approximately 700 West. Both Centerville and Davis County want a north/south arterial west of I-15 and Legacy. Farmington is supportive of such a north/south arterial connection but it has not been a high priority for the City, but may be in the future. It is unclear whether this connection will be made at Tippetts Lane or the Davis County Road due to a variety of concerns. Both have merit for such a connection and the cul-de-sac for the Davis County Road would be a mistake. The cost/benefit analysis of extending the overpass would clearly warrant the small additional expense.

Lastly, the Weber Basin Water District in conjunction with the largest water districts in the State is planning a very large water pipeline (Bear River Pipeline Project) to run through multiple cities along the western fringes of Weber, Davis and Salt Lake Counties. We find it very surprising that we could find no mention of this project in the EIS since it is such a regional significant project paralleling the route of the WDC and has been in the planning stage for many years. The west side of WDC would provide a natural ROW corridor for this pipeline project without potentially condemning hundreds of homes and businesses in the future. The Davis County Road slated for a proposed cul-de-sac would be a perfect location for such a pipeline and the Water District is studying this ROW possibility. An overpass over this route would preserve that option for the many affected cities in multiple counties, the Water District and provide the north/south linkage between Centerville and Farmington if the Tippetts Lane (650 West)

Comment 283 (continued)

Response
Number in
Section 1.0

1.2.2N

1.9A

1.3C

1.3D

1.3E

option were not to be constructed. In any scenario, the Tippetts Lane option will have a WDC overpass or face land locking numerous homes and businesses in Farmington.

The second comment related to this table is we believe a footnote should be added to the 1525 West street as follows: "Farmington City supports the recommended cross over street at 1525 West but sees the need for a future interchange at this location which is not warranted at this time. The City will be taking all steps needed to preserve abutting ROW for a future interchange in its planning and development process as opportunities present themselves. The City wants UDOT to include the future ROW design footprint of this interchange so that it can assist with future planning efforts in the area." We view this future 1525 interchange site as more favorable than the 1100 West site as shown on our current transportation masterplan. The primary reason for this change is the configuration of the 1100 West site as affected by the WDC makes a future interchange very challenging at that location and more viable at 1525 West.

2.4.2 We question why the grade separated crossings for the D&RGW Trail in Farmington, Kaysville and Layton are mentioned and that those trail improvements would be constructed if there is local support and funding. Further clarification on this one is needed in the EIS. If UDOT is proposing to build these improvements as mitigation for the WDC, then the State should be paying for those improvements, not the respective cities. Farmington would be supportive of such crossings but cannot commit funding for the same at this time. If such improvements were decided to be necessary now or in the future, Farmington City does not see how UDOT has any jurisdictional authority for such so mentioning this in the EIS as a proposed mitigation at city expense leaves us a little confused.

3.3.5.2 This section should be corrected to state the new 14,000 sf visitor and education center is under current construction and should open within a year.

3.4.3 Table 3-3 Farmington wants it noted that this table clearly demonstrates that Farmington City has the largest impacts to land use of any City along the proposed WDC route as a percent of our total land area within the City affected by the WDC.

3.4.3.1 We think there is a mistake in the reporting of these numbers. This section says 168 acres of conservation easements are affected by the WDC. Farmington alone has 422 acres of conservation easements the WDC is proposed to bisect and destroy through condemnation. If the reporting is only for actual ROW of the WDC, the 168 acre number may be correct but is very misleading as to the impacts. The whole statutory purpose of the conservation easements is to create open space and restrict development. The construction of the highway does neither and is expressly prohibited as a condition of the easements. Therefore in this section titled "Impacts to Land Use", the total acreage of the bisected conservation easements should be reported since they are being destroyed by the WDC and ultimately condemned by the State for the WDC. It should be noted that UDOT's early purchase of the conservation easement property in Farmington is a violation of the easement conditions and constitutes an illegal subdivision under city code and possible violation of state code. Farmington has not pursued this violation other than

Comment 283 (continued)

Response
Number in
Section 1.0

1.3F

1.3E

1.5E

notify UDOT as we believe the violation will be remedied through the yet to come acquisition process for the easements.

3.4.3.1 Table 3-5. The narrative describing consistency with the Farmington Masterplan does not tell the whole story and we want the record to note such for the benefit of our residents. While the narrative in the table is factually accurate, we have stated to UDOT on numerous occasions and in writing that the only reason the City changed its Transportation Master Plan regarding the Glovers Lane alternative in the first place, is the City was told repeatedly by UDOT officials the Shepard Lane alternative was not a viable option. The Shepard Lane resolution mentioned in the table narrative was passed by the City after an initial independent engineering study showed it to be viable. UDOT eventually acknowledged the Shepard Lane alternative was being further considered after it passed through the initial screening review. When that option came back into the EIS process for further study the City elected not to change its Transportation Masterplan back to Shepard Lane so as to not further confuse the public while the EIS process was being completed. The City intentionally withheld amending its Transportation Masterplan as we felt the resolution adequately explained the history regarding the options.

3.4.6 We understand there are "... state and federal property acquisition laws for right of way impacts to land that is included in the Farmington Ranches, Farmington Meadows and Hunters Creek conservation easements." We want it noted in the EIS that we believe based on multiple legal reviews that those guidelines require the impact and acquisition to be for the total acreage of the conservation easements and not just the specific right of way needed for construction. We will take and defend that position if the state argues that the only "take" in the acquisition process is for the specific ROW needed for the highway. We do not believe this will be the case since in numerous other places in the EIS, it refers to the mitigation measures proposed which cover the totality of the easement acreage including land UDOT already owns but that same land is encumbered by the conservation easements under Farmington's control until adjudicated.

5.5.3.1 Central Davis Sewer District Property – As we have all recently been made aware of, Farmington is very concerned of potential impacts from the WDC to the Sewer District facility which serves Farmington, Kaysville and Fruit Heights. Farmington cannot support any impacts to the facility which results in long term rate increases to our residents caused by the highway construction. Based on data provided to the three affected cities and UDOT at a meeting held on August 23, 2017, the cost of the required operational changes could be between \$70-100 million which is significant in any analysis. Farmington would support moving the proposed alignment to the west out of the areas currently being used for Sewer District operations. We would also support moving the proposed alignment to the east so long as no additional homes are condemned and operational impacts do not result in future additional costs to our residents. We do not support trucking of the sludge off site as that is problematic and costly and might jeopardize the favorable grandfather provisions the site currently enjoys in a highly regulated environment which option would in the end likely result in higher costs to our residents and others serviced by this facility.

Comment 283 (continued)

Response
Number in
Section 1.0
→

1.50

5.5.5.3 We agree with the location of the mitigation measure for the 1100 West Park to be relocated as required under Section 4(f). We understand the logic of why UDOT picked this mitigation location for this park.

1.7M

7.4.4.2 Tables 7-9 and 7-14: Park Lane congestion times (on an already difficult interchange complex) go up significantly under A1, A2, B1 and B2. We believe this data is accurate and should cause concern for one of the largest interchange complexes in the State. The congestion times reduce on almost all other listed east-west corridors which we believe further documents the need for a new state route at Shepard Lane connecting I-15 and the WDC. Without such an arterial connection, we believe we will see an accelerated deterioration of the Park Lane/I-15/US 89 complex being caused by the construction of the WDC. This complex has in the past and will again cause backups onto I-15 which must be avoided at all costs due to the ripple effects this causes in the transportation system.

1.10K

10.4.6 We believe a simple omission was made on the list of trail crossings for A1, A2, B1 and B2, where each should include a grade separated crossing for the Farmington Creek Trail. We assume with this would be accomplished with a box culvert large enough to accommodate the creek and pedestrian use in a safe manner. In 10.3.3, Table 10-1 the Farmington Creek Trail is properly identified so we believe it should be included in 10.4.6

1.18E

18.5.3.1 Nighttime lighting -- We want to emphasize our support for nighttime lighting fixtures such that those will minimize nighttime lighting except where those are deemed necessary.

1.12C

Noise Barriers -- We have already commented on this issue under separate emails. The City wishes to follow the control guidelines as already existing for sound barriers which means taking a neutral position unless the overwhelming majority of those directly affected elect to have the sound walls. Besides sound, we believe the view corridors of the open space on our west side are very important to our residents and are concerned that additional sound walls would negatively impact those view corridors.

1.20C

20.3.10.3 In various places throughout the EIS, it is noted that a new High School is being built in Farmington and the WDC will not impact the High School. We hope those statements are true, especially during construction. We want all construction access for the WDC in the southern section to come off of the existing Legacy Highway since this will be the least impactful to local residents and not create safety problems for the High School which opens in 2018. Farmington will not support construction access off of 650 West or Glovers Lane.

1.3E

26.2 We understand UDOT is planning to provide compensation for "...right-of-way impacts to land included in the Farmington Ranches, Farmington Meadows and Hunters Creek conservation easements." As stated earlier, compensation for only the right of way will not suffice since the easements are being destroyed by the Highway. We expect the

Comment 283 (continued)

Response
Number in
Section 1.0
→

1.7M
1.2.4.4F

valuation to be for the totality of the easements since they were created, not for the WDC, but as a united perpetual open space area serving a variety of purposes.

26.4.5 If the arterial road connection to be located for the 950 North interchange is not built at the same time as the WDC, the access promise made in this section for emergency vehicles with primary responsibility for response cannot be kept by the State. Farmington would have jurisdiction for those portions of the WDC coming through Farmington yet we would have no access for police, fire protection and ambulance services except through a very delayed response I-15 at Park Lane circling back via Glovers Lane or north of the 950 North interchange in Kaysville. This will result in response times well below nationally recognized standards which is unacceptable and puts public safety at risk. The solution to this challenge is to build the Shepard Lane connector in conjunction with the Shepard Lane overpass already slated for construction separate from the WDC project. Kaysville City also wants a frontage connection from the north and east of the 950 North interchange to that interchange. Farmington City would support such a connection for Kaysville as it would also aid in public safety access to the WDC from both Kaysville and Farmington.

1.27A

27.4.2 Table 27-5 We do not understand why the Bus Park located at 400 West Glovers Lane is considered a 4f park since it is not impacted any of the proposed routes of the WDC.

1.27B

27.4.4.2 The City respectfully disagrees with the interpretation of FHWA regarding the conservation easements and their 4F status. Nevertheless, we accept the inevitability of the construction of the WDC. We have put in abeyance our disagreement with the FHWA interpretation so long as the conservation easements are valued for their full acreage through the required acquisition and adjudication process.

1.27C

27.6.3 1100 West Park: We understand this is a 4F property and support the location UDOT has determined for mitigation since it is the best solution for reasons stated elsewhere in the EIS. We appreciate the sentence, "UDOT would buy as much of parcel 080760010 as necessary to adequately replace the recreational amenities and function lost at the 1100 West Park." We want to point out that this cannot be an acre for acre mitigation due to the important differences in the two sites. When we situated the 1100 West Park a few years ago, we choose that specific location for two very important reasons. The first is we were able to place the park at the corner of two arterial roads (Glovers Lane and 1100 West) thus lowering the space we would need for parking within the actual park space by using the arterial streets for additional parking. The second reason is we partnered with the Davis School District through a maintenance agreement such that we could also use their parking lots and play fields thus providing greater functionality for the park space we developed. Both of these benefits we enjoyed at the 1100 West Park will be lost at the mitigation site and so want it noted the mitigation acreage must account for these losses in functionality. We will work with UDOT staff in making those necessary determinations.

Comment 284

Response
Number in
Section 1.0



Comment #: 284
Date: 8/30/2017
Source: Website
Name: Carly Christensen
Location: Farmington

Comments:

Farmington Sound wall

1.12E

Please provide the funds to put a sound wall in South Farmington along the 1-15 off ramp to the West Davis Corridor.
There was such kick back with this whole project...no one wanted it in their back yard. Well it is in our backyard now. Please help make this a little more tolerable by providing the sound wall.

Comment 285

Response
Number in
Section 1.0



Comment #: 285
Date: 8/30/2017
Source: Website
Name: Jessica Rawson
Location: Kaysville

Comments:

Farmington High boundaries/Glover's Lane access

1.2.2I

The Davis School District recently released boundary changes for the new Farmington High that will require students from Kaysville to travel out to Glover's Lane. There is no direct, convenient, or safe route for these students to travel. Please consider creating an off ramp close to the high school that can be accessed from the West Davis Corridor or the Shepard Lane Interchange.

Comment 286

Response
Number in
Section 1.0



1.2.4.4D
1.2.2I

Comment #: 286

Date: 8/30/2017

Source: Website

Name: Brenda Hebert

Location: Kaysville

Comments:

With the boundaries of FHS being announced, I would like to see freeway exits that will make the commute from West Kaysville easier. A ramp on Shepherd Lane and one close to FHS.

Otherwise the neighborhood streets through Farmington are going to have severe traffic.

If we have to have it in our backyard then help is use it and benefit from it. Thank you.

Comment 287

Response
Number in
Section 1.0



1.5C

Comment #: 287

Date: 8/30/2017

Source: Website

Name: Christine Mikkelsen

Location: Farmington

Comments:

Fencing Along the WDC

As the WDC will run adjacent to very rural types of areas and close to rural neighborhoods, I am concerned with the type of fencing that will separate the WDC from these areas. I notice that I-15 has 6' chain link while Legacy and 4' ranch fencing. I believe the WDC should have at least 6' high fencing with holes small enough to keep peoples animals and children off the WDC. I believe the fencing should have openings of no more than 2" versus the 4" openings on Legacy and be at least 6' high.

Thanks for considering this concern. While people do have their own fences to keep animals and children in, this is just going to go past a lot of kids and animals who are used to being in a rural environment so a 2nd really good fence as a safety precaution I think is very, very needed. One that cannot be climbed over or through.

Thanks again for looking at this concern.

Christine

Comment 288

Response
Number in
Section 1.0



Comment #: 288

Date: 8/30/2017

Source: Website

Name: Chris Dobson

Location: Farmington

Comments:

Noise along east side I-15 offramp to West Davis Cor

1.2.2D

1) Will UDOT be using the same, or similar, "low noise" pavement for the northbound offramp from I-15 to WDC that they used on Legacy to help reduce added noise to our neighborhood?

1.12E

1.5C

2) The elevation of the off-ramp structure at approx 1600 South in Farmington is estimated to be around 8 to 12 feet. As there is no room for a sound wall, I would like to see that beam (retaining wall, structure, whatever you want to call it) as high as possible by the time it gets to 1600 South (my house is the furthest West home on 1600 South (107 W 1600 S) so it is the closest to I-15 now on that street and the noise from I-15 is so loud we have to shout in our backyards when talking to each other.

1.12E

In addition to making that beam as high as possible can we ensure that the "safety barrier" (raised cement structure preventing cars from going off the road) is a solid cement structure (not guardrails) and as high as possible so that it can add to the effective height of the total structure? My hope is that this offramp in the form of a solid raised structure will act as a sound wall from the noise generated by I-15 and the train tracks. The area already measures above the 60-70 dcb noise thresh hold, and adding more traffic lanes and moving them closer will just make this worse if you don't do everything possible to mitigate the open and unabated travel of sound from I-15 to the homes just to the East along this off-ramp. We were told by the home builder (Elite homes) that UDOT would put in a sound wall when they built the WVC. Obviously you can't take the builders word, but we did. Many of the residents in this area, all new homes in the \$500k-\$700k price range, have been told similar things from people trying to get them to move here. The City of Farmington issued building permits for this area and we felt it was just a matter of time before the sound wall was extended all the way down to the city boundary since they were building so many homes. Now with the WDC coming in, this is our only chance to get ANYTHING to reduce the noise level because there will be no real estate for the city to work with once WDC construction is completed.

1.31K

1.12E

Not to beat a dead horse, but current noise levels are pushing 70 dcb or higher in our backyards NOW, before the WDC goes in, there will not be ANY land to build additional structures along this section once the WDC offramp is completed. This is the only shot we have to reduce the noise and impact on our children, homevalues, and quality of life. Please help and take this seriously.

-Chris

Comment 289

Response
Number in
Section 1.0



Comment #: 289

Date: 8/30/2017

Source: Website

Name: David Rathbun

Location: Farmington

Comments:

Hi. I'm proposing three things with regard to the WDC (aside from scrapping it all and investing in public transportation instead of enabling people to drive more):

1.2.2G

1. Please increase the budget for aesthetics, significantly.

1.18C

UDOT is dividing Farmington, again, and is allotting less than a percent of the overall budget to make it less of an eyesore? This should be 3-4x greater, or 2.25-3% of the construction budget.

1.2.2D

2. Please limit the speed to 55 mph.

This would this reduce noise for west Farmington residents. I've heard the opposite perspective that people won't use the road as much if the speed is lower (see Legacy Parkway). That leads me to ask, if that's the case, is this even needed?

1.2.2D

3. Restrict usage to peak times

If the goal is to reduce congestion on I-15, only open WDC during peak traffic (7:30 a.m. - 9:30 a.m. and 4:30 p.m. to 6:30 p.m. and/or major accidents). This would reduce noise/impact on affected communities while still keeping traffic moving during the rest of the day/night. If not a permanent solution, people consider it as a temporary one.

Thank you,

David

Comment 290

Response
Number in
Section 1.0



Comment #: 290

Date: 8/30/2017

Source: Website

Name: Melissa Munn

Location: Kaysville

Comments:

To have the freeway literally in our back yard will impact us greatly. we are seniors, the highway will give us health issues. I have had Carbon monoxide poisoning already once in my life. I have lung damage and asthma, a highway this close (and literally it will be right behind our yard will definitely have an affect on my health. It will also take away our peace. It will be a danger to our pets. But if it must go through our home value will be driven down. I truly believe that if this is going to go through, that the homes that will be impacted the most on Equestrian Parkway should be purchased full value price from UDOT. Because we are being forced to move from our beloved homes.

1.11.1A

1.11.2A

1.5A

1.8A

1.5G

Comment 291

Response
Number in
Section 1.0



Comment #: 291

Date: 8/30/2017

Source: Website

Name: Shane Warburton

Location: Kaysville

Comments:

I would like to see a way for students attending Farmington High School to use WDC. This would need to include an on and off ramp in farmington near the school.

Is is possible to move the free west of the power lines in West Kaysville so that the sewer district is no impacted.

Thanks.

1.2.2I

1.5E

Comment 292

Response
Number in
Section 1.0



Comment #: 292

Date: 8/30/2017

Source: Website

Name: Jeni Galbraith

Location: Kaysville

Comments:

K drive and Shepard Lane congestion

1.2.2I

I would hope that everyone involved would please consider the traffic that is going to go through Kaysville from 200 North all the way to Glovers Lane to the new high school! I think there will be a major congestion and traffic problem at Shepherd Lane and 350 East because of all of the traffic that will be going through there for the new high school. Currently there is no easy access road for all that traffic to get to the new High School. There has to be consideration for a on off ramp at Glovers Lane and somewhere between there and 200 North, in order to get those kids to that High School. There is no way we can filter all those kids through Shepherd Lane or Kay Drive.

Comment 293

Response
Number in
Section 1.0



Comment #: 293

Date: 8/30/2017

Source: Website

Name: Jared Butterfield

Location: Kaysville

Comments:

Noise and other factors

1.2.2D

I live in Kaysville in the Sunset Equestrians Estates (near the equestrian center that is directly impacted by the WDC). When we moved into the area years ago, we knew this highway was being planned, but we were under the impression that the design would be the same as Legacy Parkway, with no trucks and 55mph speed limit. I've read the EIS study about this and I understand that much research has been done on this topic. But, at the end of the day, I've driven on both I-15 and Legacy many times and I-15 most certainly is much louder than Legacy. Is there a real need for the higher speed and to allow trucks? I understand high speeds allow greater traffic flow, but the EIS shows that the WDC will not reach capacity past 2040, so it seems that it could handle the requirement just fine with a lower speed, just like Legacy does.

1.10I

Also, I notice that the bike lane shifts to the west near the sewer treatment plant. Why? Wouldn't it be beneficial to residents to keep the highway as far as possible to the west?

Comment 294

Response
Number in
Section 1.0



Comment #: 294
Date: 8/30/2017
Source: Website
Name: Jared Butterfield
Location: Kaysville

Comments:

Noise and other factors

1.2.2D

I live in Kaysville in the Sunset Equestrians Estates (near the equestrian center that is directly impacted by the WDC). When we moved into the area years ago, we knew this highway was being planned, but we were under the impression that the design would be the same as Legacy Parkway, with no trucks and 55mph speed limit. I've read the EIS study about this and I understand that much research has been done on this topic. But, at the end of the day, I've driven on both I-15 and Legacy many times and I-15 most certainly is much louder than Legacy. Is there a real need for the higher speed and to allow trucks? I understand high speeds allow greater traffic flow, but the EIS shows that the WDC will not reach capacity past 2040, so it seems that it could handle the requirement just fine with a lower speed, just like Legacy does.

1.10I

Also, I notice that the bike lane shifts to the west near the sewer treatment plant. Why? Wouldn't it be beneficial to residents to keep the highway as far as possible to the west by leaving the bike lane to the east? Also, this allows easier access to the Bike lane.

Comment 295

Response
Number in
Section 1.0



Comment #: 295
Date: 8/30/2017
Source: Website
Name: Jared Butterfield
Location: Kaysville

Comments:

1.2.2D

I live in Kaysville in the Sunset Equestrians Estates (near the equestrian center that is directly impacted by the WDC). When we moved into the area years ago, we knew this highway was being planned, but we were under the impression that the design would be the same as Legacy Parkway, with no trucks and 55mph speed limit. I've read the EIS study about this and I understand that much research has been done on this topic. But, at the end of the day, I've driven on both I-15 and Legacy many times and I-15 most certainly is much louder than Legacy. Is there a real need for the higher speed and to allow trucks? I understand high speeds allow greater traffic flow, but the EIS shows that the WDC will not reach capacity past 2040, so it seems that it could handle the requirement just fine with a lower speed, just like Legacy does.

1.10I

Also, I notice that the bike lane shifts to the west near the sewer treatment plant. Why? Wouldn't it be beneficial to residents to keep the highway as far as possible to the west by leaving the bike lane to the east? Also, this allows easier access to the Bike lane.

Comment 296

Response
Number in
Section 1.0



1.18E
1.2.4.4D
1.2.2D

Comment #: 296

Date: 8/30/2017

Source: Website

Name: Wade Hogan

Location:

Comments:

I like what you have done with the lighting being only at the interchanges. One of the things that makes Legacy work so well is the limited interchanges. Traffic always slows when there is an on/off ramp. Do we really need to have 3 interchanges between the Layton Parkway and Antelope drive? We should remove one of those to keep the traffic moving better. We should also keep the trucks off of it (except in times of emergency) to help reduce congestion.

Comment 297

Response
Number in
Section 1.0



1.2.2H
1.2.4.4D
1.2.4.4E

Comment #: 297

Date: 8/30/2017

Source: Website

Name: Dana Pickard

Location: Syracuse

Comments:

The Syracuse interchange at 1700 South should be eliminated and moved North. SR 193 should be extended west to the point where SR 193 will intersect the West Davis Highway. The Syracuse interchange should be moved to this new intersection of SR 193 and the West Davis Highway. This will alleviate the traffic issues by having the 1700 interchange with 1700 South being only a two lane road with an elementary school and already heavy traffic and congestion.

Comment 298

Response
Number in
Section 1.0



1.7L

Comment #: 298

Date: 8/30/2017

Source: Website

Name: Dana Pickard

Location: Syracuse

Comments:

Antelope Road (1700 So) in Syracuse should be widened to 4 lanes from 2000 west to 3200 west to lessen the impact on the traffic congestion from the new interchange, Syracuse Arts Academy and local traffic. It is already has serious congestion during the am and pm commute and school start/end times. This will only get worse after completion of the West Davis Highway.

Comment 299

Response
Number in
Section 1.0



1.2.6B
1.31D

Comment #: 299

Date: 8/30/2017

Source: Email

Name: Paul Allred

Location: Kaysville

Comments:

I just wanted to convey our support for the final EIS regarding the west davis corridor. We believe that it is the right decision and should be supported this fall by the record of decision from Federal Highways. Our thanks to the whole WDC team for many years of work and consideration of all sides of the issue.

Paul & Ann Allred
Kaysville, Ut 84037

Comment 300

Response
Number in
Section 1.0

Comment #: 300
Date: 8/30/2017
Source: Mailed In
Name: Erik Craythorne
Location: West Point
Comments:
<See attachment on next page, titled 00300_WestPointCity_8-30-17>

Comment 300 (continued)

Response
Number in
Section 1.0



3200 West 300 North
West Point, UT 84015
PH: 801-776-0970
FAX: 801-525-9150
www.westpointcity.org

August 23, 2017

West Davis Corridor
466 North 900 West
Kaysville, UT 84037

To Whom It May Concern,

We write this letter to express our continued support of the West Davis Corridor Project. While the process has taken many years, we appreciate how thorough, cognizant, and well-thought out that process has been. As a city impacted by this new highway, we are in full support of the proposed alternative and encourage approval of the Final EIS.

Along with our approval, we feel that it is critical to end the first phase of the highway at 700 South in West Point, thereby meeting up with the extension of SR193. This state road would of course need to be extended from 3000 West to this point of connection and we hope that these projects can happen simultaneously. We firmly believe that because of speed, traffic flow, and usability, SR193 would be a better terminating point for the first phase of the West Davis Corridor than Antelope Drive.

We appreciate your consideration and again strongly voice our support for a record of decision with the proposed alternative. We further voice our support for the Highway to connect in its first phase with SR193 at or near 700 South in West Point.

Sincerely,

MAYOR ERIK CRAYTHORNE

WEST POINT CITY COUNCIL



1.2.6B
1.31D

1.2.2.H
1.2.4E

1.2.6B
1.31D
1.2.2H

Comment 301

Response
Number in
Section 1.0



1.5F
1.5G

Comment #: 301

Date: 8/31/2017

Source: Website

Name: Julene Kowallis

Location: Syracuse

Comments:

We were notified by UDOT that they will be acquiring our home in order to make way for the extension of the WDC. We were advised that they would like to acquire it by the spring of 2019 and no later than the fall of that year. We would like to start searching for a new home but we need an idea of a price range. Our question is, is there any way that we could get an estimate of what we will be getting for our home so we have an idea of the price range for a new home? It would really be helpful. Thank you for your help in this situation.

Comment 302

Response
Number in
Section 1.0



Comment #: 302

Date: 8/31/2017

Source: Website

Name: Wendy Lemon

Location: Farmington

Comments:

I am very concerned about the additional noise pollution caused by the flyover of the new west davis corridor. The sound from the current I-15 freeway is already very loud because the noise comes up, over the barriers in place, then bounces off the mountain and comes back- it is like getting double the noise. When the flyover and corridors are built- the noise is going to be terrible (it already is). I have a few requests for sound mitigation efforts:

- 1.2.2D 1. Use noise reducing pavement
- 1.5C 2. Concrete Safety barriers the entire way of the freeway fly over
- 1.2.2D 3. No night time pile driving
- 1.2.4.4G 4. Minimal impact to frontage road
- 1.2.2D 5. Dark skylights pointing downward (Farmington city is a dark city)
- 1.12E 6. Install high retaining wall especially since this area exceeds noise standards.
- 1.2.4.4G 7. Lower speeds on the flyovers points.

Comment 303

Response
Number in
Section 1.0



Comment #: 303

Date: 8/31/2017

Source: Website

Name: Alice Palmer

Location: Farmington

Comments:

I live in east Farmington in the area the on-ramp will begin. We're concerned about the noise and safety impact to our home and neighborhood. It was concerning to us to learn that there were currently NO plans and no room for a soundwall in this area. Really?!? We learned that if the Frontage Road could be moved further to the east, room could be created for a soundwall. We feel a soundwall is warranted here (and question how current and properly the most recent sound study in our area is). The soundwall would not only help with sound pollution, but be an important barrier between our homes and a freeway + on-ramp. Also, we have learned from the WDC Project Mgr. that they will need to make the Frontage Road more narrow than it is elsewhere when they move it to the east. We don't understand why it would be safe or prudent to make a heavily traveled road even more narrow just in this specific area. We plan to work with our city leaders to prevent this from happening but would appreciate UDOT adapting their plans so that the Frontage Road can be kept the same width. Here are a few of our main concerns and requests:

1- We'd like to request UDOT to install concrete safety barriers along the entire length of the off-ramp/flyover. This will ensure vehicles stay on the off-ramp/flyover and may provide some added protection from noise pollution.

2-Also, to have UDOT use noise reducing pavements on the off-ramp/flyover.

3- No nighttime pile driving to reduce construction noise while we're sleeping.

4-Requesting minimal impact to use of the Frontage Road during construction so we can always access the Frontage Road.

5-Please install dark sky lighting that points downward on the off-ramp/flyover to minimize light pollution.

6- UDOT should install as high of a retaining wall/concrete safety barriers as possible to reduce noise pollution; especially since this area has exceeded the noise standards already.

7-Requesting lowered speed limits on the WDC such as exist on Legacy Parkway (scenic byway designation).

8-Please restrict use of engine brakes

9-Lastly, please do not narrow the Frontage Road in this section (roughly Lund Lane to the City Skate Park).

Please keep it the existing width, even if means taking out additional homes, so that room can be created for a soundwall here.

Thank you!

1.12E

1.2.4.4G

1.5C

1.2.2D

1.2.2D

1.5L

1.2.2D

1.12E

1.2.2D

1.2.2D

1.2.4.4G

1.12E

Comment 304

Response
Number in
Section 1.0



Comment #: 304

Date: 8/31/2017

Source: Website

Name: Melvin Richardson

Location: Farmington

Comments:

I live in South Farmington, off of 1600 S, east of I-15. I am very disappointed that this freeway is being built here. We live in the narrowest point along the entire Wasatch Front between mountains and wetlands and in that narrow land have to now endure 3 freeways--but with no access point for any of us to get on or off them. It's a several mile drive north or south. If we have to endure all the inconvenience and loss of value to our homes, please at least figure out a way to put up sound walls. There must be a way to block the sound from all these freeways you're putting in our backyards.

1.2.6A

1.12E

Comment 305

Response
Number in
Section 1.0



Comment #: 305

Date: 8/31/2017

Source: Website

Name: Brooke Brough

Location: Kaysville

Comments:

Legacy Hwy

I live along the west side of Wellington Drive in Kaysville. My horses are in a pasture in back of my home. I think it is utterly shameful for UDOT to think it is an acceptable solution to put a freeway in the good citizens' backyard. I understand the need for the road. I commute to Salt Lake City everyday. However, this is NO reason that the road can't be built farther west, away from the homes and away from the kids playing outside. Talk about a liability! This is what the taxpayers who have worked to make their homes and yards nice and improve the community, who have contributed to making Kaysville an otherwise lovely place to live get: a noisy freeway with obnoxious lighting and traffic to look at!

At what point, do we throw out the agendas of the tree huggers and let people take priority? Not one person on Wellington Drive is okay with this. No one wants their property values to plummet.

Shame on UDOT and shame on those who have allowed this to happen.

I sincerely hope it will be reconsidered farther west.

Yours,
Brooke Brough

1.2.6C
1.1.2B
1.2.2B
1.2.2D
1.12B
1.18A
1.2.6C
1.8A
1.2.2B

Comment 306

Response
Number in
Section 1.0



Comment #: 306

Date: 8/31/2017

Source: Website

Name: Donald Poulton

Location: Farmington

Comments:

In the three years we have lived on 1600 so. in Farmington, we have been unable to enjoy our back yard due to the noise from I-15.

We had been told that as soon as the area began to fill in, a sound wall would be built.

As that is no longer the case, we would ask UDOT to use every possible means to lessen the noise, i.e. noise cushioning cement, higher barriers, lower speed, etc.

Apparently we have been living in an area that exceeds the appropriate noise standards and feel that should be a top priority. Additionally, UDOT should consider moving the frontage road a little further east to allow for a sound wall.

1.12E
1.2.2D
1.2.4.4G
1.12E

Comment 307

Response
Number in
Section 1.0



Comment #: 307

Date: 8/31/2017

Source: Website

Name: Hyrum Pitt

Location: Farmington

Comments:

My Neighborhood Will Be Affected

I live very close to the proposed ramp from I-15 to the new corridor. Please consider the following comments:

1. Please consider using some type of noise reducing pavement on the off-ramp/flyover to lower noise to adjacent residents.
2. If the ramp is lit, please use lighting that will not impact the adjacent residents.
3. Please install the safety barrier as high as possible on the off-ramp. While this won't substitute for a sound wall, it may cut down on the noise.
4. While it will probably be ignored, reduce the speed limit on the off-ramp to reduce noise.
5. Build off-ramp over earth/berm vs. just over pillars. This would provide a type of barrier from the traffic on I-15.
6. Any aesthetic enhancements on the side facing the neighborhood east of the freeway would be appreciated.
7. I know this is really up to Farmington but it would be nice to have some large trees along the frontage road that could possibly provide some noise reduction.
8. If there is any way to provide a sound wall, obviously this would be preferable. While I wouldn't want to relocate residence by condemning homes, it may be worth considering if the affected residents are willing so that the frontage road could be as large as needed and moved more to the east providing more of a separation between the offramp and the frontage road. Enough so a sound wall could be installed. Ultimately, I know the sound levels exceed the limit in our neighborhood as is, and it would be nice to lower that. It makes a world of difference in those areas nearby in Centerville and Farmington that have soundwalls.
9. I work in construction and know that there are costs to development. That said, I also have been involved on many projects that have been able to reach win-win scenarios for all involved. While it may take some extra ingenuity, we would really appreciate any assistance in lowering the sound that is heard from the freeway and upcoming West Davis Corridor.
10. I recently listened to this and the affects of noise pollution are real:
<https://soundcloud.com/defactosound/noise-pollution>

Thanks for your consideration of these items.

1.2.2D

1.2.2D

1.5C

1.2.4.4G

1.12E

1.2.2D

1.2.2D

1.12E

1.2.4.4G

1.12E

1.12E

Comment 308

Response
Number in
Section 1.0



Comment #: 308

Date: 8/31/2017

Source: Website

Name: Cristina Nelson

Location: Farmington

Comments:

Impacted Biz

I own a business on 650 West in Farmington. the proposed UDOT preferred alignment would create a freeway bridge across 650 west just north of our building. As we are on a dead end section of 650 West (no access to the south), it is critical that we are given an alternative point of access south of the proposed 650 west bridge's construction. We are a dance studio with over a hundred cars per hour for pick up and drop of kids for day, evening and weekend classes. Flagged or temporary access (road base) situations during other construction projects do not work and create major problem here because it is a dead end with a lot of businesses with evening traffic. Please provide a paved bi-directional roadway from 650 to the existing roadway west of the railroad track (the road you are proposing to cut and not connect) and allow that road to remain open and connected to Glover Lane during construction until the 650 West bridge is complete. Without full access we lose significant customers and have already been struggling due to Farmington City's and Dominion Gas' construction work in 2017, due to access issues. We can't handle another wave of construction access complication to our business due to this project.

1.5L

1.2.4.4H

1.5L

Comment 309

Response
Number in
Section 1.0



Comment #: 309
Date: 8/31/2017
Source: Website
Name: Bryce Crawford
Location: Syracuse

Comments:

I had a few concerns about the new proposed West Davis Corridor. The route will be close to my home, and I am concerned about the detrimental aesthetics that may come from the highway. Having enjoyed the trail systems in Davis county, I would like to see the appeal of all the trails remain the same. The proposed corridor does not have the same speed and truck restrictions as the Legacy Highway. Having the same restrictions on the West Davis Corridor as the Legacy Highway has will help keep the same aesthetic across all of Davis County. The Legacy Highway has wonderful trails and neighborhoods that add beauty and opportunity for enjoyment for the residents in the area. I frequently commute along the Legacy Parkway from my home in Syracuse to North Salt Lake. The minimal road noise and natural surroundings make it a pleasant area. This same aesthetic should be the goal with the West Davis Corridor. There are already proposed trails along the path with some existing trails that run through Davis County. These should have the same appeal and benefits to the residents in Davis County as the Legacy Trail system does. I believe this can only be accomplished if the area has the same restrictions as the Legacy Highway. The lower road noise from slower speeds and vehicle restrictions help create a more aesthetically pleasing atmosphere. The primary benefit to an increased speed limit is a decreased commute times on the highway. Since the route is not a long stretch of highway, the advantage of a shorter travel time is minimal compared to the noise reduction benefit; especially with so many of the users of the highway being residents in the area. The lower speed limits would also not hinder the congestion relief the corridor provides. Since travel times will still be improved with the corridor at lower speed limits, the corridor option would still be preferable over using I-15. Especially during peak traffic hours, normal speeds on I-15 routinely fall in the 40 MPH range on I-15 past Farmington. Large vehicle restrictions would also be beneficial for the corridor. I understand the highway termination point will discourage heavy truck use, but I restricting large vehicle traffic in totality would be better. The noise of the larger vehicles is greater than that of normal vehicular traffic. With so little vehicles already expected to use the corridor, there would be no noticeable difference in congestion on I-15, while there would be a benefit in noise levels along the corridor. With no large vehicular traffic, there would also be a smoother flow along the West Davis Corridor from slow downs caused from the slow acceleration of larger vehicles that would encourage more local residents to use the corridor. Overall, the corridor itself and surrounding areas would be greatly improved aesthetically with a minimal impact to the benefits of the corridor by imposing the same Legacy Parkway restrictions on the West Davis Corridor. With the plan already including work on maintaining the trail system, the noise aesthetics should also be considered as well. This will have a positive impact for growth that is occurring in the area. Please consider implementing the same Legacy parkway restrictions on the West Davis Corridor.

1.18A

1.2.2D

Comment 310

Response
Number in
Section 1.0



Comment #: 310
Date: 8/31/2017
Source: Website
Name: Marcia Ivie
Location: Farmington

Comments:

I have a few requests/comments on the location of the on ramp at Lund Lane Farmington. I live on 1600 South.
1- I would like to request that UDOT install concrete safety barriers along the entire length of the off-ramp/flyover. This will ensure vehicles stay on the off ramp and provide some added protection from noise.
2- I would like to request that UDOT use noise reducing pavement on the off-ramp/flyover.
3 - I would like to request no nighttime pile driving or loud construction. Probably the hours of 10PM - 7AM
4- I would like to request minimal impact to the frontage road and no long term closures. This is a main access point for our community.
5- I would like to request UDOT install dark sky lighting that points downward on the off-ramp/flyover to minimize light pollution. Currently there are no plans for this.
6- I would like to request that UDOT install as high of a retaining wall/concrete safety barrier as possible to reduce noise pollution. This area already exceeds noise pollution standards.
7- I would like to request upgraded aesthetics in this area so there is a nice transition along the frontage road. Visually we are loosing the West view of sunsets in place of a large bridge so it would help if the bridge and earth were appealing. Replace trees, sidewalks and anything to make the area nice rather than just concrete.

1.5C

1.2.2D

1.20B

1.7B

1.2.2D

1.12E

1.2.2D



Comment 311

Response
Number in
Section 1.0

Comment #: 311

Date: 8/31/2017

Source: Website

Name: Tricia Roundy

Location: Syracuse

Comments:

Move Antelope Drive Interchange further WEST

Around mid-2010 I attended a Syracuse City Council meeting to find out more about the proposed routes of the West Davis Corridor. Randy Jeffries, of UDOT, stated during that meeting, that the Bluff Road route (Proposed Route B) with an interchange at Antelope Drive was off the table. Those were the exact words of Mr. Jeffries. He went on to explain that there were (in 2010) too many obstacles to overcome to consider putting a major freeway corridor through this part of Syracuse. Some of the obstacles he mentioned were: the narrow area between homes, wetlands, underground utilities, the canal running along the west side of Bluff Road, Syracuse Arts Academy being directly in the path, the Secondary Water pond on the east of Bluff Road, and a concern about separating the new Fire Station on 3000 West from most of the city it serves.

Now after several years, and several Draft studies, and a Final EIS, the same obstacles remain. Yet certain individuals in Syracuse City and Davis County have continually pushed UDOT to force the WDC down Bluff Road for their own financial gain. One citizen, in particular, has basically created the drawings of the proposed interchange, and over the last few years, has adapted those drawings. And proposed changing city ordinances, to ensure that the corridor remains along Bluff Road. In past administrations, there have been Syracuse City leaders (some who have made poor decisions regarding the growth of Syracuse City) who have encouraged placing the interchange as close to the Town Center (basically Wal-mart) as possible. This is rather short-sighted on the part of city leaders.

In attempting to read through the Final EIS, it was mentioned that there was a public meeting with time for public comments. I went to several presentations hosted in Syracuse City, by UDOT, but I was NEVER made aware of a general WDC meeting that I could attend, comment, or hear the comments of others. I also noticed that several times in the EIS, that information collected in 2001 were cited as evidence of where the corridor should, or should not, run. Syracuse has had IMMENSE growth in the last 16 years. Many of those studies no longer apply, and should not be used.

In order to make my comments more concise I will simply list bullet points for the reasons that WDC NEEDS TO BE AS FAR WEST AS 4000 WEST THROUGH SYRACUSE.

1. Wetlands - Still thriving west of Bluff Road
2. Frogs and boreal toads that live in the wetlands west of Bluff Road. See link to KSL story about endangered toads below:

Link:

https://linkproctect.cudasvc.com?url?a=https://www.ksl.com/index.php%3fssid%3d45215214%26nid%3d148%26title%3dutah-biologists-work-to-save-boreal-loads-from-extinction&c=E,1,0DKeYS2cU6VwI_BNJ8O8ENAg6N8ItAYpui8eoziT-XQKOTs3jLh-r8_BxElBTU-Lta6WK-e2ZnQb3Bp1MhNzTk4-DC5PPm-vj.&type=1

3. High Water Table west of Bluff Road - Please consider that Bluff Road is called that because it IS A BLUFF (a steep promontory, bank, or cliff) and water generally collects at the bottom of a bluff. It seems a waste of resources to "Mitigate" Cattails, and wildlife, including toads, further west, when the reasonable option seems to be: Building the road out further west on generally flat, open land. The road that is promised to be "low in elevation" on the informative video produced by UDOT cannot be low due to the high water table through Syracuse.
4. Existing Canal for irrigation water (west of Bluff)
5. Underground Natural Gas Pipeline that runs along Bluff Road
6. Proposed Soccer Complex to expand Freemont Park that has been on the City Master Plan for over 10 years

Comment 311 (continued)

Response
Number in
Section 1.0

7. NOT ENOUGH ROOM for an Interchange

Evidence to Item 7:

Looping north on -ramp (south side of Antelope Drive) that will waste valuable space in this part of Syracuse (this point was brought up at City Council meeting by Dave Maughn), in order to avoid tearing down homes that exist in the narrow corridor.

Proposal to Dead-end existing surface streets (Bluff Road north & south of Antelope)

South-bound on-ramp built directly over Syracuse Arts Academy Elementary school parking lot

Also at Syracuse Arts Academy - The proposal to re-route carpooling parents a half mile out of their way in a large loop south and around the school's property (because there's not enough space for a freeway).

*As a side note: This seems like poor planning to require a longer route and up to an extra mile of driving each day, while complaining about AIR QUALITY in Utah, and particularly western Davis County.

No room to grow at Bluff and Antelope Drive - Not enough space to add Commercial Development, such as gas stations, restaurants, retail stores, or hotel properties without tearing down a great deal of existing homes. Most developers are not interested in that due to cost. Also, forcing the road through such a tight space will restrict future widening of the WDC.

8. **Cost to 'Re-align' Bluff Road to the east** - Randy Jeffries indicated at the Syracuse City Council meeting in August of 2017 that Bluff Road may need to be realigned to the east. That statement is proof that there is not enough room for the proposed 4-Lane Divided Highway, an interchange, the Biking Path, and leaving Bluff Road as a residential street along the east of WDC. Please refer to item no. 3. **IMPORTANT NOTE:** The homes along the east side of Bluff Road are up a hill, and considerably higher than the elevation of the road. Most of us have steep driveways. **IMPORTANT QUESTION:** Are the State and UDOT considering the cost of this re-alignment, including land-retention and/ or raising the elevation of Bluff Road, and moving powerlines/ poles as part of the over-all cost to build WDC?

9. NO option for Sound Wall to protect homes in the area of Bluff and Antelope (this was also discussed at length at the previously cited City Council Meeting)

10. Obtrusive Lighting - Black-sky street lights won't help those of us living directly under the lights that will be needed at the interchange of Bluff Road and Antelope.

One of the reasons stated to squeeze a Freeway through a residential neighborhood, and over a school was to preserve farmland. The Farmland that was supposedly being protected is now currently 'For Sale', and Black Island Farm, in particular, is relocating their Harvest Festival from its original location at 3000 West in Syracuse. The descendants of Syracuse farmers do not seem interested in preserving farmland, but rather selling to the highest bidder.

Thank you for your time, and consideration of this evidence that the WDC needs to be further WEST in Syracuse. If UDOT is being honest with the public about the absolute need to build a Freeway paralleling Bluff Road, they need to consider buying every home on Bluff between 2700 South and 1700 South (Antelope Dr.) to create space for the WDC.

Comment 312

Response
Number in
Section 1.0



Comment #: 312
Date: 8/31/2017
Source: Website
Name: Ben Wuthrich
Location: Salt Lake City

Comments:

West Davis Corridor Team,

Thank you for the opportunity to provide comments on the final EIS for the West Davis Corridor. We appreciate the thoroughness of the process UDOT conducted and your taking into account many factors and perspectives in developing a final alignment and elements of the corridor. In particular, we appreciate the extensive coordination with WFRC in the use of the regional travel demand model and evaluation of anticipated land use and transportation systems. We believe we were able to add value to the evaluation and modeling. Again, excellent work in conducting a thorough environmental study.

1.31D
1.30A

Comment 313

Response
Number in
Section 1.0



Comment #: 313
Date: 8/31/2017
Source: Website
Name: Jenny Johnson
Location: Farmington

Comments:

Requests for Glover Lane flyover/off-ramp

First of all, I would like to thank Randy Jefferies for coming to our neighborhood meeting on August 29, 2017. He was very kind and I really appreciate him taking nearly three hours of his time to listen to our concerns and questions.

It is my understanding that because there is not enough clearance space for a sound wall in this area (Centerville to Glover Lane), a sound wall does not meet UDOT safety standards. However, this area far exceeds the allowable noise standards. The WDC project now means our neighborhood has lost any and all chances for a sound wall, even though it is most likely that this area would have qualified for one. Not to sound like a whiny kid, but I don't think this is very fair to homeowners who have been under the hope and assumption, that a sound wall would eventually be built.

As such, as part of the final design for the Glover Lane flyover/off-ramp I am requesting UDOT do the following:

1.5C
1.2.2D

- Install as high of concrete safety barriers as possible along the entire length of the Glover Lane off-ramp/flyover. This will ensure vehicles stay on the off-ramp/flyover (there will be a sharp drop down to the frontage road) and may provide some added protection from noise pollution.
- Use noise reducing pavements on the Glover Lane off-ramp/flyover in addition to the rest of the WDC. Because this area far exceeds noise standards currently, I am requesting that UDOT do all in its power to reduce noise pollution.

1.2.2D

- Repaving the stretch of I-15 where no sound wall will be built next to the Glover Lane flyover with noise-reducing pavement. It seems the least UDOT can do for homeowners who now have no chance of sound mitigation because of the WDC, is to fix I-15 to try and lower as much noise as possible. Living right next to the noise, I can tell you any and all efforts do make a difference! If I didn't have to hear another truck barreling down the road in the middle of the night while I'm trying to sleep, that would be awesome!

1.20B

1.2.2D

- Banning nighttime pile driving to reduce construction noise while we're sleeping.
- Ensuring minimal impact to use of the Frontage Road during construction so we can always access the Frontage Road.
- Installing dark sky lighting that points downward on the Glover Lane off-ramp/flyover to minimize light pollution, just like you are planning for the rest of the WDC.

1.12E

1.2.2D

- Installing as high of a retaining wall/concrete safety barriers as possible along the entire length of the Glover Lane flyover/off-ramp to reduce noise pollution; especially since this area has exceeded the noise standards already.

1.18C

1.10G

- Requesting lowered speed limits on the Glover Lane flyover/off-ramp with added patrolling of this area by UHP to ensure motorists obey the speed limit.
- Recommending to Farmington City that a good portion of the beautification funding be spend in the Glover Lane flyover/off-ramp area to hide the ugly off-ramp, help with noise pollution, and replace the existing trees & sidewalks that will be destroyed by the WDC project.

Comment 314

Response
Number in
Section 1.0



Comment #: 314

Date: 8/31/2017

Source: Website

Name: Trent Sorensen

Location: Farmington

Comments:

I am writing to share my concern with the preferred alternative of the West Davis Corridor. The preferred alternative connecting 1-15 and Legacy Parkway to Glovers Lane has significant indirect and direct impacts to the environment. Additionally, the lack of options other than starting the West Davis Corridor at Glovers Lane is concerning and as such does not present an option that may be less environmentally damaging. With that said, I believe the preferred alternative should not be selected and other options should be evaluated much closer before proceeding with the Corridor.

1.2.20

The preferred alternative and all other options evaluated (other than the no road option) in the final EIS include the West Davis Corridor going through Glovers Lane. While the ESA process reviewed 51 total options, a number of options (including the Shepard Lane option) were ruled out after the draft EIS because they did not meet design standards. However, very little evidence is included in the final EIS to discuss what efforts were accomplished to meet the design standards for other options including the Shepard Lane alternative. Other options would avoid Glovers Lane and be the least environmentally damaging alternatives. Other options (other than Glovers Lane) would avoid critical shore line habitat.

1.14A

The preferred alternative starting at Glovers Lane would remove 47 acres of critical wetlands. The wetlands is critical habit that can't be replaced even with wetland mitigation projects. Glovers Lane borders the Great Salt Lake, Great Salt Lake Shorelands Preserve, and The Farmington Bay WMA, which includes significant wetlands shorebird/animal habitat. As most are aware, the Great Salt Lake ecosystem is an irreplaceable and immigable resource due to its location within an arid region, large size, diversity of habitats for migratory birds, and the sheer number of birds that it services (estimated at 7.5 million per year). The construction of the road will impact threatened species such as the American White Pelican, Osprey, black terns, avocets, black stilts, and a variety of birds including migratory waterfowl. With the proposed option, over 78 acres of wetlands located within 300 feet would be affected. Additionally, the West Davis Corridor traverses land adjacent to important shore line habitats and would cause damage to birds and animals due to indirect impacts to the high value shore land habitats of Farmington Bay west of the Glovers Lane.

1.2.6C

Due to the significant indirect and direct impacts to the environment and since an option was not presented that is less environmentally damaging, I believe the preferred alternative should not be selected. Additionally, I believe much more intensive evaluation is needed on alternative paths and the no road option before proceeding with the West Davis Corridor.

Comment 315

Response
Number in
Section 1.0



Comment #: 315

Date: 8/31/2017

Source: Website

Name: Elisabeth Taylor

Location: Farmington

Comments:

You don't care...why would you

1.2.6C

We are getting the shaft left and right in Farmington. No one has our back and you just do what you want. 7 years to spend untold sums of money to make the very judicious decision that YOU were right all along? Absolute shocker.

1.31C

We bought our home here, after doing research about this road 8 years ago. The road was not where you have now decided it always should have been, which is really not too shocking given the political and financially advantageous involvement of the lovely men who decided this all for the rest of us.

1.7B

1.12A

1.12B

1.18A

1.11.2A

1.14A

1.5A

To say we are completely disgusted and unhappy with this decision would be a huge understatement. We pay a high premium to live here in Farmington and we have already been punished with major roads and freeways that we are mere feet from. Now you want to drop some spaghetti bowls on top of us. Can't wait for the YEARS of our road closures that you are certain to devastate our neighborhoods with, the extreme noise pollution that will bounce off of the canyon (as you are situating it in the perfect position for it to bring 100 fold the noise we are already at high levels of now), the nasty general pollution and ugliness that your roads also bring.

I could go on and on about how you are building right next to schools that had been planned much longer than this (and will bring pollution, both noise and otherwise, to the high number of children attending these), about how you will be devastating the wetlands that we all enjoy and need to maintain SOME sense of beauty here in Farmington as our Dipwad mayor is building up over everything else as quickly as he can line his pockets with the rewards for doing so. I could talk about how unfair it is that our neighborhoods are going to suffer in many ways from this road in countless ways but why waste my breath.

1.2.2G

1.2.20

You get to tell the rest of us that you were right all along and you couldn't care less. Instead of actually exploring other viable options that may line your pockets less, you decide that you know much better than the communities that you will be affecting. There are other options, you just could care less. Thanks for sucking at your job on behalf of the communities that you supposedly work for.

Signed,
The Taylor Family, Farmington

Comment 316

Response
Number in
Section 1.0



Comment #: 316

Date: 8/31/2017

Source: Website

Name: Josie Douglass

Location: Farmington

Comments:

To whom it may concern,

My house backs the proposed west davis cor and my property is in question because of it. There is not a sound wall currently behind my house and my understanding is that there will be no sound wall put in with this new project. I am asking that you consider adding a sound wall to the completed plans. I know by doing so it could mean that my house will need to be torn down to allow room to account for the wall. I know you don't want to relocate people but I have a growing family and intended to sell my house within the next few years and because of this project it may actually prevent me from being able to do so. My 2 neighbors have already experienced this issue. I would also ask that you consider a type of lighting that does not shine out but more directly down. Please also consider the landscaping and replacing any trees or anything that will need to be removed. It appears that the frontage road will be narrowed behind my house. I would ask that you consider leaving it as wide as it is. There is already issues because of how many bikes ride along it and cars turning off of it because there is no center turn lane. We were told when we moved into this house that eventually there would be a sound wall put in and it has continued to be put off. Now there is opportunity for one and it is still not going to happen. I appreciate your consideration in these issues that directly affect my family.

1.12A
1.12B
1.12E
1.2.2D
1.2.4.4G

Comment 317

Response
Number in
Section 1.0



Comment #: 317

Date: 8/31/2017

Source: Email

Name: Phil Strobel

Location: Denver

Comments:

<See attachment on next page, titled 00317_EPA_8-31-17>

Dear Ivan, Carlos, Bridgette and Shane:

Thank you for the opportunity to work with you and your teams throughout this NEPA process. Your project team actively sought to understand resource agency concerns and permitting process details. We specifically appreciate the efforts taken to understand and minimize impacts to the irreplaceable ecological resources of the Great Salt Lake. I look forward to our continued working relationship on this and future projects.

Please let me know if you have any questions regarding the attached comments,
Phil

Philip S. Strobel
Director, NEPA Compliance and Review Program
US EPA - Region 8 (EPR-N)
1595 Wynkoop St., Denver, CO 80202

Comment 317 (continued)

Response
Number in
Section 1.0



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8
1595 Wynkoop Street
Denver, CO 80202-1129
Phone 800-227-8917
www.epa.gov/region08

Ref: 8EPR-N

AUG 31 2017

Ivan Marrero, Division Administrator
Federal Highway Administration, Utah Division
c/o Paul Ziman, Area Engineer, Region 1
2520 West 4700 South, Suite 9A
Salt Lake City, Utah 84118

Re: West Davis Corridor Final Environmental Impact Statement, CEQ #20170130

Dear Administrator Marrero:

The U.S. Environmental Protection Agency Region 8 has reviewed the Federal Highway Administration's West Davis Corridor (WDC) Final Environmental Impact Statement (EIS), sponsored by the Utah Department of Transportation. This approximately 20-mile highway corridor project in Utah's Davis and Weber Counties is intended to improve regional mobility and enhance peak-period mobility. Our comments are provided for your consideration pursuant to our responsibilities and authority under Section 102(2)(C) of the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act.

The WDC project is in a particularly valuable and sensitive setting along the eastern shore of the Great Salt Lake (GSL). The wetlands along the eastern and northern edges of the GSL account for nearly 80% of the wetland acreage in Utah and provide critical habitat for millions of migratory shorebirds and waterfowl. Overall, the EIS describes well the high-value, complex interdependencies of this ecosystem. Throughout this project, the resource and transportation agencies have worked diligently to minimize impacts to the GSL ecosystem. Among the Final EIS action alternatives, the FHWA's preferred alternative (B1) has the lowest impact to these nationally significant GSL ecosystem resources. Still, the resource impacts associated with the project are considerable.

The Final EIS concludes that Alternative B1 would result in substantial direct aquatic resource impacts including approximately 40 acres of wetlands, and 16,897 linear feet of open surface waters (includes constructed canals, major ditches, natural drainages, and named creeks) adjacent to the Great Salt Lake. The project would also result in indirect impacts to approximately 89 acres of wetlands within 300 feet of the right of way. Additionally, the WDC would pass through a portion of the GSL Shorelands Preserve and impact the Farmington Bay Waterfowl Management Area (WMA), areas specifically set aside to protect habitats that maintain the productivity and biodiversity of aquatic-dependent wildlife species. Part of the alignment intersects and impacts wetland and terrestrial buffer areas that were preserved and protected as mitigation for previous infrastructure projects. In addition to the project's impacts, the Final EIS documents past impacts to the GSL including an approximately 58% reduction in wetlands and wildlife habitat from historic development. Consequently, the remaining GSL resources affected by this project are of the highest ecological value in the region. A strong mitigation approach will be needed to sustain the aquatic resource and ecological functions impacted by the project.

Comment 317 (continued)

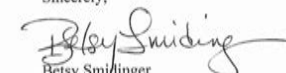
Response
Number in
Section 1.0

To compensate for the project's unavoidable wetland and ecosystem impacts, the Final EIS includes a conceptual mitigation plan. Appropriately, the mitigation parcels identified in the plan are along the eastern shore of GSL, within or adjacent to existing protected areas, and offer the potential to provide Clean Water Act and ecosystem mitigation for the project's effects. The conceptual plan does not yet include sufficient detail to determine the ability of the mitigation to meet CWA Section 404 permitting requirements (e.g. the acres of wetlands to be created, enhanced and preserved; the amount of water needed to sustain those wetlands; and the amount of endowment needed to manage those parcels). We understand those details are being added through the subsequent CWA permitting process. Given the importance of mitigation for this project, we recommend those details be made openly available for stakeholder review prior to permit issuance. The enclosed *Detailed Comments* outline several recommendations as the project moves forward into project design and permitting.

Overall, this Final EIS incorporates many improvements over the Draft. The FHWA and UDOT have demonstrated remarkable efforts in engaging resource agencies and the public at each stage of the planning process. In crafting this Final EIS, the agencies thoroughly considered the citizen-proposed Shared Solution Alternative, reduced the overall length of the WDC alignments, included new wetland avoidance options, committed to additional evaluation of the hydrologic connection of wetlands to minimize impacts of surface water crossings, and committed to pre- and post-construction monitoring to address concerns of potential indirect hydrologic effects to wetlands.

We look forward to continuing our working relationship, in collaboration with the U.S. Army Corps of Engineers (Corps), during the CWA Section 404 permitting process to assist with the shared goal of protecting this vital GSL resource through achieving mitigation objectives. If we may provide further explanation of our comments, please contact me at (303) 312-6231, or Philip Strobel, NEPA Program Director, at (303) 312-6704.

Sincerely,



Betsy Smidinger
Assistant Regional Administrator
Office of Ecosystems Protection and Remediation

Enclosure

cc: Carlos Braceras, Executive Director, UDOT
Jason Gipson, Branch Chief, Corps

Comment 317 (continued)

Response
Number in
Section 1.0

EPA's Detailed Comments/Recommendations on the June 2017 West Davis Corridor Final EIS

Wetlands and Wildlife Habitat Mitigation

UDOT has made a significant effort in the NEPA process to characterize the direct, indirect and cumulative impacts from the WDC project. The Final EIS documents unavoidable, substantial and permanent impacts to wetlands and other waters of the U.S. Project impacts will further constrict habitat for aquatic dependent wildlife species along the GSL eastern shore. Given these impacts, and in the context of the historical losses and alterations of Utah's aquatic resources, adequate mitigation is of the utmost importance. We offer the following, more detailed comments for consideration as the final mitigation plan is developed.

CWA Section 404 Permitting and Proposed Mitigation

UDOT has included a reasonable approach to mitigate the project's impacts to GSL resources by purchasing and performing mitigation on privately owned properties within and around the GSL Shorelands Preserve boundary and properties on the eastern and northern border of the Farmington Bay WMA. The efforts to consolidate the proposed mitigation into large parcels within the immediate GSL shoreland ecosystem are significant. Consolidating mitigation parcels reduces edge effects, increases wildlife habitat quality, increases the likelihood of long-term mitigation success, provides habitat connectivity, and helps ensure that aquatic resource impacts are offset with habitat of comparable ecological function and value.

Proper hydrology is the foundation that supports all wetland functions and UDOT plans to secure sufficient water rights to ensure successful mitigation. Determining the amount of water that will be needed for each mitigation parcel to improve ecological function and maintain that functional lift in perpetuity will be critical. It will require understanding the relationships and timing of fluctuations between groundwater and surface water sources as well as attention to sustaining the water quality and water quantity currently reaching the mitigation parcels. We recommend UDOT work with the Corps and the EPA to develop an effective and efficient monitoring approach.

The Final EIS has been updated to reflect the likely indirect wetland effects due to anticipated impacts to shallow groundwater hydrology and changes to surface water associated with the placement and operation of the highway. We appreciate that UDOT will be conducting pre- and post-construction monitoring of shallow subsurface groundwater, which will provide critical information to improve the understanding of indirect hydrologic effects to wetlands from this project and future projects. We also appreciate that UDOT will coordinate with the GSL Shorelands Preserve regarding additional water rights to provide the opportunity for sustaining wetland function on the existing Preserve. Groundwater hydrology in the project area is complex, and site-specific information is not available to quantify the indirect effects of this project. Therefore, we recommend the final mitigation plan for the CWA permit consider securing permanent access to water for maintaining functions in the existing Preserve and that a margin-of-error be applied when calculating compensatory mitigation for impacts resulting from altered hydrology and degraded water quality.

We understand that UDOT is in the process of developing a detailed mitigation plan pursuant to 33 CFR §332.4 and 40 CFR §230.94, Compensatory Mitigation for Losses of Aquatic Resources (the "2008 Mitigation Rule"). We look forward to participating in a collaborative process within the context of CWA 404 permitting compliance as UDOT and FHWA continue to progress beyond the conceptual

3

Comment 317 (continued)

Response
Number in
Section 1.0

1.14K

1.14J

1.13B

1.11.1C

draft included in the Final EIS. Given the significance of the impacts to the GSL resource, we recommend that the more detailed mitigation plan that will be developed be provided for public review prior to the permitting decision. This will ensure that stakeholders have a clearer understanding of how planners will achieve adequate compensation for unavoidable project impacts.

Proposed Final Design Options and Additional Analysis

The EPA supports UDOT's commitment to further evaluate the hydrologic surface water connections to help ensure these features are comparable to the existing hydrologic conditions and maintain surface water flow to riparian and adjacent wetlands. We recommend that, wherever possible, UDOT use longer bridge spans to avoid impacts to streams. This may be particularly important for the four locations where wetlands would be bisected (see Final EIS p. 14-107 for locations). Where bridging is not possible, we recommend that natural-bottom culverts and other design techniques that maintain existing gradients be used as a matter of standard practice.

Water Quality

This Final EIS includes the addition of the "vegetative filter strips" as a potential stormwater runoff treatment. It is unclear if these would be large, flat shoulders on the roadway, or a more engineered design such as described in the California Department of Transportation (Caltrans) February 2016 *Stormwater Quality Handbook, Project Planning and Design Guide* (http://www.dot.ca.gov/hq/oppd/stormwtr/ppdg/PPDG-Final_2016-02.pdf). In areas adjacent to wetlands and surface waters, we recommend using designs similar to the "DPP Infiltration Area" (described on page B-4 of the above handbook), because such methods provide much more effective treatment and infiltration. The swale or ditch that is part of the infiltration basin under the Caltrans design would provide additional infiltration and an area to collect litter and road debris prior to discharging to streams or the Great Salt Lake.

The FHWA water quality model is discussed in the Final EIS. Because the specific stormwater treatment methods have not yet been identified and designed, it should be noted that the model assumptions regarding removal rates for total suspended solids and heavy metals may not be representative. Because these rates are used to evaluate the project's water quality impacts, it may be beneficial to rerun the model after final treatment design to ensure the State's water quality goals are being met. Continued coordination with the Utah Division of Water Quality during the design process to inform those decisions is encouraged.

Air Quality

The Final EIS states, and the EPA agrees, that transportation conformity hot-spot analyses for CO, PM_{2.5} and PM₁₀ were not required for this project. We note that the CO, PM_{2.5} and PM₁₀ hot-spot modeling that was used for this Final EIS followed many, but not all, aspects of the EPA's guidance for performing regulatory hot-spot modeling analyses for project-level transportation conformity (see: <https://www.epa.gov/state-and-local-transportation/project-level-conformity-and-hot-spot-analyses>). While these hot-spot analyses would not be considered definitive demonstrations for purposes of transportation conformity, they do provide useful project-related air quality modeling information for this NEPA analysis.

4

Comment 318

Response
Number in
Section 1.0

Comment #: 318

Date: 8/31/2017

Source: Email

Name: Ariel Calmes

Location:

Comments:

<See attachments on the next pages, titled 00318_WesternResourceAdvocates_1_8-31-17; 00318_WesternResourceAdvocates_2_8-31-17>

Dear West Davis Corridor Team,

Attached you will please find comments on the Final Environmental Impact Statement for the West Davis Corridor, and the attachments to comments provided as a separate document for convenience. If you would please be so kind as to confirm receipt, I would greatly appreciate it. Thank you for the opportunity to submit comments relative to the Final Environmental Impact Statement for the West Davis Highway Corridor.

Ariel Calmes
Staff Attorney
Western Resource Advocates
150 South 600 East, Ste 2A
Salt Lake City, Utah 84102

www.WesternResourceAdvocates.org

Comment 318 (continued)



August 31, 2017

West Davis Corridor Team
466 North 900 West
Kaysville, UT 84037
westdavis@utah.gov

submitted via email only

Re: West Davis Freeway Final Environmental Impact Statement

Greetings West Davis Corridor Team,

Thank you for this opportunity to provide you with comments relative to the Final Environmental Impact Statement (FEIS) for the West Davis Highway (WDH). I make these comments on behalf of FRIENDS of Great Salt Lake, HEAL Utah, Utah Physicians for a Healthy Environment, Breathe Utah, League of Women Voters of Utah, Great Salt Lake Audubon, Western Wildlife Conservancy, Utah Native Plant Society (joining only those comments pertaining to native vegetation and their ecosystems), South Shore Wetlands and Wildlife Management, Inc., Utah Waterfowl Association, and Utahns for Better Transportation.

These organizations have members who reside in the State of Utah, including many members who live along the Wasatch Front and will be affected by decisions made about the proposed WDH. This transportation decision will affect the range of regional transportation options that these members will have well into the future and the quality of transportation services to which they will have access. This decision will also affect the quality of their air, in addition to the amount of open space, wetlands, wildlife habitat and other environmental amenities they will be able to enjoy. This decision will have a major impact on the health, individual and community economic welfare, and environmental quality that these members will experience. Because of this, the organizations and their members have a strong interest in ensuring that they and the public at large are fully and fairly informed about all reasonable alternatives to meeting the area's transportation needs, and about the environmental impacts of those alternatives.

Including certain wetlands parcels in the mitigation package

The Northpoint Parcels owned by Robert B. Swaner et al, parcel identifications 03-02-200-001-0000 (150.62 acres); 03-32-100-001-0000 (195.62 acres); 08-06-200-001-0000 (160.16 acre); 03-32-300-001-0000 (40 acres); 08-05-300-002-0000 (40 acres) ("Peninsula Property") as identified on Exhibit "I" attached hereto should be included in the mitigation package for the proposed WDH. These properties would improve the mitigation package by providing a buffer between the existing Great Salt Lake

Arizona	Colorado	Nevada	New Mexico	Utah
PO Box 64128	2260 Baseline Rd.	550 W. Musser Street	409 East Palace Ave.	150 South 600 East
Tucson, AZ 85728	Suite 200	Carson City, NV 89703	Suite 2AB	Suite 2AB
	Boulder, CO 80302		Santa Fe, NM 87501	Salt Lake City, UT 84102

Response
Number in
Section 1.0

1.14H

Comment 318 (continued)

Response
Number in
Section 1.0



Shorelands Preserve and the proposed roadway. Additionally, these parcels are utilized by nesting long-billed curlew, a sensitive species, as well as many species of shorebirds, waterfowl and many other species of wildlife. It is our understanding that the landowners are willing sellers, and therefore these parcels could be acquired as part of the proposed WDH mitigation package. Furthermore, we understand that the adjacent landowner (the North Point Duck Club) has expressed a desire and has the ability to partner in that acquisition and has the ability to not only maintain but enhance the wildlife habitat values in perpetuity, making the acquisition of these parcels uniquely positive for long-term conservation values and mitigation. Page 14-102 of the FEIS, Section "Overall Wildlife Impacts," addresses UDOT's proposed mitigation package. The last paragraph of the section includes language stating that "UDOT will consider further opportunities to acquire and preserve land for wildlife habitat and/or buffers to development throughout implementation of the project." This suggests that UDOT should consider acquisition of additional properties to benefit the mitigation package currently proposed. The Peninsula Property is an excellent candidate to meet this requirement as stated in the FEIS.

Designating the WDH as a scenic byway

1.2.2D

The WDH should be designated as a scenic byway because it will be located on the edge of the Great Salt Lake Shorelands Preserve (Preserve) owned and managed by The Nature Conservancy. Due to its close proximity to the Preserve, a scenic byway designation would attract visitors to the area, help protect the Preserve and the wildlife that rely on it, and preserve the natural beauty of the area that locals and visitors alike enjoy. Scenic byways have benefits for the communities around them as well, both by attracting visitors and tourist dollars, but also by investing in the community itself. Communities would benefit from the scenic byway designation because it would require WDH to be constructed and maintained to the highest of standards for both aesthetic qualities and for the benefit of the lives around it, which gives the surrounding communities a sense of both pride and value. Also, designating WDH as a scenic byway would allow UDOT to prohibit billboards and other forms of visual clutter from the roadway, thus preserving the scenic value of the Great Salt Lake ecosystem. Also, billboards are unattractive to human visitors and have the potential of being hazardous to wildlife. The communities near WDH deserve that added attention and respect that would come with a scenic byway designation.

No Trucks on WDH

1.2.2D

UDOT is proposing to allow trucks to service community needs within the corridor, theoretically reducing the amount of trucks that would be using WDH. However, there is a concern that allowing trucks to have access to WDH would open the door for future increased trucking potential. When Legacy Parkway was designated a parkway and a scenic byway, trucks were not allowed to use Legacy outside of unusual circumstances. The Settlement Agreement on Legacy sunsets in 2020 and the **No trucks** provision will no longer be a restriction. However,

2

Comment 318 (continued)

Response
Number in
Section 1.0



community groups will work to continue the truck ban on Legacy. Communities, including Farmington City and their representative within the planning department, within the WDH corridor are also opposed to allowing trucks on WDH. A truck ban on WDH would benefit the communities who are already going to suffer impacts from the construction of WDH. Those communities deserve the protection a trucking ban would provide to them. A truck ban would also enhance WDH's designation as a scenic byway, as well as lessen the effects of WDH on the three schools located near WDH: Canyon Creek Elementary in Farmington, located 500 feet from the WDH; Kay's Creek Elementary in Kaysville, located 300 feet from WDH; and the Syracuse Arts Academy, located 150 feet from WDH. For further information on this issue, please see the air quality comments in this correspondence.

Native Vegetation and their Ecosystems (comments joined by the Utah Native Plant Society)

The FEIS native plant modeling and surveys have fatal flaws which prevent it from providing adequate data, which in turn prevents the FEIS from accurately determining environmental impacts to native vegetation and their ecosystems. Those flaws include:

1.14I

(a) Failing to fully disclose what plant species were identified in surveys;
(b) Failing to properly survey the same areas at different times of the year (all surveys were done in early June), and by failing to survey in April-May for Carex and other earlier flowering plants such as Sedges, Rushes, and Spikerushes;
(c) Surveys would seem to indicate a lack of competent surveyors in view of some of the more obvious errors, including: only including the 5 or 6 most dominant plants in the area in the surveys, misidentifying plants as "Ranunculus alismifolius" which is a high elevation only (although it is impossible to know what plant species this actually refers to, but it may be Ranunculus cymbalaria);

1.14I

(d) Survey assumptions that *Spiranthes diluvialis* doesn't occur in Davis Co. when it very likely does occur there, just as it occurs in Utah, Salt Lake, Weber and Cache Counties. This is a species that is difficult to survey and survey work has to occur in late July to mid-August. The species also doesn't always come up in the same place each year so multi-year surveys would be required in any freshwater marsh that might be impacted. *Spiranthes diluvialis* is a federally listed species under the Endangered Species Act. More background information on the species may be found at http://www.utahrareplants.org/pdf/Spiranthes_diluvialis.pdf, which is attached here as Exhibit "2";

1.14I

(e) Failing to recognize the increased eutrophication and pollution and lowered water quality generally in what few ponds and marshes are left at a time when low water levels in Great Salt Lake and wetlands has already become a major ecosystem and human health issue;

1.14G

(f) Construction and disturbance will exacerbate invasive weed problems, including the pervasively invasive Phragmites; and,

3

Comment 318 (continued)

Response
Number in
Section 1.0

1.14H

1.11.2A

(g) The mitigation plan does not adequately address vegetation needs, and fails to specifically identify important native plants that should be used in mitigation.

Air Quality: Seeking better alternatives near schools

The road as currently designed will negatively impact three elementary schools: Canyon Creek Elementary in Farmington, located 500 feet from the WDH; Kay's Creek Elementary in Kaysville, located 300 feet from WDH; and the Syracuse Arts Academy, located 150 feet from WDH. Research shows that any highway closer than 500 feet to a school creates a substantial risk to school children from increased air pollution, especially from diesel truck emissions. Reduced lung capacity and increased asthma in children were reported in multiple freeway/school studies.¹ UDOT should include air filters and air monitors in all affected schools, and should also consider any and all opportunities to place WDH further from the Syracuse Arts Academy and Kay's Creek Elementary, if possible to do so without harming the Great Salt Lake ecosystem. Additionally, not allowing heavy trucks, as already mentioned in these comments, would decrease the risk to school children from increased emissions, and the WDH's close location to three schools further supports banning diesel trucks from WDH in order to decrease the substantial risk to children attending schools closer than 500 feet to a highway.

Utahns for Better Transportation (UBET) has joined WRA's comments in this letter, but also wishes to submit its own feedback regarding the WDH. UBET's comment are attached hereto as Exhibit "3," the Shared Solution Model is attached hereto as Exhibit "4," and previous correspondence from UBET pertinent to the FEIS is attached hereto as Exhibit "5."

Thank you again for the opportunity to submit comments relative to the Final Environmental Impact Statement (FEIS) for the West Davis Highway (WDH).

Very Truly Yours,

/s/ Ariel C. Calmes

Ariel C. Calmes

Staff Attorney

Western Resource Advocates

¹ James Gauderman, "Effect of exposure to traffic on lung development from 10-18 years of age," *The Lancet*, 26 January 2007; Arden Pope, "Health Effects of fine particulate air pollution," *Journal of Air and Waste Management Association*, 29 February 2012.

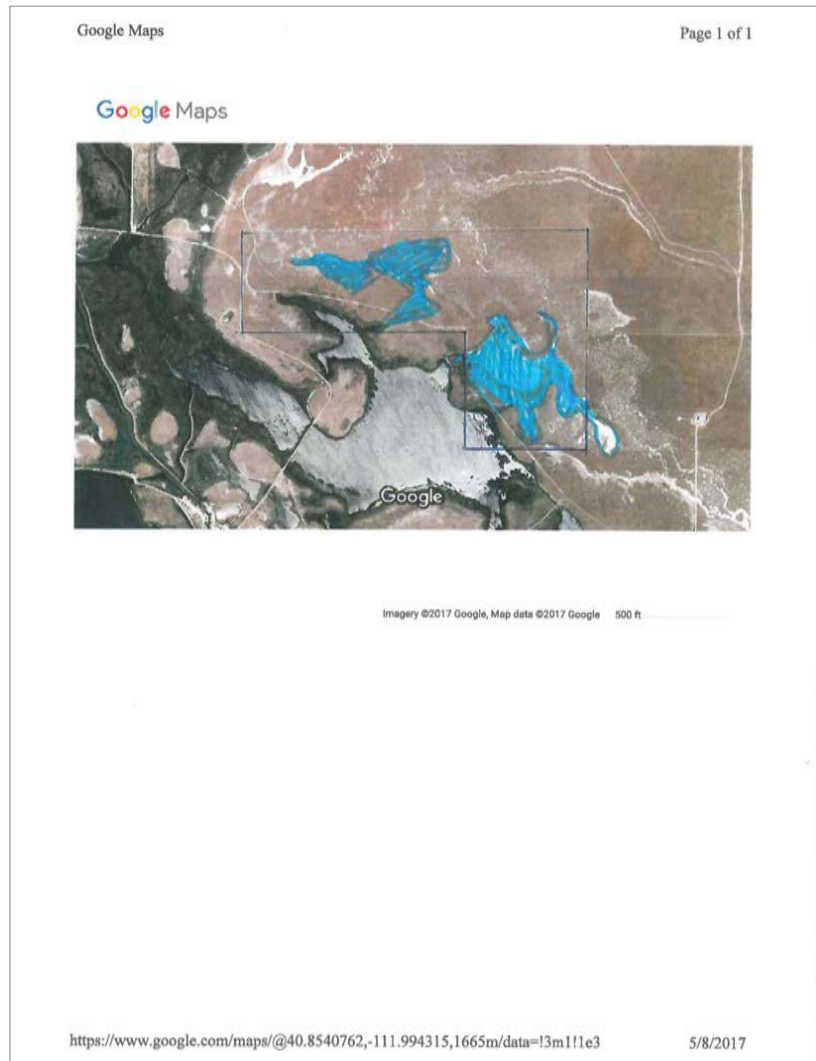
Comment 318 (continued)

Response
Number in
Section 1.0

EXHIBIT 1

Comment 318 (continued)

Response
Number in
Section 1.0



Comment 318 (continued)

Response
Number in
Section 1.0



Northpoint Parcels	
Owned by Robert B. Swaner Company Et Al.	
03-02-200-001-0000	150.62 Acres
03-32-100-001-0000	195.62 Acres
08-06-200-001-0000	160.16 Acres
03-32-300-001-0000	40 Acres
08-05-300-002-0000	40 Acres

Comment 318 (continued)

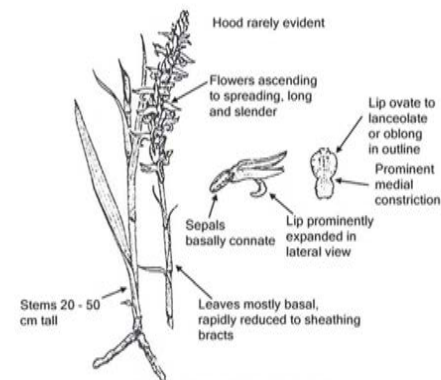
Response
Number in
Section 1.0



EXHIBIT 2

Comment 318 (continued)

Response
Number in
Section 1.0



SPIRANTHUS DILUVIALIS

Scientific name: *Spiranthus diluvialis* Shev.
(common name) Ute lady's tresses

Family: Orchidaceae (Orchid family)

Synonyms:

S. romanzoffiana var. *diluvialis* (Sheviak) Welsh

Global Distribution:

Cache, Daggett, Duchesne, Garfield, Salt Lake, Tooele, Uintah, Utah, Wasatch, Wayne, and Weber counties, Utah; also in Colorado, Idaho, Montana, Nebraska, Nevada, Washington, and Wyoming; Canada (British Columbia)

Land Ownership:

Ute Tribal Lands, BLM - Grand Staircase-Escalante NM, Vernal Field Office, NPS - Capitol Reef NP and Dinosaur NM, FS - Uinta NF, State Lands, and private.

Habitat:

Wet meadows, stream banks, abandoned oxbow meanders, marshes, and raised bogs at elevations in Utah from 4,300 to 5,500 (7,000) feet, July - early October.

Comments:

Similar to *S. romanzoffiana*, but this species differs in the short flowers that are broad at the base and strongly ascending and growing at lower elevations with spikes less tightly clustered and freer petals. The sepals of *S. diluvialis* are connate toward the base and the united petals form a hood above the lip. The reflexed apex of the lip is exposed in lateral view.

Comment 318 (continued)

Response
Number in
Section 1.0

Spiranthes diluvialis



Habitat (J. Coyner)



Habitat (A. Frates)



Closeups (A. Frates)



Species Distribution

Comment 318 (continued)

Response
Number in
Section 1.0

*The remainder of comment 318
duplicates comment 281 on page 263.
Please see the responses to that comment.*

Comment 319

Response
Number in
Section 1.0



1.31D
1.2.6B

Comment #: 319

Date: 8/31/2017

Source: Email

Name: Ron and Anne Davenport

Location: Kaysville

Comments:

As a home owner in Quail Crossing, off Shephard Lane, I wish to than UDOT and Federal Hiways for making the correct decision, for choosing PEOPLE over wetlands (even though in the end the wetland impacts were about the same) and for not destroying our neighborhood.

Anne Davenport

Kaysville UT 84027

Comment 320

Response
Number in
Section 1.0



1.5C
1.2.2D
1.12E
1.2.4.4G
1.10G

Comment #: 320

Date: 8/31/2017

Source: Email

Name: Emily Jensen

Location: Farmington

Comments:

As a family who lives at 1150 South Farmington and will be directly affected by the noise and light pollution by the WDC, please, as per the UDOT safety requirements, install a retaining wall/concrete safety barrier to reduce noise pollution. Install the quieter roads and please install night lights. Designate it to be a scenic byway (especially since you are going through wetlands). And keep the frontage road at least as large as it is now. We use the frontage road to go to and from school on our bikes and need the sidewalks kept and utilized. The sidewalks must be available for those who go from Centerville to the Skate Park.

Thank you,
Emily Jensen

Comment 321

Response
Number in
Section 1.0



Comment #: 321

Date: 8/31/2017

Source: Email

Name: Melvin Richardson

Location: Farmington

Comments:

To Whom It May Concern:

I am very concerned about the impact of the West Davis Freeway to my small neighborhood in South Farmington. I live just a block away from the proposed Glover Lane flyover. We will be seriously impacted by this freeway with a significant impact to home values and quality of life.

Please help make this more palatable to me and my neighborhood. We derive no benefit whatsoever from this project, with no access to these freeways being included for our use. We take a huge hit from this construction. Please consider the following:

-Please install concrete safety barriers to the ramp, as this will help with noise pollution.

-Please use noise-reducing pavement.

-Please do not allow night-time pile driving.

-Please minimize disruption of use of the Frontage Road.

-Please install dark sky lighting to minimize light pollution.

-Please lower speed limits on the WDF to help with noise pollution.

Thank you for your consideration of these measures to minimize at least a little bit the significant burden being placed on our neighborhood.

Thanks, Melvin Richardson

[Redacted Signature]

1.5C
1.2.2D
1.20B
1.7B
1.2.2D

Comment 322

Response
Number in
Section 1.0



Comment #: 322

Date: 8/31/2017

Source: Email

Name: Ann Evans

Location: Farmington

Comments:

To Whom it May Concern,

As a Farmington resident I have concerns regarding the West Davis Corridor it's placement and design. As the final design is being completed I would hope that you will consider the following issues:

-At the Glover Lane flyover there needs to be accommodations to reduce noise and light pollution that will affect the surrounding neighborhoods.

-UDOT needs to use noise reducing pavement on the flyover as well as on the roadway to mitigate sound.

-A sound wall should be placed between the freeway and the frontage road.

-They also need to make sure that safety barriers are used to keep cars on the freeway, these may also help with some sound mitigation.

-Lighting should be dark sky lighting that only lights the freeway and doesn't put unnecessary light into the neighborhood.

-The frontage road that is being shifted needs to remain open during construction so that it is accessible to residents.

-West Davis Corridor should have reduced speeds similar to Legacy Parkway.

-Being as close as it is to the Farmington Bay area it should be designated as a scenic byway.

-Parks and trails that are being taken out to accommodate the freeway should be rebuilt or moved so that Farmington residents can still utilize these areas.

Thank You,

Ann Evans

[Redacted Signature]

1.2.2D
1.2.2D
1.12E
1.5C
1.2.2D
1.7B
1.2.2D
1.10G

Comment 323

Response
Number in
Section 1.0



1.11.2A

Comment #: 323

Date: 8/31/2017

Source: Email

Name: Elisha Peterson

Location: Kaysville

Comments:

----- Forwarded message -----

From: elisha peterson <[REDACTED]>

Date: Wed, Aug 30, 2017 at 5:58 PM

Subject: Highway proximity associated with cardiovascular disease risk: the influence of individual-level confounders and exposure misclassification

To: Elisha Peterson <[REDACTED]>

This is prove highways should not be this close to humans studies show within 1500 feet can cause harm. We will be less then 600 feet if we are working or playing our yards open to the harmful ultrafine poisons. The studies show that these ultrafine particles can cause serious cardiovascular problems including stroke and heart attacks and the larger particles that can cause Lung problems and cancer. What protection will you offer us? What are our rights. This can be life threatening! They say a wall and distance can be a big solution. This is of serious nature. I understand the fed protects the wetlands. What about human life, aren't we apart of the environment? The most important thing to me is the Health safety of My family and my community and yes my environment. I don't see any reason that we can come to a compromise that will for the most part keep everyone out of harms way. I plan on sharing this with everyone I know.

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3907023/>

Sent from my iPhone

Comment 324

Response
Number in
Section 1.0



Comment #: 324

Date: 8/31/2017

Source: Email

Name: Marcelle Shoop

Location:

Comments:

<See the attachment on the next pages, titled 00324_NationalAudubonSociety_8-31-17>

West Davis Corridor Team:

On behalf of National Audubon Society and Great Salt Lake Audubon, I am submitting the attached comments concerning the West Davis Corridor Final Environmental Impact Statement and Section 4(f) Evaluation dated June 2017.

A receipt confirmation would be greatly appreciated.

Thank you, Marcelle Shoop

Marcelle Shoop
Director, Saline Lakes Program
National Audubon Society

Comment 324 (continued)

Response
Number in
Section 1.0

1.14A



August 31, 2017

West Davis Corridor Study Team
466 North 900 West
Kaysville, UT 84037

Via Email to westdavis@utah.gov

Re: West Davis Corridor Final Environmental Impact Statement and Section 4(f) Evaluation dated June 2017

National Audubon Society appreciates the opportunity to submit comments on the Final Environmental Impact Statement and Section 4(f) Evaluation (FEIS) for the West Davis Corridor - Highway project (WDC or highway) planned for Davis and Weber counties in Utah. We are also joined in these comments by the Great Salt Lake Audubon local chapter.

National Audubon is dedicated to protecting birds, other wildlife, and the habitat and water resources that support them. National Audubon's Western water initiative includes a focus on saline lakes in the West and seeks to advance balanced solutions to water use to ensure birds, ecosystems, people and the economies that rely on water resources can thrive. The riparian habitats along rivers and the saline lakes and their associated wetlands, including Great Salt Lake, provide important habitat for millions of birds. In the arid West, the decline of water resources presents a threat to birds that rely on the habitats and to people who also rely on these water resources.

For more than twenty years, National Audubon has owned and managed the Edward L. and Charles F. Gillmor Sanctuary on the southern shore of Great Salt Lake. The Sanctuary is part of the South Shore Preserve that includes property owned by and managed in partnership with the Utah Reclamation Mitigation Conservation Commission (URMCC) and these properties are managed to provide essential shorebird habitat.

Great Salt Lake Audubon, established in 1912 is the oldest conservation organization in Utah. It is dedicated to protecting, enhancing and maintaining healthy habitats for birds, wildlife, plants and people.

National Audubon Society and Great Salt Lake Audubon each have members who reside, live, work, and/or recreate along the Wasatch Front area of the proposed WDC highway and who will be affected by this transportation decision. Many of these members engage in birding activities and scientific bird surveys around the Lake. They also support conservation, education and community efforts focused on Great Salt Lake and surrounding ecosystem.

The global, hemispheric, and regional significance of Great Salt Lake and its surrounding ecosystem cannot be understated. As the largest saline lake in the Western Hemisphere, Great Salt Lake and the surrounding complex of uplands and wetlands including marsh, playa and mudflats, provide important habitat for 7.5 – 10 million birds, and 250-300 species, including 5 million shorebirds and other waterbirds and waterfowl.

Comment 324 (continued)

Response
Number in
Section 1.0

1.14A

1.14A

National Audubon Society
Comments on June 2017 WDC FEIS
August 31, 2017

As recognized in the WDC FEIS, Great Salt Lake: "*Birds of regional, national, and international importance are drawn to its 15,000 square miles of water environment, remote islands, shoreline and 400,000 acres of wetlands.*"¹ Great Salt Lake is an important site within the Western Hemisphere Shorebird Network. The Lake also sustains five Global Important Bird Areas (IBAs); supports the world's largest breeding populations of California Gull, Western Snowy Plover, and White-faced Ibis; and is the largest fall staging area for Wilson's Phalarope² and for Eared Grebe (per recent information).³

The construction and establishment of the proposed West Davis highway, along with the development it will facilitate and accelerate, will cause lasting impacts and changes to this critical ecosystem and on the surrounding communities. Consequently, it is extremely important that the Federal Highway Administration (FHWA) and the project proponent, Utah Department of Transportation (UDOT) ensure that any decision to move forward with the project is based on a sound assessment of the direct, indirect and cumulative impacts of the project, and that adequate and effective mitigation measures are implemented to address those impacts.

While we appreciate that additional mitigation measures have been proposed, given the significance and importance of the Great Salt Lake ecosystem, we believe there are additional measures that could be incorporated into UDOT's mitigation plans to ensure that impacts are adequately addressed. To do so is consistent with the Federal Highway Act Section 109(h) requirements to ensure that the project is in the "best overall public interest."

The attached document provides further explanation concerning additional mitigation measures we urge UDOT and FHWA to consider and incorporate into the final Record of Decision.

Sincerely,

/s/ Marcelle Shoop

Marcelle Shoop
Director, Saline Lakes Program
National Audubon Society

Enclosure: Comments

cc:

Heather Dove, President, Great Salt Lake Audubon
Deborah Drain, Conservation Chair, Great Salt Lake Audubon

¹ WDC FEIS Chapter 14, Ecosystem Resources, Section 14.2.2, at 14-11.

² Wilsey, C.B., L. Taylor, N. Michel, and K. Stockdale. 2017. Water and Birds in the Arid West: Habitats in Decline. National Audubon Society, New York, New York, USA (Water and Birds in the Arid West).

³ High count for eared grebes at Great Salt Lake was 4.7 million, per Neill, J., Leite, B., Gonzales, J., Sanchez, K. & Luft, J. T. 2015 *Great Salt Lake Eared Grebe aerial photo survey*. (Utah Division of Wildlife Resources, unpublished report, 2016), as referenced in Water and Birds in the Arid West, National Audubon Society 2017.

Comment 324 (continued)

Response
Number in
Section 1.0

1.2.2M

National Audubon Society
Comments on June 2017 WDC FEIS
August 31, 2017

Shared Solution Alternative

We recognize that UDOT and many other stakeholders invested extensive time and effort to investigate the Shared Solution Alternative – an alternative supported by many. It is disappointing that the alternative was not included in the FEIS, and there are still questions concerning the modeling results that caused the alternative to be eliminated from further consideration.

Consequently, it is vital that any final approval for the WDC highway include sufficient mitigation measures to address environmental and community impacts that otherwise would have been avoided or lessened under the Shared Solution.

Ecosystem Impact Assessment and Mitigation

We appreciate that UDOT has proposed a compensatory mitigation package of approximately 1,111 acres⁴ (~791 mitigation acres to The Nature Conservancy and URMCC and ~320 mitigation acres to Utah Division of Wildlife Resources) to address impacts to the Great Salt Lake Shoreland Preserve (Shoreland Preserve), as well as to address other wetland and wildlife impacts.⁵ The Shoreland Preserve provides important protected habitat for birds and we fully support efforts to ensure that all direct, indirect, and cumulative impacts to the Preserve and wildlife that rely on it are adequately mitigated. Additionally, we support inclusion of the mitigation property bordering Farmington Bay WMA.

We recognize that precisely quantifying indirect or cumulative impacts to birds, wildlife, habitat and other resources, along with quantifying appropriate mitigation has its challenges. The FEIS nonetheless recognizes that such impacts could occur and evaluated four buffer zones at distances up to 3,900 feet from the right-of-way where potential impacts could occur based on scientific literature and studies.⁶ For example, the FEIS noted that:

"The study stated that the well-known direct effects of roads on birds include habitat loss and fragmentation, vehicle-caused mortality, pollution, and poisoning. Nevertheless, indirect effects might exert a greater influence on bird populations. These effects include noise, artificial light, barriers to movement, and edges associated with roads. Of the many effects of roads, it appears that road mortality and traffic noise might have the most substantial effects on birds relative to other effects and taxonomic groups (Kociolek and others 2011).

*As shown in Table 14-13, the distances at which roads affect wildlife vary between studies and range from 75 to 1,200 meters (82 to 1,312 yards) for birds and up to 5 kilometers (3.1 miles) for some mammal species."*⁷

⁴ We understand that, subject to changes resulting from mitigation requirements for UDOT's Clean Water Act 404(b) permit application, UDOT is contemplating that 306 acres would address direct and indirect effects to wetlands and the remaining portion of the mitigation acreage (~805 acres) is to provide mitigation for direct and indirect impacts to the Great Salt Lake Shoreland Preserve and wildlife habitat. WDC FEIS Chapter 14, Ecosystem, Section 14.4.7.2 at 14-106; Chapter 26 at 26-22.

⁵ See, Chapter 26, Mitigation, Section 26.13.1, at 26-18, 26-22.

⁶ Chapter 14, Ecosystem Resources, Section 14.4.3.9 at 14-64-66; see also Table 14-13.

⁷ Id., at 14-65.

Comment 324 (continued)

Response
Number in
Section 1.0

1.14H

1.14E

National Audubon Society
Comments on June 2017 WDC FEIS
August 31, 2017

The FEIS also explains that noise levels in the 0-300-foot buffer zone "should have noise levels above the 50-dBA threshold for interfering with avian communication."⁸ While the 400-800-foot buffer "could still be within the threshold of audible interference to some avian communication, which is about 50 dBA. ..." ⁹ These two buffer zones include more than 1600 acres associated with the Preferred Alternative (i.e., 0-300 feet – 607.2 acres; 300-800 feet 1,032.4 acres), of which, nearly 1400 acres are high and medium quality.¹⁰

The FEIS also found that all the alternatives would increase fragmentation and pressures on additional habitat parcels that are less fragmented. Existing wildlife habitat patches would be fragmented at a finer scale, and the number of larger habitat patches would be reduced, particularly in upland habitats.¹¹ Although some of the proposed mitigation could help minimize the fragmentation effect (e.g., acreage adjacent to the Shoreland Preserve), protection of additional habitat acreage would help to further mitigate impacts resulting from habitat fragmentation.

Despite having recognized indirect impacts to important functional habitat in the buffer zones up to 3,900 feet, the proposed mitigation and compensatory acreage appears to largely address impacts in the 0-300-foot zone. Given the direct, indirect, and cumulative impacts to birds, wildlife and habitat associated with the proposed WDC highway, including noise, increasing habitat fragmentation, potential for intensifying invasive vegetation, and potential hydrologic impacts, we urge UDOT to consider additional compensatory mitigation for indirect impacts through the 3,900-foot zone.¹²

Additional mitigation properties to be considered include any small undesignated parcels situated between the proposed right-of-way and the Shoreland Preserve boundary, as well as other important and habitat in the Great Salt Lake ecosystem.¹³

Resourcing and Endowments to Ensure Long-Term Management of Mitigation Sites

It is critical that the final mitigation package includes adequate financial resources for long-term management to ensure the planned benefits of mitigation can be achieved and maintained. This includes adequate financial endowments, as well as sufficient water rights and water resources, particularly to implement the wetlands mitigation.

⁸ Id.

⁹ Chapter 14, Ecosystem Resources, Section 14.4.1, at 14-36.

¹⁰ Supra, at n. 5.

¹¹ WDC FEIS Chapter 14, Ecosystem Resources, Section 14.4.3 at 14-42.

¹² The FEIS indicates that "UDOT will consider further opportunities to acquire and preserve land for wildlife habitat and/or buffers to development throughout implementation of the project. These opportunities would be based on working with willing land owners and could include using surplus properties, land exchanges, or other measures. UDOT would coordinate with USFWS and UDWR on these efforts." WDC FEIS, Chapter 26, Section 26.13.1 at 26-18.

¹³ For example, additional mitigation options include acquisition and protection of certain Northpoint parcels owned by Robert B. Swanner, et al, in the "Peninsula" area of Farmington Bay. We understand that UDOT is aware of these specific parcels, that include both wetlands and uplands habitat that are very valuable for migratory birds and wildlife.

Comment 324 (continued)

Response
Number in
Section 1.0



1.2.2D

1.14C

1.2.2F

1.2.2D

National Audubon Society
Comments on June 2017 WDC FEIS
August 31, 2017

Scenic Byway / Parkway Status

Designating the WDC as a Scenic Byway, along with imposing restrictions on heavy truck traffic and a 55 mph speed limit, as was done for Legacy Parkway, could benefit the surrounding communities and also help lessen adverse impacts associated with the highway. Such a designation also would allow billboards to be prohibited.

Addressing Noise Impacts to Birds and Wildlife – Heavy Trucks (semi-trailer)

Chapter 14 of the FEIS, Ecosystem Resources, continues to place significant reliance on the 2011 Legacy Avian Noise Research Program (LANRP) that was undertaken for the Legacy parkway project.¹⁴ The FEIS assumes that noise levels for the WDC highway would be similar to those recorded for Legacy Parkway through the LANRP,¹⁵ even though Legacy Parkway, a Scenic Byway, is subject to a 55 mph speed limit and does not allow heavy truck traffic. Yet the anticipated WDC speed limit is 65 mph with no prohibition on heavy truck usage.

If the WD highway could be subject to both the 55 mph speed limit and heavy truck traffic restriction, such as those placed on the Legacy Parkway, it might be more appropriate to make the comparison with the LANRP.

It has been suggested that little truck traffic is anticipated on WDC because it does not connect to I-15 at both ends.¹⁶ However, the “WDC Preservation” project is intended to preserve 14.8 miles of corridor between 4000 South in Davis County and I-15 North, suggesting that a northerly WDC connection to I-15 is anticipated at a future point in time, with the potential for increased heavy truck traffic.¹⁷ The future potential for larger volumes of heavy truck traffic was not considered in the cumulative effects analysis (though arguably, it is reasonably foreseeable and should have been assessed).

We urge UDOT to reconsider its decision on trucks. By incorporating restrictions on heavy / semi-truck traffic on WDC at this stage, impacts from noise or potential hazardous materials spills could be reduced now.

¹⁴ Many concerns about the LANRP were raised in comments on the Draft EIS. See, Review of the “Legacy Avian Noise Research Program: Final Report,” John F. Cavitt, Ph.D., July 1, 2013, attached to DEIS comments submitted by The Nature Conservancy dated September 6, 2013.

¹⁵ Chapter 14, Ecosystem Resources, Section 14.4.1, at 14-35.

¹⁶ According to the WDC FEIS, “The WDC would not be a through highway like I-15, which carries about 15% truck traffic. Because the WDC would serve the local community, the only truck traffic would be associated with local deliveries, farming, and commercial business. Overall, truck traffic on the WDC would be 8% of the total traffic.” WDC FEIS Chapter 2, Alternatives, Section 2.3.8.2 at 2-45.

¹⁷ See, 2015-2040 Wasatch Front Regional Transportation Plan, West Davis Corridor – “At this time, the 2015-2040 RTP recommends corridor preservation along the corridor identified in the 2009 Weber County North Legacy Study,” at 228. See also, RTP Table 7-4, 2015-2040 Highway Project List, ID# W-19 - West Weber Corridor I-15 (North) to 4000 South, Corridor Preservation, at 121. See also, WFRTP Interactive Map: <http://wfrtpgis.maps.arcgis.com/apps/Viewer/index.html?appid=658e9a3ba2c75684a7af2b9726ae7b28>

Comment 324 (continued)

Response
Number in
Section 1.0



1.2.2D

1.2.2F

1.14C

National Audubon Society
Comments on June 2017 WDC FEIS
August 31, 2017

In the event the final decision does not prescribe a 55 mph speed limit for *all* traffic or does not restrict heavy truck traffic on WDC, we ask UDOT to include two additional mitigation measures.

- First, we ask that UDOT consider establishing a 55 mph speed limit for heavy trucks (as is the case on some highways).
- Second, we ask UDOT to confirm that any future extension of WD highway to I-15 will fully assess the traffic and noise impacts on the entire length of the WD highway. Such an assessment should occur pursuant to NEPA. However, formalizing this commitment now as part of the WDC mitigation measures can help ensure that the potential for additional future impacts from increased traffic, including increased heavy truck traffic, along the full length of the WDC alignment will not be overlooked on any future extension project.

Impacts from Traffic Noise and Increased Speed Limits – Additional Mitigation Measures

The FEIS indicates that the “speed limit on the WDC would be 65 mph.”¹⁸ However, the “[r]oadway designs for the WDC are based on a design speed of 70 miles per hour . . . [and] The posted speed limits would be lower than the design speed.”¹⁹ The noise impact studies for human population were based on a speed of 65 mph.²⁰ The avian noise impact assessment was based on the LANRP, and thus, the Legacy Highway posted speed limit of 55 mph. (The FEIS also described an additional step taken to try to verify the LANRP using the Traffic Noise Model v. 2.5 that we understand was based on 65 mph (or at most 67 mph in 2040).)²¹

Within the last few years, many posted speed limits on major highways in Utah have been raised to 70, 75, or 80 mph pursuant to UDOT procedure 06C-25 (rev. Mar. 19, 2015),²² which allows the “Department to establish speed limits on state highways on the basis of an engineering and traffic investigation . . .” subject to state law that primarily focuses on safety and design.²³ The procedure indicates that UDOT intends to “review every speed limit every five years” and that the “posted speed limit is based on the 85th percentile speed giving consideration to” a set of six criteria largely focused on road design, safety, culture and nearby development – but not environmental impacts.²⁴

¹⁸ WDC FEIS Chapter 2, Alternatives, Section 2.3.8.2 at 2-45. Another section of Chapter 2 states that “The WDC would likely have a posted speed limit of 65 mph.” Section 2.5.4 at 2-69.

¹⁹ *Id.*, Section 2.3.4 at 2-40.

²⁰ WDC FEIS Chapter 12, Noise states that “On the mainline, WDC traffic was modeled using an LOS C volume of 1,600 vehicles per hour per lane (vphpl) operating at a free-flow speed of 65 miles per hour (mph).” *Id.* Section 12.4.1 at 12-9. The FEIS also states that “As previously described in Section 12.4.1, Methodology, it is important to note that these noise levels are based on an LOS C volume of 1,600 vphpl operating at a free-flow speed of 65 mph. See also, 12-12.

²¹ Chapter 14, Ecosystem Resources, Section 14.4.1, at 14-35- 14-36.

²² See, <https://www.udot.utah.gov/main/uconowner.gt?n=10468406714475616>, last accessed August 2017.

²³ UTCA Sections 41-6A-601 – 41-6A-602.

²⁴ Procedure 06C-25 also provides that: “A temporary TEO may be generated for a speed limit that matches the design speed when a new roadway is constructed and a speed limit is established based on the design speed. A follow up study should be done when the project is complete to determine whether the speed limit based on the design speed should be changed so that it is based on the 85th percentile speed considering the six factors described above.”

Comment 324 (continued)

Response
Number in
Section 1.0



1.2.2D

1.14J

National Audubon Society
Comments on June 2017 WDC FEIS
August 31, 2017

Given the procedural ease with which speed limits can be raised under UDOT procedure 06C-25, it is not entirely clear whether UDOT plans to undertake a supplemental NEPA review if there were a proposal to increase the speed limit on WDC at a future point in time. Yet, basing an approval for the WDC highway project on an FEIS that assesses impacts at 65 mph or less, without also accounting for the potential that speeds could be increased pursuant UDOT procedure 06C-25, raises questions about the adequacy of the impacts assessment.

Therefore we ask UDOT to include a commitment not to raise the speed limit on WDC beyond 65 mph, thereby avoiding increased, but unmitigated impacts.

If UDOT is unwilling commit to a speed limit of 65 mph or less, at a minimum, we ask that it either:

- Reassess impacts at this time, based on potential future speed scenarios; engage in appropriate community and stakeholder consultation concerning the higher speeds; and incorporate additional habitat mitigation measures at this time; or
- Include a commitment that no future increases in the speed limit would be pursued without further impact assessment, broad community and stakeholder consultation, and implementation of additional mitigation to address adverse effects resulting from increased speeds on the WDC highway.

Monitoring and Addressing Hydrologic Impacts – Additional Commitments

The Aquatic Delineation Report, Technical Memorandum 33, states that: "Many of the wetlands and other WOUS in the survey area are hydrologically connected to the Great Salt Lake. The Great Salt Lake, groundwater discharge areas, streams, canals, and flood irrigation influence the groundwater levels in the survey area. The survey area and adjacent land generally drains south and/or west toward the lake."

"Although UDOT would implement measures to minimize water quality and hydrologic impacts to wetlands adjacent to the highway, there is a potential for some indirect impacts including reduced water quality and changes in hydrology." Page 14-95

UDOT has proposed to "conduct pre- and post-construction monitoring of the upper aquifer to better understand how the WDC could change subsurface water flows under the highway."²⁵ However, there is no mention of steps that will be taken if adverse impacts are identified. Any impacts that result in reduced water flows to the Great Salt Lake ecosystem are of concern – particularly as the Lake and surrounding wetlands are already experiencing adverse effects from low water levels.

We ask that UDOT also include a commitment to identify and undertake further appropriate mitigation measures, should those groundwater studies show the highway is adversely impacting groundwater flows and hydrology.

²⁵ WDC FEIS Chapter 26, Mitigation, Section 26.12.2 at 26-15.

Comment 324 (continued)

Response
Number in
Section 1.0



1.14J

1.14J

National Audubon Society
Comments on June 2017 WDC FEIS
August 31, 2017

UDOT proposes to address potential effects on surface water hydrology and water quality through several means, including: stormwater detention basins, vegetated filter strips and structures such as pipes, culverts, or bridges that "would allow the conveyance and hydrologic connection of all surface waters crossed by the WDC."

The FEIS also states that: "Culverts would be designed and constructed at channelized drainages to maintain surface flow, thereby maintaining hydrology in open-water areas, areas abutting riparian wetlands, and hydrologically connected adjacent wetlands. During the final design phase of the project, UDOT will conduct additional evaluation of the hydrologic connection of wetlands to minimize impacts to hydrologic connection features comparable to the existing hydrologic conditions."²⁶

Again, because we are concerned about hydrologic disturbances that could reduce or negatively affect flows toward the Great Salt Lake ecosystem, we support and encourage additional evaluations of hydrologic effects not only during the design phase, but also for a period post-construction. We also ask UDOT to include a commitment to undertake appropriate mitigation measures should the results of post-construction monitoring show adverse impacts.

²⁶ Id., at Section 26.23.2 at 26-22 – 26-23.

Comment 325

Response
Number in
Section 1.0

Comment #: 325

Date: 8/31/2017

Source: Email

Name: Jonathan Parry

Location:

Comments:

<See attachment on next pages, titled 00325_WBWCD_8-31-17>

To whom it may concern,

Please find attached Weber Basin Water Conservancy District's and the Bureau of Reclamation's comments regarding the West Davis Corridor Final EIS.

Regards,

Jonathan Parry, P.E.
Engineering Department Manager
Weber Basin Water Conservancy District
2837 East Highway 193
Layton, Utah 84040

Response
Number in
Section 1.0

Comment 325 (continued)



WEBER BASIN WATER CONSERVANCY DISTRICT

2837 East Highway 193 • Layton, Utah 84040 • Phone (801) 771-1677 • (SLC) 359-4494 • Fax (801) 544-0103

Tago I. Flint
General Manager/CEO

August 31, 2017

Board of Trustees:

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Summit County

Dee Alan Waldron
Morgan County

West Davis Corridor
466 North 900 West
Kaysville, UT 84037
westdavis corridor@utah.gov


**RE: Weber Basin Water Conservancy District and Bureau of Reclamation
Comments Regarding the West Davis Corridor Final**

To Whom It May Concern:

Weber Basin Water Conservancy District (WBWCD), in collaboration with the Bureau of Reclamation (BOR), is providing the attached comments regarding the West Davis Corridor Final EIS in accordance with your request and documented comment period.

We appreciate your time in this matter. Please keep WBWCD and the BOR in contact as the project continues to progress. Feel free to contact us if you have any questions or concerns.

Sincerely,



Mark D. Anderson, PE
Assistant General Manager

MDA/JP/dh

Enclosures: Comments (4 Pages)

E-4

Comment 325 (continued)

Response
Number in
Section 1.0

1.5P

West Davis Corridor Comments

Impacts to Pressurized Irrigation System

- The District currently provides secondary water to parcels 08-080-0086 (Stathis, John), 08-080-0081 (Peay, Carla Pack & Curtis T), 08-080-0085 (Pack, Bradley D – Trustee), 08-521-0201 (Pack, Bradley D – Trustee), 08-521-0202 (Alkair LLC), 08-477-0010 (Farmington Bay Warehouse Condominiums), 08-464-0001 (Farmington Bay Enterprises LLC) and 08-521-0202 (Pack, Bradley D – Trustee). The first parcel as well as parcels five through eight are south of the proposed interchange between the Preferred West Davis Corridor Alignment and Legacy/I-15 (southern extent of the project) the second, third and fourth parcels straddle both sides of this same alignment. Existing lines impacted as a result of the construction of this interchange will need to be reestablished in order to maintain these services. Any impacts to water deliveries between April 15 and October 15 will need to be discussed with both the District and the owners of said parcels in order to determine acceptable impacts. These same conversations will need to occur regarding the locations of the reestablishment of service connections. These services will need to be reestablished utilizing the District's most current specifications and details.
- The District operates a 12-inch pipeline located in 1100 W north of Glovers Lane. Existing lines impacted as a result of the construction of this roadway will need to be reestablished in order to maintain existing services. Any impacts to water deliveries between April 15 and October 15 will need to be discussed with both the District and the owners of said parcels in order to determine acceptable impacts. These same conversations will need to occur regarding the locations of the reestablishment of service connections. These services will need to be reestablished utilizing the District's most current specifications and details.
- The District operates a 4-inch pipeline located in Shirely Ray Dr in Farmington, Utah. Existing lines impacted as a result of the construction of this roadway will need to be reestablished in order to maintain existing services. Any impacts to water deliveries between April 15 and October 15 will need to be discussed with both the District and the owners of said parcels in order to determine acceptable impacts. These same conversations will need to occur regarding the locations of the reestablishment of service connections. These services will need to be reestablished utilizing the District's most current specifications and details.
- The District operates a 10-inch pipeline located in 1525 W in Farmington, Utah. This line ends at what appears to be the extent of roadway improvements along 1525 W, but will need to be assessed to ensure it is outside of the construction extents. Existing lines impacted as a result of the construction of this roadway will need to be reestablished in order to maintain existing services. Any impacts to water deliveries between April 15 and October 15 will need to be discussed with both the District and the owners of said parcels in order to determine acceptable impacts. These same conversations will need to occur regarding the locations of the reestablishment of service connections. These services will need to be reestablished utilizing the District's most current specifications and details.
- The District operates a 6-inch pipeline located in Ranch Road and Prairie View Dr in Farmington, Utah. Existing lines impacted as a result of the construction of this roadway will need to be reestablished in order to maintain existing services. Any impacts to water deliveries between April 15 and October 15 will need to be discussed with both the District and the owners of said parcels in order to determine acceptable impacts. These same conversations will need to occur

Comment 325 (continued)

Response
Number in
Section 1.0

1.5N

1.5P

regarding the locations of the reestablishment of service connections. These services will need to be reestablished utilizing the District's most current specifications and details.

Impacts to Culinary System

- In a meeting held at the District's offices on August 8, 2017 at 10:00 AM a discussion was had between District and UDOT staff regarding the plausibility of utilizing UDOT's purchased right-of-way for the trail system sitting east of the Preferred Alignment for the construction of a large conveyance pipeline to be constructed in the future. This meeting concluded with both parties agreeing that this would be an appropriate approach and UDOT personnel committed to discussing with the appropriate individuals within their organization to confirm this proposal. The District is still awaiting confirmation regarding this proposal.

Impacts to Bureau of Reclamation Facilities/Easements

- The interchange between the Preferred West Davis Corridor Alignment and Legacy/I-15 (southern extent of the project) appears to potentially encroach upon easements in the name of the United States of America for the West Farmington Laterals (Tracts 95 and 159). Any encroachments upon easements in the name of the United States of America will need to be addressed in the form of a license agreement. Typically these agreements restrict the construction of "permanent" structures or deep rooted trees (items that would negatively impact the ability of the District to operate and maintain facilities). Abandonment of easements is not feasible; however, exchanges that facilitate the operations and maintenance of impacted facilities can be pursued. This can be a lengthy process (up to approximately 6 months if requested information is provided in a timely manner) and discussions should be initiated as soon as possible upon verification of encroachments.
- Just north of Glover's Lane along 1100 W the Preferred Alignment encroaches upon easements in the name of the United States of America for the West Farmington Laterals (Tracts 106 and 103). These appear to have been released and shouldn't be an issue.
- The Preferred Alignment encroaches (crosses) the A-6 drain (A-6) and accompanying easement (Tract 35) recorded in the name of the United States of America for the Farmington A Drains (approximately 500 S in Farmington). The A-6 drain consists of an 18-inch unperforated unreinforced concrete sewer pipe. Any encroachments upon easements in the name of the United States of America will need to be addressed in the form of a license agreement. Typically these agreements restrict the construction of "permanent" structures or deep rooted trees (items that would negatively impact the ability of the District to operate and maintain facilities). Abandonment of easements is not feasible; however, exchanges that facilitate the operations and maintenance of impacted facilities can be pursued. This can be a lengthy process (up to approximately 6 months if requested information is provided in a timely manner) and discussions should be initiated as soon as possible upon verification of encroachments.
- The Preferred Alignment encroaches upon lands owned by the United States of America for the Layton Canal (Tract LC-98) near the intersection of Gentile and Bluff Road (north side of Gentile and east of Bluff). The Layton Canal consists of 21-inch pipe in this particular location. Any encroachments upon lands in the name of the United States of America will need to be addressed in the form of a license agreement. Typically these agreements restrict the construction of "permanent" structures or deep rooted trees (items that would negatively

Comment 325 (continued)

Response
Number in
Section 1.0

1.5P

- impact the ability of the District to operate and maintain facilities). Abandonment of lands owned by the United States of America will not be feasible; however, exchanges that facilitate the operations and maintenance of impacted facilities can be pursued. This can be a lengthy process and discussions should be initiated as soon as possible upon verification of encroachments.
- The Preferred Alignment Trail encroaches upon lands owned by the United States of America for the Layton Canal (Tract LC-96) near the intersection of 1000 W and Bluff Road. The Layton Canal consists of 21-inch and 27-inch pipe in this particular location. Any encroachments upon lands in the name of the United States of America will need to be addressed in the form of a license agreement. Typically these agreements restrict the construction of "permanent" structures or deep rooted trees (items that would negatively impact the ability of the District to operate and maintain facilities). Abandonment of lands owned by the United States of America will not be feasible; however, exchanges that facilitate the operations and maintenance of impacted facilities can be pursued. This can be a lengthy process and discussions should be initiated as soon as possible upon verification of encroachments.
 - The Preferred Alignment encroaches (crosses) the B-5 drain (B-5-1.8R, B-5) and accompanying easements (Tracts 19, 18(P), 17, and 16) recorded in the name of the United States of America for the Syracuse B-5 Drains (approximately 2300 S in Syracuse). These encroachments consist of the roadway in addition to a proposed detention pond. The B-5 drain consists of 18-inch pipe. Any encroachments upon easements in the name of the United States of America will need to be addressed in the form of a license agreement. Typically these agreements restrict the construction of "permanent" structures or deep rooted trees (items that would negatively impact the ability of the District to operate and maintain facilities). Abandonment of easements is not feasible; however, exchanges that facilitate the operations and maintenance of impacted facilities can be pursued. This can be a lengthy process (up to approximately 6 months if requested information is provided in a timely manner) and discussions should be initiated as soon as possible upon verification of encroachments.
 - The Preferred Alignment encroaches upon lands owned by the United States of America for the Layton Canal (Tract LC-81 (approximately 2.43 acres), LC-78 (approximately 1.51 acres), LC-77 (approximately 3.61 acres) LC-76A (approximately 1.31 acres) LC-74 (approximately 8.34 acres) LC-73 (approximately 4.12 acres) near the intersection of 1700 S and Bluff Road. The Layton Canal consists of 36-inch and 48-inch pipe in this particular location. Any encroachments upon lands in the name of the United States of America will need to be addressed in the form of a license agreement. Typically these agreements restrict the construction of "permanent" structures or deep rooted trees (items that would negatively impact the ability of the District to operate and maintain facilities). Abandonment of lands owned by the United States of America will not be feasible; however, exchanges that facilitate the operations and maintenance of impacted facilities can be pursued. Typically these must be equal or greater in acreage and have no impacts to the hydraulic capacity of the system. This will need to be modeled and shown to have no such impact. This can be a lengthy process and discussions should be initiated as soon as possible upon verification of encroachments.
 - Turnouts on the Layton Canal between 700 S and 1700 S will be impacted as a result of the relocation in this section. These will need to be reestablished.

Comment 325 (continued)

Response
Number in
Section 1.0

1.5P

Bureau of Reclamation Comments Received 8/31/2017

- Impacts leading to changes to BOR features, particularly the Layton Canal (piped or open), will have to be approved;
- The BOR may require funding from UDOT for project reviews prior to approval;
- Changes to the canal/pipes cannot result in lower flow capacity or substantial increases in operation/maintenance costs;
- New facilities need to be designed to facilitate future operation, maintenance, and condition inspections;
- It appears that the corridor is narrower in several locations because on one side it is bordered by the UDOT ROW and on the other it is bordered by existing homes. Do the homes need to be purchased for BOR ROW?

Comment 326

Response
Number in
Section 1.0



Comment #: 326

Date: 8/31/2017

Source: Email

Name: Christy Gerrard

Location: Farmington

Comments:

<See attachment on next page, titled 00326_ChristyGerrard_8-31-17>

Comment 326 (continued)

Response
Number in
Section 1.0



August 31, 2017

To Whom It May Concern:

1.2.6A

Thank you for taking the time to consider public comments in regard to the proposed West Davis Corridor. I am a resident of Farmington just east of the Frontage road and will be directly impacted by the decisions that you make. As I point of clarification I am opposed to the current proposed West Davis Corridor, specifically the Glover Lane off-ramp. This option will have many negative impacts on my neighborhood and I have yet to see any benefit to my neighborhood under the current proposal. Having said that I would hope that if this remains that preferred option you would take the following into consideration.

1.2.2D
1.12E
1.5C

1. Our neighborhood, (1700S – 1600 S, Farmington) already receives a considerable amount of noise from the I-15 Freeway. It is difficult to hold a conversation outside due to the noise. I am requesting that every effort be made to minimize noise pollution from the I-15 and new off-ramp. This would include noise reducing pavement, installing as high of a retaining wall and or concrete safety barrier as possible, and a concrete safety barrier along the entire length of the off ramp.

1.18C

2. I am also concerned about the aesthetics of the new off-ramp. I feel Farmington City has done a good job of keeping the city "pretty". I would hate to look out my window to see a dirt berm full of weeds. I feel like for issues of aesthetic and maintenance a stone overpass similar to the current Farmington City sound wall along the Frontage road would be the best option.

As you take a few moments to consider this smaller part of a large project I would ask you to consider the impact it will have on our neighborhood and our community. I will receive no direct benefit from this project, but the negative impact is mounting. Please take a moment to come drive through our neighborhood, come see the kids our playing and the neighbors visiting on the street. Please treat our neighborhood as if it was your own.

Sincerely,

The Gerrard Family

Comment 327

Response
Number in
Section 1.0



Comment #: 327

Date: 8/31/2017

Source: Email

Name: Bill Fulton

Location: Farmington

Comments:

Hello UDOT,

Here is your chance to prove everyone wrong that says no one important is paying attention to theses comments and that UDOT is doing all this comment period and studies all for show and UDOT is going to do whatever they want no matter what we say or do.

2.4.4A

This road now comes closer to my house then almost any other house along the new route. UDOT claims it is only impacting two houses where they have now moved it over far enough that they are tearing down two houses. Just because you are not tearing my house down like the other two does not mean that we are not impacted by it. I was told that UDOT met with both of my neighbors because it was going to be so close to their houses and actually gave them the option to have their houses torn down. Now that they have moved it over on top of these two houses it is super close to mine and no one has said a word to us.

Having said all that I highly doubt it really matters what my input is but here are the things that concern me the most with it being so close to me.

1.5G

1.18C

1.2.2D

First I think its ridiculous that UDOT will spend the money to buy out and help relocate the houses across the street from me and then pay to tear those houses down but they cant spend a little bit more to help those that they have now moved it super close to. It has never been proposed to go so close to my house There is no reason UDOT could not come up with some money to pay for trees or something for home owners that are so close to this road to help block it from our view and block every person driving down the road from having a front row seat to our back yards. There is also no reason UDOT couldn't build a few berms similar to legacy in a few key spots.

2.4.4A

Second I can't believe how much they are curving it over by our houses. It takes the most drastic turn, it looks like they purposely moved as close as possible just to take out the two houses across the street and put it in my front yard and continue it past my back yard before sending it up north. I understand its to protect wetlands but it is a little extreme how much it curves to a void a few feet of wetlands. I would really like to see it moved out a bit just to straighten it out and give us a buffer.

1.2.2D

Third I keep hearing that you are not doing the quiet pavement and that there are some concrete textures that are just as quiet and you may do that. I think that the quiet asphalt pavement is a must. Even if you do a texture on the concrete that is supposed to be more quiet the concrete surface will wear pretty quick to the point that the texture will be gone and will no longer help at all with the sound.

1.18C

Fourth from what I have heard you are doing very little funding to help make this look nice. I personally think UDOT spends way to much on some of your projects to make them look nice but I do think you need to provide something for those who you have chosen to put the road so close to.

Bill Fulton



Comment 328

Response
Number in
Section 1.0



Comment #: 328

Date: 8/31/2017

Source: Email

Name: Tricia Roundy

Location: Syracuse

Comments:

My apologies if you get this information from me twice. I'm not sure that my comments actually SENT through the UDOT comment form.

Around mid-2010 I attended a Syracuse City Council meeting to find out more about the proposed routes of the West Davis Corridor. Randy Jeffries, of UDOT, stated during that meeting, that the Bluff Road route (Proposed Route B) with an Interchange at Antelope Drive was "off the table". Those were the exact words of Mr. Jeffries. He went on to explain that there were (in 2010) too many obstacles to overcome to consider putting a major freeway corridor through this part of Syracuse. Some of the obstacles he mentioned were: the narrow area between homes, wetlands, underground utilities, the canal running along the west side of Bluff Road, Syracuse Arts Academy being directly in the path, the Secondary Water pond on the east of Bluff Road, and a concern about separating the new Fire Station on 3000 West from most of the city it serves.

1.2.6D

Now after seven years, and several Draft studies, and a Final EIS, the same obstacles remain. Yet certain individuals in Syracuse City and Davis County have continually pushed UDOT to force the WDC down Bluff Road for their own financial gain. One citizen, in particular, has basically created the drawings of the proposed Interchange, and over the last few years, has adapted those drawings, AND proposed changing city ordinances, to ensure that the corridor remains along Bluff Road. In past administrations, there have been Syracuse City leaders (some who have made poor decisions regarding the growth of Syracuse City) who have encouraged placing the interchange as close to the "Town Center" (basically Wal-mart) as possible. This is rather short-sighted on the part of city leaders.

2.4.40

In attempting to read through the Final EIS, it was mentioned that there was a public meeting with time for public comments. I went to several presentations hosted in Syracuse City, by UDOT, but I was NEVER made aware of a general WDC meeting that I could attend, comment, or hear the comments of others. I also noticed that several times in the EIS, that information collected in 2001 were cited as evidence of where the corridor should, or should not, run. Syracuse has had IMMENSE growth in the last 16 years. Many of those studies no longer apply, and should not be used.

In order to make my comments more concise I will simply list bullet points for the reasons that WDC NEEDS TO BE AS FAR WEST AS 4000 WEST THROUGH SYRACUSE.

1. Wetlands – Still thriving west of Bluff Road
2. Frogs and boreal toads that live in the wetlands west of Bluff Road. See link to KSL story about endangered toads below:

Link: <https://www.ksl.com/index.php?sid=45215214&nid=148&title=utah-biologists-work-to-save-boreal-toads-from-extinction>

1.2.6D

1. High Water Table west of Bluff Road – Please consider that Bluff Road is called that because it IS A BLUFF (a steep promontory, bank, or cliff) and water generally collects at the bottom of a bluff. It seems a waste of resources to 'Mitigate' Cattails, and wildlife, including toads, further west, when the reasonable option seems to be: Building the road out further west on generally flat, open land. The road that is promised to be "low in elevation" on the informative video produced by UDOT cannot be low due to the high water table through Syracuse.
2. Existing Canal for irrigation water (west of Bluff)

Comment 328 (continued)

Response
Number in
Section 1.0



1.2.6D

1.12A

1.2.2D

2.4.40

1.2.6D

3. Underground Natural Gas Pipeline that runs along Bluff Road
4. Proposed Soccer Complex to expand Freemont Park that has been on the City Master Plan for over 10 years

1. NOT ENOUGH ROOM for an Interchange:

Evidence to Item 7:

Looping north on –ramp (south side of Antelope Drive) that will waste valuable space in this part of Syracuse (this point was brought up at City Council meeting by Dave Maughn), in order to avoid tearing down homes that exist in the narrow corridor.

Proposal to Dead-end existing surface streets (Bluff Road north & south of Antelope)

South-bound on-ramp built directly over Syracuse Arts Academy Elementary school parking lot

Also at Syracuse Arts Academy – The proposal to re-route carpooling parents a half mile out of their way in a large loop south and around the school's property (because there's not enough space for a freeway).
**As a side note: This seems like poor planning to require a longer route and up to an extra mile of driving each day, while complaining about AIR QUALITY in Utah, and particularly western Davis County.

No room to grow at Bluff and Antelope Drive – Not enough space to add Commercial Development, such as gas stations, restaurants, retail stores, or hotel properties without tearing down a great deal of existing homes. Most developers are not interested in that due to cost. Also, forcing the road through such a tight space will restrict future widening of the WDC.

1. Cost to 'Re-align' Bluff Road to the east – Randy Jeffries indicated at the Syracuse City Council meeting in August of 2017 that Bluff Road may need to be realigned to the east. That statement is proof that there is not enough room for the proposed 4-Lane Divided Highway, an Interchange, the Biking Path, and leaving Bluff Road as a residential street along the east of WDC. Please refer to item no. 3. IMPORTANT NOTE: The homes along the east side of Bluff Road are up a hill, and considerably higher than the elevation of the road. Most of us have steep driveways. IMPORTANT QUESTION: Are the State and UDOT considering the cost of this re-alignment, including land-retention and/ or raising the elevation of Bluff Road, and moving powerlines/ poles as part of the over-all cost to build WDC?

2. NO option for Sound Wall to protect homes in the area of Bluff and Antelope (this was also discussed at length at the previously cited City Council Meeting)

3. Obtrusive Lighting – Black-sky street lights won't help those of us living directly under the lights that will be needed at the interchange of Bluff Road and Antelope.

One of the reasons stated to squeeze a Freeway through a residential neighborhood, and over a school was to preserve farmland. The Farmland that was supposedly being protected is now currently 'For Sale', and Black Island Farm, in particular, is relocating their Harvest Festival from its original location at 3000 West in Syracuse. The descendants of Syracuse farmers do not seem interested in preserving farmland, but rather selling to the highest bidder.

Thank you for your time, and consideration of this evidence that the WDC needs to be further WEST in Syracuse. If UDOT is being honest with the public about the absolute need to build a Freeway paralleling Bluff Road, they need to consider buying every home on Bluff between 2700 South and 1700 South (Antelope Dr.) to create space for the WDC.

Tricia Roundy

Syracuse, UT 84075

Response
Number in
Section 1.0



1.31D

Comment #: 329

Date: 8/31/2017

Source: Email

Name: Tricia Roundy

Location: Syracuse

Comments:

Hello,

I wanted to mention that I recently returned from a short road-trip to Idaho, and I noticed that Freeways and Farmland can coexist in peaceful harmony.

Thank you for your time,

Tricia Roundy

Syracuse, UT 84075

Comment 330

Response
Number in
Section 1.0



Comment #: 330
Date: 8/31/2017
Source: Email
Name: Sydney Elwood
Location:

Comments:

Hello,

As a concerned Farmington resident that will be affected by the onramp of the West Davis Corridor (which provides no actual benefit to our community - yet we are paying dearly for it) I am writing to ask you to keep us in mind as you make the plans for the construction and development.

We request the following:

- That you will use noise reducing pavement and do whatever is necessary in order to install sound barriers to reduce the noise impact on the community neighboring the freeway. We are already inundated with a good deal of noise from the freeway and railroad tracks - exceeding noise standards - and have been waiting for a sound wall to be installed on this stretch of the frontage road for years.
- Minimal impact to the frontage road during construction as well as after the project is complete. We ask that you ensure that the frontage road remains full-width to allow for pedestrians and cyclists to safely use the adjacent shoulder and sidewalks - as well as providing enough of a buffer from the freeway so that a sound wall can be installed. As a result, the two homes next to the frontage road that will be losing a good portion of their yards need to be fully compensated for their homes so that they can relocate.
- That you will use as high of safety barriers as possible, as well as limit the speed of the highway.
- That you will ensure dark sky lighting on the onramp and highway to reduce light pollution to this beautiful area.

We are so disappointed that our beautiful community located in such a narrow strip between the mountains and the lake is being turned into more and more of a spaghetti bowl over time in order to accommodate the growing communities north of us. I hope that UDOT will keep this in mind as plans are made for this new freeway and that you will do all you can to minimize the impact it will have.

Thank you for your time and serious consideration and implementation of our requests,

Sincerely,

Sydney Elwood
Farmington City

1.2.2D
1.12E
1.7B
1.2.4.4G
1.10G
1.12E
1.5C
1.2.2D

Comment 331

Response
Number in
Section 1.0



Comment #: 331
Date: 8/31/2017
Source: Email
Name: Leslie Groves
Location: North Salt Lake

Comments:

Hi Randy,

My latest question is below... Is anyone researching the recent and possible changes to the Clean Air Act that would let us move the freeway farther west and south and therefore impacting less homes?

Thanks! Lesli Groves

---FWD---

Thank you for your comments Lesli.

We will forward them to UDOT and we will take them into consideration during our review of the permit application.

Sincerely,

Matt

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

From: Lesli Groves
Sent: Wednesday, August 23, 2017 4:02 PM
To: Wilson, Matthew S CIV USARMY CESPK (US)
Subject: [Non-DoD Source] West Davis Corridor

Hi Matt,

I'm a Farmington resident and am writing my concerns over the WDC. I've already had many email and verbal conversations with Randy Jefferies. I know all the reasons this freeway is "needed".

My question to you is anyone considering or researching how President Trump's possible or already made changes to the Clean Air act could impact where the WDC is set to be put? Could it be possible that the percentage of wetlands that can't be impacted by this could have been lowered, therefore letting UDOT move the freeway south and west more?

It's so hard to believe that putting a freeway within feet of so many homes and residents isn't as important as saving a few birds and wetlands. We only need the freeway moved a few hundred feet to the south and/or west to make it more bearable. And it's so hard to stomach a freeway going right through Farmington that doesn't benefit Farmington at all, no exits or entrances, except along the Kaysville border. It's sad and very frustrating as a resident that LOVES the quiet and choose Farmington to be away from the crazy of freeways and "city life".

Thanks for your help and consideration!

Lesli Groves

1.14L

Comment 332

Response
Number in
Section 1.0



Comment #: 332

Date: 8/31/2017

Source: Email

Name: Richard Munn

Location:

Comments:

My name is Richard Munn,

<http://www.lung.org/our-initiatives/healthy-air/outdoor/air-pollution/highways.html#WaiAFVgk5nM.email>

1.11.2A
1.8A
1.2.2B

I am sending this email in opposition to this freeway going through our back yard. The above web site shows the harmful affects of the big problems this will create, not to mention the value of the homes in this area will surely go down. This is an equestrian area meaning horse property. Several of the owners have horses that would be in close proximity to the fumes and poor air quality this road will cause. Moving it out further west would be a better alternative and damn the wetlands, just build it on pylons like they have done in Florida and other wet states. This home is selling for \$599,000 and has lost three possible contracts because they found out the Highway is going in the back yard... PLEASE! Do not put it so close the homes in the area...

Comment 333

Response
Number in
Section 1.0



Comment #: 333

Date: 8/31/2017

Source: Email

Name: Shayne Scott

Location: Kaysville

Comments:

<See attachment on next page, titled 00333_KaysvilleCity_8-31-17>

Kris,

Please see attached a letter from Mayor Hiatt and Kaysville City regarding some comments about the most recent alignment of the West Davis Corridor. Hard copy to follow in the mail.

Thank you for all you do for Region 1.

Shayne

Comment 333 (continued)

Response
Number in
Section 1.0



Mr. Kris Peterson
Director, UDOT Region One
166 Southwell St
Ogden, UT 84404

August 30, 2017

Re: West Davis Corridor Comments from Kaysville, Utah

Director Peterson,

Thank you for your efforts to ensure that Kaysville City and Davis County Area residents travel safely and as efficiently as possible. Kaysville City is excited about the West Davis Corridor (WDC) and the recent EIS. We know it has been a long time coming and acknowledge the hard work by you and your staff. As you know, controversy surrounding the West Davis Corridor was one of the first issues I was able to deal with as a new mayor almost eight years ago. But 2020 will be here before we know it.

The purpose of this letter is to comment on a few aspects of the most recent concept plans that we have been able to review. Our comments are basically fourfold:

- 1) Kaysville is concerned with the impact of the WDC on the Central Davis Sewer District. Although we acknowledge the complexity and issues surrounding the changing of the alignment, Kaysville City is supportive of the move of the alignment to the west of the existing power corridor. Kaysville would not be supportive of any relocation of bio solid activities to properties adjacent to the homes of other Kaysville City residents.
- 2) Kaysville City is supportive of the "mink farm" interchange with two important caveats. One is that the connector road between the WDC and Interstate 15 be part of the overall project or a separate project funded through sources other than Kaysville City. The second caveat is that there is a way for Kaysville residents to access this interchange without going through existing neighborhoods. This would require a connector road, most likely from either Angel Street or Sunset.
- 3) We are hoping that there will be Bike and Pedestrian access on 200 North from the trail on the west side of the highway, under the overpass, and connecting to Bonneville Street. This would allow a local connection to be planned for and built between this new trail system and the "Rail Trail" that runs through our community. We also hope that there will be a restroom near the "park and ride" parking lot on 200 North along the West Davis Corridor Highway.

23 East Center Street, Kaysville, Utah 84037 | phone 801-546-1235 | fax 801-544-5646

www.kaysvillecity.com



Utah's Hometown in the middle of everything

1.5E

1.7M

1.10L

Comment 333 (continued)

Response
Number in
Section 1.0

1.10I

1.30A

1.31D

- 4) We would like to request that UDOT work with the DNR to relocate the "Sportsman's Access" from Roueche Lane to Angel Street. We believe that a crossing for access is more important on this busy major street in our community as opposed to Roueche Lane which is residential in nature. We would ask that the access road go over the freeway to keep the freeway as low as possible and that regardless of the Sportsman's Access that Angel Street have a connection to the trail that runs along the WDC alignment.

We hope these four brief comments are clear and are simple fixes to the plan at this juncture of the process. I appreciate so much the communication from you and Mr. Jefferies during this entire West Davis Corridor process. We support the process and it has been very fair and thorough. Thank you for your efforts for Kaysville specifically. If I can further clarify these comments or assist in any way with this project, do not hesitate to reach out to me. I can be reached via email at mayor.hiatt@kaysvillecity.com.

Thank you for your consideration!

Sincerely Yours,



Steve Hiatt
Mayor, Kaysville City

Comment 334

Response
Number in
Section 1.0



Comment #: 334

Date: 8/31/2017

Source: Mailed In

Name: Bill Damery

Location:

Comments:

<See attachment on next pages, titled 00334_DWQ_8-31-17>

Comment 334 (continued)

Response
Number in
Section 1.0



Department of
Environmental Quality

Alan Matheson
Executive Director

DIVISION OF WATER QUALITY
Erica Brown Gaddis, PhD
Director

August 21, 2017

Randy Jefferies
Utah Department of Transportation
166 Southwell St.
Ogden, UT 84484

Subject: Completeness Review of 401 Water Quality Certification (401 Cert) Application for proposed West Davis Corridor (WDC) project, DWQ-2007-01985, dated July 13, 2017

Dear Mr. Jefferies,

Utah Division of Water Quality (DWQ) has performed a completeness-review of the 401 Cert Application submitted on behalf of Utah Department of Transportation (UDOT) for the proposed West Davis Corridor (WDC) project, received July 19, 2017.

Based on our initial review, several deficiencies were identified in the application materials. The following includes comments and actions needed to address each deficiency. Your response is necessary to reach a Certification decision and if not made within 90 days from the date of this letter the Certification process will be suspended, *see* Utah Administrative Code R317-15.4.4.

ITEM J OF THE 401 CERT APPLICATION FORM

The following text was included in the 401 Cert Application:

"UDOT policies contained in the Storm Water Quality Design Manual will require designers to evaluate receiving water bodies' established beneficial uses and existing water quality and determine the BMPs based on the effectiveness of reducing concentrations of typical contaminants found in highway stormwater runoff. If stormwater BMPs are not technically feasible, then designers must document the reasons that BMPs are infeasible."

This policy would appear to have the designers monitor and evaluate water quality of receiving water bodies. DWQ would like to emphasize the need for both appropriate monitoring of water quality and implementation of the most effective BMPs, pre & post-construction, on those waters identified as 303(d) Impaired Waters and other state waters important for protection of downstream uses (*see* UAC R317-2-8).

ACTION: Include additional detail on how UDOT will obtain this information at the specified locations listed below. Include the WDC Operation and Maintenance Plan and the Water Quality

195 North 1950 West • Salt Lake City, UT
Mailing Address: P.O. Box 144870 • Salt Lake City, UT 84114-4870
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1.13C

Comment 334 (continued)

Response
Number in
Section 1.0



Page 2

Monitoring Plan for all proposed BMPs.

ITEM K OF THE 401 CERT APPLICATION FORM

According to R317-15-4.1(K), "a description of the methods and means being used or proposed to monitor the quality and characteristics of the discharge and the operation of the equipment or facilities employed in control of the proposed discharge. Provide a map showing the location(s) of the monitoring point(s)".

ACTION: Include additional detail regarding options for BMPs regarding both WDC pre- and post-construction phases, with particular emphasis on particulate and pollutant removal efficiencies.

ITEM L OF THE 401 CERT APPLICATION FORM

According to R317-15-4.1(L), "supporting documentation submitted to federal agencies (e.g., maps, plans, specifications, project dimensions, copies of associated federal applications, biological and engineering studies, reference information in FERC filings, Environmental Assessment or Environmental Impact Statements, Alternative Analyses), as applicable;:

ACTION: Include as part of this 401 Cert Application submittal: the FEIS (provisional Final Environmental Impact Statement) through a referenced URL link or as an attachment; and an explicit copy of the 404 permit application (ENG Form 4354) including the Compensatory Mitigation and Monitoring Plan (CMMP).

ITEM O OF THE 401 CERT APPLICATION FORM

Overall, DWQ has two key water quality concerns that concern the WDC project: pollutant discharge impacts to water quality for identified 303(d) impaired waters; and *proposed* road crossing impacts to shallow subsurface and riparian hydrologic continuity that can affect key aquatic features and wetland complexes associated with Great Salt Lake.

WDC-specific Water Quality concerns for Impaired Waters:

Farmington Creek Crossing

Farmington Creek is listed as a 303(d) impaired water, and proposed project impacts are associated with both a detention basin point (#02) and box culvert road crossing (refer to 401 Cert Application Map page 32 of 37).

This is an important surface water complex that contributes to the stability of the Great Salt Lake (GSL) wetland system. The stream flows to ponded and emergent wetlands within Farmington Bay Waterfowl Management Area (FBWMA) and the Great Salt Lake Nature Center before discharging to the GSL fringe wetlands in Farmington Bay. The riparian overstory at the proposed road crossing appears to be on the order of 15-30 meters wide.

CONCERN: Addition of WDC-related particulates and dissolvable metals discharged to already-impaired stream; maintenance of riparian hydrologic continuity at the road crossing; no proposed seasonal stream water quality or stormwater wet-weather monitoring during storm events.

Comment 334 (continued)

Response
Number in
Section 1.0



Comment 334 (continued)

Response
Number in
Section 1.0

Page 4

3) Connection across of a unnamed ditch/canal at Buffalo Ranch to sediment basin located at detention discharge point #04 (401 App. Map page 28 of 37).
CONCERN: The straightening and obstruction of flow through the developing emergent marsh across of width of 25-40 meters.

4) Connection across the wetland swale and an unnamed ditch between discharge point #04 and #05 just north of Prairie View Dr (401 App. Map page 28 of 37).
CONCERN: Altering the current flowpath through a pipe that would obstruct flow across the marsh/meadow complex.

5) Connection across of an unnamed wetland swale near detention basin discharge point #08 (401 App. Map page 24 of 37).
CONCERN: Straightening the flowpath through a "box culvert" that would obstruct flow through 20+ meter marsh.

ACTION: For all identified WDC connections across significant waters, propose mechanisms to ensure maximum hydrologic connectivity such as wide bottomless box-culverts, or bridges where feasible, and provide for the removal of stormwater particulates and dissolvable metals discharged to streams.

Lastly, please be aware that the legislatively-mandated fee for review and issuance of the \$401 Water Quality Certification for 2017 is \$90.00/hour, and can be found at the web address below: <http://www.deq.utah.gov/FeesGrants/fees/docs/2016/DEQFEEDOC17.pdf>, (see page174). A quarterly invoice will be sent to you. Payment is due within 30 days.

If submission of any additional information causes any other part of the application to be inaccurate, please revise that part and refile. Also, please be aware that further requests for additional information may be sent to you at any time before final action is taken on your application. If you have any questions, please contact Bill Damery at 801.536.4354 or wdamery@utah.gov.

Sincerely,



William (Bill) E. Damery, P.G.
401 Water Certification Program

Standards and Technical Services Section

WD:TH:mmm

DWQ-2017-008008



Toby Hooker, PhD
Data Management Scientist / Quality Assurance
Officer
Monitoring & Reporting Section

Comment 335

Response
Number in
Section 1.0

Comment #: 335

Date: 8/31/2017

Source: Mailed In

Name: Mark Holden

Location: Salt Lake City

Comments:

<See attachment on next pages, titled 00335_URMCC_8-31-17>

Comment 335 (continued)

Response
Number in
Section 1.0



Utah Reclamation Mitigation & Conservation Commission
230 South 500 East Suite 230 Salt Lake City, UT 84102-2045
Phone: (801) 524-3146 – Fax: (801) 524-3148

COMMISSIONERS
Brad T. Barber, Chair
Gene Shawcroft
Robert L. Morgan

August 31, 2017

Mr. Randy Jeffries
Utah Department of Transportation
West Davis Corridor Team
466 North 900 West
Kaysville, UT 84037

Dear Mr. Jeffries:

The Utah Reclamation Mitigation and Conservation Commission (Mitigation Commission) has been working closely with Federal Highway Administration (FHA) and the Utah Department of Transportation (UDOT) since 2010 on the West Davis Highway Environmental Impact Statement. We congratulate FHA, UDOT and the entire West Davis Corridor (WDC) team in finalizing the Environmental Impact Statement (EIS) after many years of consultation, coordination and analysis. We appreciate having had the opportunity to be a part of this planning process and look forward to working with FHA and UDOT as work continues on this planning effort.

We believe FHA and UDOT have recognized in the Final EIS the ecological significance of the Great Salt Lake ecosystem not only on a regional scale but also for its national and international significance. The 4,400 acre Great Salt Lake Shorelands Preserve protects some of the last remaining intact wetland habitats along the eastern shore of the Great Salt Lake. We believe FHA and UDOT recognize the need to avoid or minimize the impacts to the GSL Shorelands Preserve to the greatest extent possible and to mitigate for those impacts that cannot be avoided. The Mitigation Plan developed by UDOT, in consultation with The Nature Conservancy (TNC) and the Mitigation Commission is intended to mitigate for the direct and indirect impacts from the construction and operation of the WDC on the Great Salt Lake Shorelands Preserve. The Mitigation Plan includes four primary elements: property acquisition, water rights acquisition, restoration or enhancement of habitat values on the acquired properties, and an endowment.

Comment 335 (continued)

Response
Number in
Section 1.0

Property Acquisition

Within the GSL Shorelands Preserve, approximately 120 acres of property would be directly impacted by the project. As mitigation for the direct and indirect impacts, UDOT would acquire approximately 791 acres of the last remaining private in-holdings within the GSL Shorelands Preserve. Each parcel will be evaluated in cooperation with TNC and the Mitigation Commission and a restoration plan developed and submitted to the U.S. Army Corps of Engineers that identifies wetland mitigation, restoration and enhancement opportunities unique to each parcel. Measurable restoration objectives will be identified and monitored by UDOT in coordination with TNC and the Mitigation Commission to ensure the mitigation objectives are being achieved. Upon the successful completion of the Army Corps of Engineers permitting requirements, the properties would be transferred to TNC ownership to be managed in perpetuity for their ecological values. The acquisition of the private inholdings, along with those properties to be acquired and transferred to the Utah Division of Wildlife Resources, will provide a contiguous and unfragmented parcel of property west of the WDC from the Farmington Bay WMA to the north end of the Great Salt Lake Shorelands Preserve.

UDOT's preferred wetlands avoidance options, which shifted the alignment slightly to the east in a few locations, would leave small tracts of property on the west side of the WDC that have not been included in the Mitigation Plan. We strongly recommend that UDOT also acquire all the remaining properties west of the WDC lying adjacent to the GSL Preserve and transfer those properties in fee to TNC. We believe further discussion is warranted if UDOT intends not to follow this recommendation, especially if UDOT intends to construct trailhead facilities or other features west of the WDC alignment.

The language that appears at the bottom of page 14-101 and the top of page 14-102 of the FEIS which states, "If UDOT is unable to acquire a private inholding within the Great Salt Lake Shorelands Preserve, UDOT will appraise the property, and an amount of funding equal to the appraised value of the property will be put in a trust fund that can be used for future acquisition of these properties" is concerning. Our interpretation and understanding relative to the Section 4(f) finding of a *de minimis* impact which the Mitigation Commission concurred with, is that UDOT will acquire all of the identified parcels within the boundaries of the GSLSP. Property acquisition for mitigation purposes should proceed with the same intention as for any other feature of the project.

Water Rights

Water rights appurtenant to the mitigation properties and also those appurtenant to properties acquired for the highway right-of-way would be acquired by UDOT and transferred to TNC for use within the GSL Shorelands Preserve (excluding those water rights acquired with the

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Comment 335 (continued)

Response
Number in
Section 1.0

1.14E

acquisition of 320 acres to be transferred to the Utah Division of Wildlife Resources as part of the Mitigation Plan for the WDC). These water rights are essential to maintain the ecological values of the mitigation properties, as well as those properties already included in the GSL Shorelands Preserve, as tailwater resources presently being delivered to the preserve will become increasingly scarce as agricultural production is converted to other uses in the future. UDOT will coordinate with TNC, the Mitigation Commission and a qualified wetland scientist regarding the amount of water needed to support successful implementation of wetland mitigations to ensure that the acquired water rights are sufficient to accomplish these objectives. UDOT will also coordinate with The Nature Conservancy and the Mitigation Commission regarding additional water rights beyond those required for successful implementation of mitigation to provide the opportunity for enhancement of Great Salt Lake Shorelands Preserve wetlands.

1.14J

During the final design phase of the project, UDOT will conduct additional evaluation of the hydrologic connection of wetlands to ensure these features are not impacted by the project. UDOT will also conduct pre and post-construction monitoring of the upper aquifer to better understand how the WDC could change subsurface water flows under the highway and to take corrective action if necessary.

Endowment

1.14E

In order to manage and maintain the mitigation properties into the future and to ensure that the ecological functions for which the properties were acquired are being achieved, an endowment will be provided to fund these activities. The amount deposited into the endowment and terms of use are presently being negotiated between UDOT, TNC and the Mitigation Commission.

1.14M

In addition to property acquisition, water rights acquisition, mitigation measures (habitat restoration or enhancement) and an endowment, UDOT has committed to ensure that access and water delivery to the GSL Shorelands Preserve be maintained. We recognize the WDC alignment will require changes in how the property is presently accessed and how water is presently delivered to the properties, but final design will ensure that reasonable access and efficient and effective water delivery be maintained even if through alternate routing.

1.10H

The Mitigation Commission requests that the Mitigation Commission and TNC be included in planning any trails or trailhead features adjacent to the GSL Shorelands Preserve and that we also be afforded the opportunity to review and comment on long-term maintenance agreements for these features. If not properly maintained and managed, trails and associated infrastructure can negatively impact the mitigation properties and diminish the habitat values for which the properties were acquired.

The central area for education and interpretation at the GSL Shorelands Preserve occurs at TNC's visitor center. Features include a boardwalk, pavilion, interpretive displays and a viewing tower. These features were carefully planned to provide the public, community and school

Comment 335 (continued)

Response
Number in
Section 1.0

1.18D

groups an opportunity to intimately interact with wetlands habitats of the Great Salt Lake. The WDC right-of-way will be within one-mile of these features and will permanently alter the nature of the visitor experience and the ability deliver the type of user experience which was contemplated when the features were originally constructed. We request that UDOT consult with TNC and the Mitigation Commission to identify opportunities to mitigate for the visual impacts to TNC facilities which would be impacted by the WDC.

We appreciate the opportunity to review and comment on the Final EIS and look forward to continued coordination with FHA and UDOT as this project proceeds. If you have any questions or comments please contact Richard Mingo of my staff at (801) 524-3168.

Sincerely,


Mark A. Holden
Executive Director