



## **Appendix 32B: Reproductions of Comments on the Draft EIS**

### Comment 1

Response  
Section in  
Chapter 32



32.5.6A  
32.2.8L

**Comment #:** 1  
**Date:** 5/16/2013  
**Source:** Email  
**Contact:** Tim Neuffer  
**Location:** Clearfield  
**Comments:**  
 How and when will I know if my house is affected? Can you tell me any more details about location of the highway to 700s in Syracuse?

### Comment 2

Response  
Section in  
Chapter 32



32.30A  
32.31A  
32.2.13E

**Comment #:** 2  
**Date:** 5/16/2013  
**Source:** Email  
**Contact:** Claudia Kirby  
**Location:** Syracuse  
**Comments:**  
 Where is syracuse's public forum?? I don't see a date. Do we no longer get a say and everyone else does?? Putting it right by the school is ridiculous. I am sad that Our children don't count more than farm lands and Wetlands!! Our children are our future!! This is a sad Option!!!  
 Claudia kirby  
 Sent from my iPhone

### Comment 3

Response  
Section in  
Chapter 32



**Comment #:** 3  
**Date:** 5/16/2013  
**Source:** Email  
**Contact:** Kay Rauzi  
**Location:** Ogden

**Comments:**

32.2.2A  
32.2.1A

You state in your message that the north route of alternative B is 4100 West...do you mean 4700 West or 5100 West? Im not happy with either. Should have expanded I-15.  
Kay Farnsworth

### Comment 4

Response  
Section in  
Chapter 32



**Comment #:** 4  
**Date:** 5/16/2013  
**Source:** Email  
**Contact:** Chet Talbot  
**Location:**

**Comments:**

32.2.13F

Nice work on that EIS guys! As a Syracuse resident I really like that Bluff road option. Totally convenient for me. East and west travel on antelope dr sucks just about any time of day and not having to go 5 miles east to head south will be awesome. Keep up the good work and let me know if I can help out in any way. Thanks. Chet

## Comment 5

### Response Section in Chapter 32



**Comment #:** 5  
**Date:** 5/16/2013  
**Source:** Email  
**Contact:** Mark Holbrook  
**Location:** Farmington

**Comments:**

I have been a resident since 2003 and have been against the Glover land option.

Here are a few reasons why:

**Costs:**

How can the costs be less for the Glover land option when it travels much farther than Shepard?

The city has set aside property for this corridor.

Elevating this 14 feet near Glover's lane cannot cost less.

Law suit costs with Sierra club and other environmental groups. UDOT thought the Legacy Highway costs the tax payers money, this will not be the cheaper route.

Law suits for health related issues as this will bring in much more pollution.

32.2.13C

32.31B

32.2.13C

32.14.2A

**FREEWAY, NOT LEGACY HIGHWAY LIKE ROAD**

This is a full on freeway and it will be elevated 14 feet around Glover's lane?

Chops up our Farmington city into 4 sections now.

**Bird preserve:**

Millions of birds migrate here. Bald eagles make this a stopping place every year.

**Environment:**

We should look for Mass transit alternatives not more roads.

Winter inversion will increase and cause more and more health problems which will cut down on pollution.

32.2.1A

32.2.13C

32.2.13D

**Economic:**

The Shepard lane option allows traffic to flow near or around the station park area. Which

SHOULD be the route. Thus losses in tax revenue and business sales.

32.2.13C

The Glover lane area is a peaceful one, we made a decision NOT to move by the Shepard Lane area as the CITY planned and prepared and set aside land for UDOT. UDOT doesn't live in Farmington and even their EIS doesn't tell the city's story.

32.5.1A

32.2.1B

32.2.1A

32.2.1C

Our elected officials in Farmington, prepped and planned to do what was best for the residents and that is set aside land that the north option would be used, the option by Shepard lane.

**Alternatives solutions:**

Shepard lane

Go West, way west on the shore of the Great salt lake

More mass transit plans to remove more cars from the roads

Incent cleaner burning fuels for drivers to convert to

Incent drivers to carpool.

This cannot happen and we will fight this until the END...whatever it takes!

Mark

### Response Section in Chapter 32



**Comment #:** 6  
**Date:** 5/16/2013  
**Source:** Email  
**Contact:** John W. & Susan G. Stacey  
**Location:** Kaysville

**Comments:**

To UDOT, and everyone else concerned with the route for the WDC;

I live in Kaysville but work in Salt Lake City at the new Intermountain Medical Center. I commute 3-5 times per week. I also live on 2300 S. right along the Shepard Lane proposed route for the start of the WDC. On January 16, 2013, there was a horrible car wreck that occurred on I-15 just past the Park lane exit, on the north bound side. Luckily I always listen to KSL radio traffic reports when I commute just to know if there are any incidents on the freeway to be aware of. So I went on Legacy freeway and was able to by-pass all the traffic backed up on I-15 and was able to get home in about the same amount of time I usually do. Not everyone that day was as lucky as I was. Traffic on I-15 northbound was backed up and at a standstill past the Centerville exit. People are creatures of habit. They choose a route that they like, and continue to use it. That night it took people 2-3 hours to make a 30 min. trip. There were a couple of thoughts that occurred to me that night. 1) How nice it was to have an alternative route to travel on to by-pass that mess, and 2) If that wreck had occurred a little farther north on I-15, traffic would be backed up so no one could get on I-15 even from Legacy. That would leave only one option for traffic to get through, which would be Highway 89.

32.2.6A

Well February 25, 2013, on my way home my previous thoughts were almost prophetic. Just slightly over a month from the last incident there was a high speed chase between one man and the police all the way from Lehi north bound on I-15 until they got to Kaysville. It was here between the Park lane exit, to the 200 N. exit to Kaysville that the chase ended when this man started shooting at the police officers, and they had to fatally shoot this man to keep everyone safe. Because an incident like this needs to be investigated thoroughly, the police completely closed I-15 between the Park Lane exit, and 200 N. Kaysville. Now this is very significant because that is the same area where the WDC would be joined along I-15 to then go through the Shepard Lane area over to the WDC northbound. Northbound traffic was backed up as far as the Bountiful 400 N. exit. So once again I thought, "I'll just take Legacy again". Well even that didn't save me this time because to prevent further traffic jams, the police directed people off of the freeway at the Parrish Lane Centerville exit. They detoured them onto Legacy which was OK, until you got to the North end of Legacy where you have 2 choices, Northbound I-15, or Highway 89. Since I-15 was closed where Legacy enters it, you then had the ENTIRE northbound traffic from Legacy and I-15 merging onto 89. It took me 10-15 min. to go less than a mile and a half from where Legacy turns onto 89, to the Shepard Lane exit. I have no idea how badly traffic was backed up on 89, but it was almost at a standstill further north beyond Shepard Lane. The other side affect from this was that you had massive amounts of traffic going through people's neighborhoods to try to find a route back onto I-15 past the blockage point.

This would be the risk you would run having virtually all N-S traffic in a short span between Park Lane and Shepard Lane. If that were the route for the WDC and something happened on I-15 right in that short area, (which it has happened twice now in 2 months), people wouldn't even be able to access your new WDC going northbound without having to travel through people's neighborhoods. The Shepard Lane route is NOT an alternative route to I-15. Now if people could access the WDC directly from Legacy, like with the Glover Lane option, only then would it be a true alternate route, where traffic could flow along there, plus use Highway 89 if needed as well. These 2 incidents perfectly demonstrate the error in choosing the Shepard Lane option. Now obviously I have a vested interest in the outcome of this choice, but if you could ask anyone else on either I-15 or Highway 89 either of those nights, they would all say a separate route that freely passed through would have been a terrific option.

Think of it this way, the argument FOR using Shepard Lane is that the WDC would only join onto I-15 for a short

## Comment 6

## Comment 6 (continued)

### Response Section in Chapter 32



span of the freeway. That is the VERY reason why it is so hazardous or short sited, because that makes the entire N-S traffic vulnerable to a very small area. It can obviously happen, it's happened at least 2 times too many.

If you are truly trying to do what's best for the people of Utah into the future, you must take into account these incidents very seriously.

Thank you for taking the time to consider all options, and taking the time to read my email. Good luck in making the correct decision that will be of the most benefit to everyone.

Sincerely,

Susan G. Stacey BSN RN LS

### Response Section in Chapter 32



32.5.6A

Comment #: 7

Date: 5/16/2013

Source: Email

Contact: Vicky Thomas

Location:

Comments:

I have no association with the people who have homes that will be affected by the extension of the legacy highway. However, when you run a freeway through someone's back yard, or within 15 feet of two sides of their home.....YOU NEED TO BUY THOSE HOMES FOR A FAIR PRICE. I couldn't even believe what I was reading in this mornings trib. You would run a freeway around someone's home, yet cite a 15 ft. rule as an excuse to not compensate those people? seriously? What kind of jerks are you? Just because govt makes a 15 ft. Rule, that does not mean you're off the hook with the public. Do you not realize a freeway surrounding (or going through your backyard) ruins your property for all intents and purposes? What on earth are you guys thinking? I'm just stunned by your lack of compassion....

Those people deserve better.

Vicky Thomas  
North Salt Lake

## Comment 7

## Comment 8

Response  
Section in  
Chapter 32



32.5.6A

**Comment #:** 8  
**Date:** 5/16/2013  
**Source:** Website  
**Contact:** Greg Senkel  
**Location:** Syracuse

**Comments:**

West Davis Corridor Team,

I have reviewed the draft EIS for the West Davis Corridor Appendix 5A for community impacts. I have also been visited by the West Davis Corridor Team and informed that if Alternative B was selected then my home would be impacted.

I didn't find my address in the list of impacted properties [redacted]. However, everyone else around me (to the South, North, and West are impacted). There is another address listed [redacted] as a Relocation for Alternatives B1, B2, B3, and B4. Google Maps shows that address as my home.

However, my house has never been listed by [redacted] and the post office does not recognize that address.

My question is whether Residential-- [redacted] is the same address as [redacted]

Thanks for your time and help into this matter.

Greg Senkel

## Comment 9

Response  
Section in  
Chapter 32



32.2.13A

32.2.6A

32.2.13B

**Comment #:** 9  
**Date:** 5/16/2013  
**Source:** Website  
**Contact:** Sebastian Young  
**Location:** Farmington

**Comments:**

I agree with the preferred route of taking the Glover Ln option over the Shepard Ln route. I believe that the Glover Ln option gives the new road more room for interchanges, and it makes more sense for an alternative road. The Sheppard Ln route would create a bottle neck whenever there is heavy traffic in the area. Since the entire reason of putting the new road in place is to relieve traffic from I-15 it makes sense to have a the new west davis corridor connect directly to legacy instead of haveing the bottle neck at Sheppard Ln.

I realize that with any option people are going to be affected, the glover lane option is in a less populated area so it will affect less people and their homes. The shepard lane area in heavily populated so there would be far more homes affected.

Also, the facts that the glover lane option costs less, destroys less wetlands and is far less complicated are several more reasons that I support UDOTS preferred route of the glover lane option instead of the sheppard lane option.

### Comment 10

Response  
Section in  
Chapter 32



32.2.13C  
32.14.2A

**Comment #:** 10  
**Date:** 5/16/2013  
**Source:** Website  
**Contact:** Darin Larson  
**Location:** farmington

**Comments:**

As a very concerned farmington resident living right next to the B1 option, it makes me wonder if anyone has actually been out here to survey the proposed legacy highway. The water fluctuates so much that the highway would be under repair constantly. What are the plans for relocating the bird sanctuary? How can udot justify ruining the home values of all of western farmington? Does udot really think building and maintaining a raised highway as long as B1 option is a less expensive option? Please understand that as a commuter I appreciate the "try" by udot but this option is a complete disaster in the making.

### Comment 11

Response  
Section in  
Chapter 32



32.2.13F

32.2.13G

**Comment #:** 11  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Scott Langford  
**Location:** West Point

**Comments:**

I drive these streets everyday. I think B1 is a great pick. I never understood why anyone would drive so far west to get on the corridor. Its right by the lake. Even though this road is a few blocks from my community, I dont think its a big deal. Its not like its another I-15. If its like Legacy, go for it. That road is a great moderately slow ride.  
Only one suggestion. The Syracuse Arts Academy has horrible traffic when school gets out. I hope during construction, that you understand and plan for the traffic that uses that road. Hopefully this corridor will actually HELP the mess of cars over there.  
Thanks  
Scott Langford  
West Point resident.

## Comment 12

Response  
Section in  
Chapter 32



**Comment #:** 12  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Pat Mower  
**Location:** Kaysville

**Comments:**

32.2.13A

Good job! Now an easy decision but a wise one. Thank you so much for your hard work. We live on Shepard Lane and were very concerned.  
This is the best alternative.

## Comment 13

Response  
Section in  
Chapter 32



**Comment #:** 13  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Lennis Hall  
**Location:** Layton

**Comments:**

32.2.1D

I highly recommend that instead of the present proposals that 89 be expanded and made into a freeway. It is a natural extension of the Legacy Highway and would be less destructive to the environment, farmland, and homes that will be impacted by the proposed routes. It could be easily connected to I-84 and therefore I-15 on the North end. Besides, Highway 89 is going to have to be improved anyway. It was thus save a lot of money.



## Comment 14

Response  
Section in  
Chapter 32



**Comment #:** 14  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Brady Crabtree  
**Location:**

32.2.13C

**Comments:**  
I am disappointed in the decision to move to Glover Lane. I think it is poorly conceived and I have a hard time believing there will be less environment impact and lower cost. This is common sense - this does not belong there.

## Comment 15

Response  
Section in  
Chapter 32



**Comment #:** 15  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Reed Rawson  
**Location:** SALT LAKE CITY

32.2.13A  
32.2.13B

**Comments:**  
I support the Glovers Lane option. You made the right choice. Glovers Lane is the best of the available options.

### Comment 16

Response  
Section in  
Chapter 32



**Comment #:** 16  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Brett Francom  
**Location:** Kaysville

**Comments:**

32.2.2B

Right now the maps show the road moving from the East side of the power lines to the West side of the power lines just after the Equestrian Center in Kaysville. Is there a reason you wouldn't go to the West side a little further South? This would avoid disturbing the Equestrian Center, the established trail system and would keep the road further from the homes on Equestrian Parkway. It would also get the road further away from the Jefferson Academy Elementary. Since it is already going under the lines at in this area it seems to make the most sense to do it a little further South.

### Comment 17

Response  
Section in  
Chapter 32



**Comment #:** 17  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** David Gillies  
**Location:** Farmington

**Comments:**

32.2.13A

32.2.13B

It appears that the research for impact, cost and efficiency support your local preference. I support that preference completely as well. It has always made more sense to use the Glover Lane access point.

### Comment 18

Response  
Section in  
Chapter 32



32.2.13A

**Comment #:** 18  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Heather  
**Location:**  
**Comments:**  
I agree with the b1 option.

### Comment 19

Response  
Section in  
Chapter 32



32.2.13A

**Comment #:** 19  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Amber Minchey  
**Location:** Layton  
**Comments:**  
I very much support this project. UDOT has done an excellent job studying all alternatives. I live in West Layton and I support the proposed route of the road.

## Comment 20

Response  
Section in  
Chapter 32



**Comment #:** 20  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Lee Simmons  
**Location:** Bountiful

**Comments:**

32.2.2B

It appears that the right-of-way goes within a few feet of the Sunset Equestrian Center barn, [redacted] yet no impact. How much clearance between the utility line and parcel 08-484-001 is available and what impact will the noise have on the people and horses? //what noise abatement is contemplated?

## Comment 21

Response  
Section in  
Chapter 32



**Comment #:** 21  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Chris Newhouse  
**Location:** Farmington

**Comments:**

32.2.13B

While there is no perfect solution to this, I believe that the Glover's Land option is the best, from multiple perspectives: Cost, environmental impact, more limited movement of homes and businesses. We will all be impacted, whether we live in the Glovers Lane area or not. But this is the best option for all. But I certainly would not feel that way if I lived on Glovers Lane!

## Comment 22

Response  
Section in  
Chapter 32



32.2.1.B  
32.2.13G

Comment #: 22

Date: 5/17/2013

Source: Website

Contact: Kristy Strickland

Location: syracuse

**Comments:**

Why would you disturb so much of Syracuse?? WHY WOULDN'T YOU USE ALT A?? Put it out west instead of by the SCHOOL!!! Less impact on homes and people. I'm not sure any of our comments matter. It's whatever you want and the mayor of Syracuse and our city reps. who we will not re-elect. PLEASE RECONSIDER. Do you really think the wetlands are more important than people, kids and trails that we all enjoy? SERIOUSLY! USE ALT. A!!!!!! GO OUT WEST!!

## Comment 23

Response  
Section in  
Chapter 32



32.2.13A

Comment #: 23

Date: 5/17/2013

Source: Website

Contact: Dan Keoppel

Location: Syracuse

**Comments:**

Just wanted to take a second and say I can't wait for this to be build. I live in Syracuse, pretty close to where the freeway would be going in and this could not be build fast enough for me!

## Comment 24

Response  
Section in  
Chapter 32



32.2.13C  
and  
32.12A

**Comment #:** 24  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Wendy Lemon  
**Location:** Farmington

**Comments:**

Hi, I live on the east side of I-15 exactly where the corridor will attach to 1-15 in Farmington. I would like a noise study done in my neighborhood. The one done at Glover Lane does not accurately reflect the noise levels in my neighborhood. The traffic noise from 1-15 goes up over the low sound wall and bounces off the mountain and back down to the floor. It is very noisy already. (I have lived here for 7 years and have never been able to have my windows open at night. As I write this at 9:00 a.m. I can hear the freeway in my home and there are no windows open. This is a quality of life issue for me.) A flying overpass hooking on to I-15 will have a massive impact on already substantial noise levels. Are there quieter materials, or sound barriers you will put up on the overpasses? How much noisier will it become?

It would have been nice to have the 1-15 hook up somewhere a bit farther away from the mountain where the noise doesn't have as much to bounce off of. Why choose the narrowest neck of land?

I am also wondering if anyone from UDOT has ever ridden their bikes down Glover Lane, around the bird refuge or enjoyed the beauty of a quiet sunset from the edge of buffalo ranches in Farmington. We need to preserve beautiful, quiet place for ourselves, our posterity, and the world. I would love to live in a state that values peace and quiet.

## Comment 25

Response  
Section in  
Chapter 32



32.2.3A

**Comment #:** 25  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Amberlee Cunningham  
**Location:** West Point

**Comments:**

I just moved into my home that has been here since 1975 I have a busy street already and to get a high way behind or in front of it does not please me. I have a 3 year old and one on the way. We live clear out here to be away from the city life and all your doing is dragging the city life into the farm land. We need this land it makes some people who they are today and if you keep building on it your destroying a beautiful thing and the peace of some people. WE DON'T WANT THE WEST DAVIS CORRIDOR. We don't need it and don't want it.

## Comment 26

Response  
Section in  
Chapter 32



**Comment #:** 26  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Mike Wright  
**Location:** Syracuse

**Comments:**

32.31F

I find your inability to make a route decision intolerable. You look much like California Government. You continue to spend tax payer dollars in this merry go around you have created. Shame on you! you work for us not yourselves. You know "what is the best route". Stop wasting my money!!!!!!!!!!!!!!

## Comment 27

Response  
Section in  
Chapter 32



**Comment #:** 27  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Stephanie Thornley  
**Location:** Farmington

**Comments:**

32.2.13B

I am grateful and appreciative for the preferred route that has been put forth. In the years and especially recent months I have researched and looked at the situation the Shepard Lane option in Farmington did not make sense. Selfishly I did not want it but once I really started reading and looking objectively it was clear the Glover Lane option is cheaper, easier to construct and better located. I know the decision is not final but I appreciate and support the current proposal.

### Comment 28

Response  
Section in  
Chapter 32



**Comment #:** 28  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Jonathan Ash  
**Location:**

**Comments:**

32.7A

While I applaud the work done to date and think the present route is very reasonable I am concerned it stops in the middle of nowhere.

32.1.1A

In congested traffic conditions this will dump tons of traffic out in the middle of Roy. A rough plan ought to be included for connecting the north end of this corridor to I-15 or I-84. This would enable community leaders to zone and plan accordingly to avoid displacing families and businesses in the future.

### Comment 29

Response  
Section in  
Chapter 32



**Comment #:** 29  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Ryan Hill  
**Location:**

**Comments:**

32.7A

So where does all the traffic go once it ends at 5500 S. in Hooper. 5500 S. is already crowded and 5600 S. in Roy is overcrowded with Hill Field traffic and morning and night commute traffic. I just don't see 5500/5600 S. being an artery street for I-15 when it is already at it's limit.



### Comment 30

Response  
Section in  
Chapter 32



32.15A

**Comment #:** 30  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Rick Jaster  
**Location:** Farmington

**Comments:**

I am pleased that UDOT recommends the B1 route, and want to make sure potential flooding is addressed. In the Utah floods during the early 1980's, many homes in Davis County were flooded due to runoff water from the Mountains being banked in by I-15. My understanding is that viaducts have since been put in place to allow future flood water to flow under I-15 and towards the west desert. Now that Legacy Parkway is to the West of I-15, will such extra flood water now flood low lying homes and businesses between I-15 and the Western Corridor, or will viaducts be put in place to allow this water to continue to drain into the desert to the west of the Western Corridor? Though, on the positive side, the Western Corridor could serve as a barrier to protect homes from water if the Great Salt Lake water level rises and pushes the shore line closer to current homes and businesses. Forgive me if you have already addressed this issue, I have not read the proposed EIS in its entirety. Respectfully, Rick.

### Comment 31

Response  
Section in  
Chapter 32



32.2.3A  
and  
32.31B

**Comment #:** 31  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Scott Stringham  
**Location:** Syracuse

**Comments:**

Folks: NO ONE wants this. This will destroy the quality of life of Syracuse. You are planning a freeway interchange wrapped around two schools?? Really? And this is the best you can come up with? Plan on a major law suit.

## Comment 32

Response  
Section in  
Chapter 32



**Comment #:** 32  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Brett Neville  
**Location:** farmington

**Comments:**

32.14.2B

What do the wildlife expert say about the impact on the eagles? Why do we not hear from them? What studies have been done? Who has done the studies? Visiting the eagles at farmington bay has been a tradition for many families for many years.

## Comment 33

Response  
Section in  
Chapter 32



**Comment #:** 33  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Christopher Mills  
**Location:** Syracuse

**Comments:**

32.2.13A

I think I can speak for most families in the Bridgeway Island HOA when I say UDOT has suggested the best possible alternative for our Neighborhood, which would have been cut in half with the other Alternative. And to our friends in Hunter's Crossing and along Bluff I know you are frustrated, but we all have known for years that there would eventually be a highway built along Bluff which is why our family moved. There are still plenty of Lots in our neighborhood, and it's a nice place to live.

### Comment 34

Response  
Section in  
Chapter 32



**Comment #:** 34  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Shawn Brown  
**Location:** Farmington

**Comments:**

32.2.13A

I have really been following the many studies your team has created. I think you have it right! I'm so glad that none of my neighbors and freinds will lose their homes. I'm glad that we will not have the added noise and division of neighborhoods. Thank you for all your hard work on this. I know you can't please all the people all of the time. You have done a great job at pleasing most of us though. Thanks again!!!

### Comment 35

Response  
Section in  
Chapter 32



**Comment #:** 35  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Griffin  
**Location:**

**Comments:**

Randy and the UDOT team:

32.2.13A  
and  
32.2.13B

Thank you for your efforts in regards to the WDC project. I applaud your willingness to listen to residents directly affected by the proposed roadway, and for taking their constructive criticism seriously. I believe that you chose the absolute best route possible and plead with you to stand strong in your decision, regardless of opposition from environmental groups. The Glover's Lane option is clearly the route with the least amount of impacts overall. Thank you again.

### Comment 36

Response  
Section in  
Chapter 32



**Comment #:** 36  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Elizabeth  
**Location:** Farmington

**Comments:**

32.2.13A  
32.2.13B

I attended the meeting that was held at Endeavour Elementary on May 1st and was not impressed with the answers given to many of the questions as they seemed very vague. With that being said, I do want to say thank you for choosing the Glover Lane option. I think that is the best option for so many reasons. I want to thank you for making that choice and I wish you the best of luck moving forward.

### Comment 37

Response  
Section in  
Chapter 32



**Comment #:** 37  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** F.Lund  
**Location:**

**Comments:**

32.2.13A  
32.1.2B

Thank you for making the decision of the B1 alignment. While I wish no road needed to go through our beautiful county, I understand that given the growth in the area a new road is a necessary evil. In choosing the B1 alignment, you have chosen to create a TRUE ALTERNATIVE to I-15. You have also saved tax payers millions of dollars. A hard choice, but definitely the right one!

### Comment 38

Response  
Section in  
Chapter 32



**Comment #:** 38  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Lindsay Cook  
**Location:** Farmington

**Comments:**

32.2.13C  
and  
32.14.2G  
32.1.2C

I am truly sick from the release of your EIS report. I cannot believe the Glover Lane option is your recommended route. I am very disappointed. Not only does this route seem illogical, but it is completely ruining Farmington Bay and all the wetlands and wildlife that are so special to Farmington. Not only that, but this option completely bypasses Station Park and the UTA Frontrunner. How is it that so much money can be spent on a mass transit system without making it convenient for people to use? This honestly makes no sense to me. I understand that your job is to build roads, and unfortunately there are politicians and people in power who are set to gain from this particular road. I just wanted to let UDOT know, that I think you have truly failed, in this instance, to service the community in the best way. Congratulations on ruining Farmington.

### Comment 39

Response  
Section in  
Chapter 32



**Comment #:** 39  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Tyson Brown  
**Location:** Farmington

**Comments:**

32.2.13C  
32.5.1A

I am vehemently opposed the proposed route of the West Davis Corridor. It is clear that the proper amount of thinking was not done with this proposal when inspecting the benefits that the corridor will bring to Farmington. Zero. I also have it on good authority that the route of the West Davis Corridor was originally planned to run through Kaysville, but the residents of Kaysville ignored those plans and built large homes in the path of the proposed corridor. I hope this comes to light, and I plan to join any and all lawsuits about the proposed corridor through Farmington.

## Comment 40

Response  
Section in  
Chapter 32



**Comment #:** 40  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Lisa Brower  
**Location:** Farmington

**Comments:**

32.2.13C

What your renderings DO NOT take into account is the new subdivision in this area where the interchange will now be going through. You may want to send someone out to resurvey the land and have more up-to-date maps than from three years ago. Also, UDOT does not take into account that you are placing a freeway interchange right next to a neighborhood park used by the city for Parks and Recreation activities for our children. You will also be shutting down the Frontage RD, which many in the neighborhood use to travel north and south between Farmington and Centerville. You will effectively be shutting one of the two options we have for north-south travel. The Frontage RD is also a very busy biking route as well. So, no to the Glover Lane option.

## Comment 41

Response  
Section in  
Chapter 32



**Comment #:** 41  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Marc Bowman  
**Location:** Farmington

**Comments:**

Approximately 80 percent of Utah's population lives along the Wasatch Front in the narrow, linear corridor between Brigham City and Payson. Our communities are bounded by lakes and mountains. This natural corridor is a logical fit for a regional transit system. Like the one we already have in place.

The Wasatch Front's unique geographic features also create air quality challenges that will only continue to worsen as the region's population increases. Utahns are very familiar with the word "inversion" and know that when temperature inversions occur, so do the air pollution levels. The region consistently ranks among the nation's worst for bad air. Last winter, the region had more than 20 days that exceeded federal air quality standards of 35 micrograms of particles per cubic meter of air. On some days we far exceeded those standards.

A 2013 international study by Environmental Health Perspectives on maternal exposure to particulate air pollution and term birth weight showed that exposing women planning to become pregnant to high concentrations of particulate matter, including PM2.5, increases the risk of low birth weight and premature birth.

32.2.13.D  
32.11.2A

So what should we do as a region to address these growing health risks to our community? Build another freeway and encourage more automotive traffic? The Utah Department of Environmental Quality Division of Air Quality states that on inversion days, vehicular traffic accounts for 57 percent of air quality problems. Meanwhile, since it opened in 2008, the Utah Transit Authority calculates that FrontRunner has taken more than 178 million miles of auto traffic off the road.

32.1.2A  
32.2.1A

Contributing to a growing public health crisis, building roads where the overwhelming public majority does not want them and undermining the regional transit system does not seem like a responsible way to plan for the future.

### Comment 42

Response  
Section in  
Chapter 32



**Comment #:** 42  
**Date:** 5/17/2013  
**Source:** Website  
**Contact:** Debra Clark  
**Location:** W. Haven

**Comments:**

32.5.1A  
32.5.1B

This really is disappointing for those of us Who purchased homes in a rural community and were not informed that a freeway was going to come through. this is a small country rd. When we moved in it was a dead end. You are going to cut our community in half endanger our children and cut through a retirement community. Good Planning Guys.

### Comment 43

Response  
Section in  
Chapter 32



**Comment #:** 43  
**Date:** 5/17/2013  
**Source:** Email  
**Contact:** Selena Robins  
**Location:**

**Comments:**

32.2.13B

I just wanted to pass on my sincere relief and pure joy at your decision to go with the Glover's Lane option of the WDC. I truly feel it is the best option and will in NO WAY affect the success of Farmington Station. I'm also so relieved that we will have options for future expansion. WAY TO GO UDOT!!!!

### Comment 44

Response  
Section in  
Chapter 32



**Comment #:** 44  
**Date:** 5/17/2013  
**Source:** Email  
**Contact:** James Davis  
**Location:** Layton

**Comments:**

32.2.2A  
32.5.6A

Sir/Ma'am,  
I live in the Island View Ridge sub-division in West Layton, and I am curious just how the chosen West Davis Corridor Alternative (Alternative B) will impact my sub-division. The maps are very high level and not enough detail is provided other than the fact I see the new road is very very close to my home. I want to be sure the corridor will not encroach on my enclosed sub-division and will not provide a safety hazard for my kids and the neighborhood kids in general.

32.5.4A

What is the plan for 'fencing off' access to the corridor and what (if any) exit roads will be created off of the corridor?  
Your response to my inquiry is much appreciated.  
A hopeful citizen,  
James L. Davis  
[Redacted]

### Comment 45

Response  
Section in  
Chapter 32



**Comment #:** 45  
**Date:** 5/17/2013  
**Source:** Email  
**Contact:** Dru and Traci Thornley  
**Location:** Hill AFB

**Comments:**

32.20A

Good Morning,  
I'll bet you have a gazillion emails to answer so I will keep this brief, have any decisions been made on what stages the road will be completed. I think initially they were going to go to the antelope interchange but I am hearing rumors that it might go to the 193 extension interchange instead. Also I am not able to get the interactive map tool to work, hopefully there will be detailed maps at the open houses.  
Dru Thornley  
[Redacted]



### Comment 46

Response  
Section in  
Chapter 32



**Comment #:** 46  
**Date:** 5/17/2013  
**Source:** Email  
**Contact:** Brad Rich  
**Location:** Farmington

**Comments:**

32.2.2A

I would like to talk with a UDOT representative and find out exactly how close the road will be near my house. This is going to be a big impact to my family and I need to know if we need to move or what our options would be. Can you have a rep come out and meet with us?

32.31G

32.5.1A

32.8A

32.5.6A

I have looked at the maps but not sure how close exactly it will be near our house. I don't understand why you won't move the road out past the power lines like you had it originally. I am really bothered that I was never notified when I bought my house 2 years ago yet everyone at on the Shepard lane option were all notified before buying their house. My house is now going to lose market value and not even sure I can sale my house. I should be compensated for this.

Please call me I want to setup a time where you can come out to my house and show me what you have planned.

Thanks

Brad



### Comment 47

Response  
Section in  
Chapter 32



**Comment #:** 47  
**Date:** 5/18/2013  
**Source:** Website  
**Contact:** Heidi Edwards  
**Location:** Layton

**Comments:**

32.1.2A

and

32.2.3A

In my opinion you need to rethink this plan. You cannot plow down 26 homes, 5 businesses and 110 acres of farmland. People have moved to this area for the peace and calm. It will disrupt families, migrating birds and wildlife. Please reconsider this plan, the Legacy highway does not need to be expanded.

## Comment 48

Response  
Section in  
Chapter 32



**Comment #:** 48  
**Date:** 5/18/2013  
**Source:** Website  
**Contact:** Jan Pierce  
**Location:** Sandy

**Comments:**

32.2.13A

I am the owner the property at [REDACTED]. It looks to me like Alternate Route A runs right behind my property. Therefore, I would prefer Alternative Route B. I think this Highway is a great idea but I don't want it reducing the value of the property by being too close.

I appreciate your consideration.

Mr. Jan Pierce

## Comment 49

Response  
Section in  
Chapter 32



**Comment #:** 49  
**Date:** 5/18/2013  
**Source:** Website  
**Contact:** Susan Barber  
**Location:** Farmington

**Comments:**

32.2.13C

My husband and I moved out here 3 years ago. We not only bought our first home, but our dream home to raise our 4 children in. My heart is absolutely broken and torn to know that this new road will be directly in my backyard. Being self employed, we saved for years, moving our children around every couple months trying to save money to purchase our home. We FIANLLY were able to create some stability for them by building our home and promising them that we would stay here forever.

32.2.1B

When we first moved here, there were deer in our backyard, pheasants, and other wild life. That was ultimately the deciding factor in building here in Farmington. With the world moving at such a fast pace, we wanted our own little piece of serenity right here. Building a 4 lane highway right behind our property ruins EVERYTHING! All of our hopes and dreams for raising our kids to love and respect wildlife, and to be involved in it. It basically brings everything we were getting away from, directly in our back yard. I understand that udot can't please everyone. If you can't stop the road from going in my backyard, please move it farther west. I beg and plead this to you!

## Comment 50

Response  
Section in  
Chapter 32



**Comment #:** 50  
**Date:** 5/18/2013  
**Source:** Website  
**Contact:** Julene  
**Location:** Syracuse

**Comments:**

32.1.2A  
32.11.1A  
32.2.1A

I know that alot of what we concerned citizens write to you fall of deaf ears, but I have on concern. Actually more than one, but I will only ask about one today. I am a little confused why we should be building a big new freeway in the first place. For the past few years all we have heard about is our poor air quality and now you want to build a road that will have more vehicles traveling it thus creating more poor air quality. Why don't we just make trax and front runner more accessible to people and have the cost lower so more people will use them? I don't know what advantage this new road will be. We have driven on the Legacy highway several times and I can usually count on one hand how many cars are driving in the same direction at the same time. It only cuts off about 10 minutes to get to Salt Lake. I just think that maybe UDOT should come up with an option C that would better suit the community and those who travel the roads.

## Comment 51

Response  
Section in  
Chapter 32



**Comment #:** 51  
**Date:** 5/18/2013  
**Source:** Website  
**Contact:** Robin  
**Location:** Syracuse

**Comments:**

32.2.8A  
32.5.6A

I am NOT happy one bit about your decision of Plan B for the highway!!! What is your reasoning for jogging the highway west around a stupid pond that Syracuse just HAD to put in???? When we purchased our property 13 years ago we were always told that this highway would go down the Bluff Road and that we were safe buying horse property that WOULDNT be taken away by the Damn State of Utah!!!!!! I am so angry as are my neighbors who's land you will be taking away too!! We have built our homes with our own hands. We didn't by cookie cutter homes for our family and animals. We also know that we would never get paid what the value of our property is. You will come through here and split our ground, take whats not yours and expect us to live happily??? You are wrong!!! PLAN B IS NOT THE WAY TO GO!!!

## Comment 52

### Response Section in Chapter 32



**Comment #:** 52  
**Date:** 5/18/2013  
**Source:** Website  
**Contact:** Susan Stuart  
**Location:** Syracuse

**Comments:**

32.2.2A  
 32.5.6A  
 32.8A

From the map currently showing option B1, we cannot tell if you will be taking our home for the highway. If not, we don't want to be looking out at the highway from our front patio. Will we be between the expansion of 1700 South and the new highway? We met with a UDOT representative two years ago. At that time, we were told that our home would be bought out for a road connecting 1700 South and the Bluff Road. We would like to know how to plan for our future. We have lived in our home for 41 years. To relocate would mean we would be back making house payments again if we are not bought out. Also, our property (3/4 of an acre) would not have any value if it is to be surrounded by two big highways.

## Comment 53

### Response Section in Chapter 32



**Comment #:** 53  
**Date:** 5/18/2013  
**Source:** Website  
**Contact:** Darin Larson  
**Location:** farmington

**Comments:**

32.5.1A  
 32.3A

I firmly believe that having the west davis corridor on the west side of farmington is a mistake. You say that this is the popular option, I disagree as well as everyone in west farmington. This is just proving that the "squeaky wheel gets the oil" even though in this case the squeaky wheel (west kaysville) signed agreements when they purchased their homes that there is a proposed road being built where they built their homes. I also understand that the shepard In corridor was zoned for a road and the wetlands in west farmington are not. How does udot get away with building a road where it is not zoned for that purpose?

## Comment 54

Response  
Section in  
Chapter 32



**Comment #:** 54  
**Date:** 5/18/2013  
**Source:** Email  
**Contact:** David and Karen Austin  
**Location:** Kaysville

**Comments:**

32.2.13A

Thank you UDOT, for making this decision. It's been an incredibly emotional and exciting couple of days. All I can say is that people are relieved, thrilled, grateful, thankful.

Thank you, for having the guts to do what is right.

Sincerely,

Homeowners in Quail Crossing, Hunters Creek, Destination, Farmington Pointe, Oakridge, and other areas of Kaysville and Farmington

## Comment 55

Response  
Section in  
Chapter 32



**Comment #:** 55  
**Date:** 5/19/2013  
**Source:** Website  
**Contact:** Dennis Montgomery  
**Location:** West Point

**Comments:**

32.2.8B

Why have you block all roads east and west through the city of West Point???? It should be a safety issue because you have cut the west part of the city off from fire protection and police protection. If you would move the road east towards the bluff, three hundred could have a bridge put on it and have the one side almost built using the bluff.

## Comment 56

Response  
Section in  
Chapter 32



**Comment #:** 56  
**Date:** 5/19/2013  
**Source:** Email  
**Contact:** Janet Shiozawa  
**Location:**

**Comments:**

32.5.6A

I am a co-trustee of my mother's trust. One of the parcels in the trust is serial number 13-046-0032. According to the website, both options will impact this piece of property. We are currently in a property dispute with Ellis Kendrick, who is directly east of this property. Kendrick has encroached on our property with part of his home and a shed. The serial number for his property is 13-046-0022. Davis County has told us that nothing can be done with these two properties until the dispute is resolved. We have been trying to resolve this matter for the last two years.

Will the freeway be allowed in spite of the dispute? If so, how will compensation for the property be calculated? Property for building lots is about three times more expensive than farmable ground. This property is large enough to be subdivided.

I look forward to your response. Thanks.

Response  
Section in  
Chapter 32



**Comment #:** 57  
**Date:** 5/19/2013  
**Source:** Email  
**Contact:** Susan Julian  
**Location:**  
**Comments:**

32.2.1F  
32.2.8A

I disagree with the Syracuse route. I think they should take the Bluff Road route.

## Comment 58

Response  
Section in  
Chapter 32



32.5.6B

Comment #: 58

Date: 5/20/2013

Source: Website

Contact: Lee Simmons

Location: Bountiful

**Comments:**

It appears that the impact on this parcel has been omitted from the EIS. Please confirm and amend the EIS or explain.

This property is located at [REDACTED].

Response  
Section in  
Chapter 32



32.2.1B

Comment #: 59

Date: 5/20/2013

Source: Email

Contact: Blaine Nichols

Location: Layton

**Comments:**

Dear Heidi and Jennifer.

Your responses are indeed appreciated. And, I'm really not the stupid old fart I've probably come across as. I'm really a nice guy absolutely frustrated with bureaucracy and Corporate Government doing whatever it does for its own purposes.

One question was never fully considered in placing this roadway (I know the company line, "It was"). It was NOT fully considered specifically because of the bureaucracy and the cowardice of Corporate Government. It was not fully considered simply because of fears of it being a real battle with the evil Federal GCorporate Government.

Why was a causesway directly north across the bay(s) not done?

That route COULD have been done (the pioneers did something similar with horses and fresnos) but cowardice stood in the way.

That route would have been a REAL and VALUABLE alternative.

It would have provided massive amounts of fresh water recreation and resources . . . thereby relieving some of the pressure on the nearby mountains and assuring a very viable source of water in a "dry" state.

It would have taken almost ALL of the heavy truck traffic off of I-15, directly north and south; and out of the "bedroom" traffic pattern.

It would have NOT taken homes, or would have greatly reduced the number taken.

It would have provided an honest Alternative rather than justposing the WDC against I-15.

But, I believe someone said something about some birds and bugs. Dang . . . the foolish fears we bear.

My specific question most probably bears no response. But your kind offer is appreciated.

Happy Trails,  
Blaine Nichols

## Comment 59

### Comment 60

Response  
Section in  
Chapter 32



**Comment #:** 60  
**Date:** 5/20/2013  
**Source:** Website  
**Contact:** Linda Krantz  
**Location:** Kaysville

**Comments:**

32.2.13A

I was very glad to see the proposed alignment for this important road to take the Glovers Lane route. This makes so much more sense. Any road is going to displace people and homes and farms, etc. But, this seems to be the most logical to avoid the most problems. Thank you for your hard work.

### Comment 61

Response  
Section in  
Chapter 32



**Comment #:** 61  
**Date:** 5/20/2013  
**Source:** Email  
**Contact:** Dave Palmer  
**Location:**

**Comments:**

32.2.13A

32.1.1A

I totally agree with the West Davis Option B1, Glovers Lane & North.  
In fact I have thought for several years the Hwy should already HAVE BEEN Extended to at Least Brigham City. Northern Utah traffic is growing faster than most residents realize - they just don't want to know about it, don't pay attention, bitch about the slow larger traffic flow (& Port of Entry), or are spooked by too much Media coverage of EcoNuts comments.  
Dave Palmer USAF Ret  
Mtn Green UT  
ps - We also NEED an I-84 Trappers Loop Entry/Exit - Morgan County Council meeting on Mtn Green is currently in approval stage of a LARGE Multiplex residential/commercial Development - Mtn Green Old Hwy SR-167 is already a traffic HAZARD.

32.31D



## Comment 62

Response  
Section in  
Chapter 32



**Comment #:** 62  
**Date:** 5/21/2013  
**Source:** Website  
**Contact:** Dr. Dennis P. Law  
**Location:** Syracuse

**Comments:**

32.2.3A

Do not try and take my land or my life style you will have a fight like you have never seen. I just looked at the proposed plan and it goes right behind my house. I will do everything and anything to keep this unneeded monstrosity out of my neighborhood and out of my community. This is completely unnecessary and the funds could go to many other projects that would benefit the community. If you try and take my land you will have a fight on your hands.

## Comment 63

Response  
Section in  
Chapter 32



**Comment #:** 63  
**Date:** 5/21/2013  
**Source:** Website  
**Contact:** Aileen Freckleton  
**Location:**

**Comments:**

32.2.2A

I own the property at the corner of [REDACTED]. I am very much concerned where this route will go and how it will impact my property.

## Comment 64

Response  
Section in  
Chapter 32



**Comment #:** 64  
**Date:** 5/21/2013  
**Source:** Website  
**Contact:** Dean Collinwood  
**Location:** Bountiful

**Comments:**

I am opposed to the construction of a highway, regardless of the routing. The land is too precious to be paved over. You say you need the road because of population growth, but people move here because you build the roads. We have enough space on the current network of roads and freeways to handle our traffic. If you would eliminate the HOV lanes in Davis, the freeways would be much better able to handle the traffic we have or will have. So, no highway, please.

32.2.3A  
32.1.2A  
and  
32.2.1A

## Comment 65

Response  
Section in  
Chapter 32



**Comment #:** 65  
**Date:** 5/21/2013  
**Source:** Website  
**Contact:** Philip Sauvageau  
**Location:** Ogden

**Comments:**

I can see that much effort has been done to look at issues with all options. With the Glover's lane option, the main negative is a lack of connections to West Farmington. With the way West Kaysville and Farmington have been developed there are not many artery roads. Someone could get lost easily in these neighborhoods if they are trying to get to Farmington from Kaysville and are not familiar with the area. While perhaps not part of this project, the WFRC should plan to remedy this issue. Find a way to connect Angel, Sunset, Shepard, and Station Parkway. Perhaps as a collector/artery road via 950 North or parallel to I-15. This also causes a problem that there is no convenient way for these people to get to Farmington FrontRunner. I do not know the future of bus route 472, so we need to make it easy to get to FrontRunner.

32.2.1E  
32.31D

### Comment 66

Response  
Section in  
Chapter 32



**Comment #:** 66  
**Date:** 5/21/2013  
**Source:** Website  
**Contact:** Michael McConkie  
**Location:** Kaysville

**Comments:**

32.2.13A  
32.14.2A  
32.2.6A

I was so happy with the decision to select the Glover lane option! My self and all the neighbors are thankful that the route with the least human impact was selected... That doesn't mean that I don't think that we shouldnt strive to do all we can to limit the impact on wildlife.  
I must admit that I was worried that the double interchange at shepherd would have been a mess as the traffic pattern greatly increased in the future.  
Thanks for all your hard work in this intensive study.  
Michael McConkie

### Comment 67

Response  
Section in  
Chapter 32



**Comment #:** 67  
**Date:** 5/21/2013  
**Source:** Email  
**Contact:** Alan Stockland  
**Location:** 479-9597

**Comments:**

Dear Sirs:  
UDOT has way too much \$\$\$! I cannot believe another west road is needed for Davis County, unless UDOT is playing into the hands of developers. This excess \$\$\$ that UDOT has would be better spent on adding adjacent paved trails for walkers and bicycles, instead of adding to urban sprawl - which is making life less desirable. I have one question for developers - At what point in this country do you think urban sprawl will begin to bother the conscious of developers???

Alan Stockland [REDACTED]

32.1.2A  
32.2.2D

## Comment 68

Response  
Section in  
Chapter 32



32.2.2A  
32.5.6A

**Comment #:** 68  
**Date:** 5/22/2013  
**Source:** Email  
**Contact:** Kyle Smith  
**Location:**

**Comments:**

To Whom It May Concern-  
Henry Walker Homes owns land just off of Shepherd Lane at the address: [REDACTED]  
[REDACTED] and were wondering if there are going to be any effects on the land due to the decision to use the Glover Lane (B1) option for the new highway to be built? It doesn't seem that there will be, but we would like to be sure in case we need to prepare.  
Thanks.

## Comment 69

Response  
Section in  
Chapter 32



32.2.13A

**Comment #:** 69  
**Date:** 5/22/2013  
**Source:** Website  
**Contact:** Cade Seeley  
**Location:** Kaysville

**Comments:**

Any time you can put in a major roadway and impact as few people, homes, businesses, existing infrastructure, etc. is a win-win for almost everyone. The Glover Lane option is clearly the best option among all of the options presented. I feel badly for those that will be affected, but thank goodness it impacts less people than the other options.

## Comment 70

Response  
Section in  
Chapter 32



**Comment #:** 70  
**Date:** 5/22/2013  
**Source:** Website  
**Contact:** Shawn Olsen  
**Location:** Kaysville

**Comments:**

32.2.13A

I was very pleased with the recently announced UDOT preferred option, B1. Thank you for listening and for choosing the best option for future growth, traffic flow, safety, and with the least impact to families and neighborhoods in Farmington and Kaysville. Well done UDOT!

Shawn Olsen

## Comment 71

Response  
Section in  
Chapter 32



**Comment #:** 71  
**Date:** 5/23/2013  
**Source:** Website  
**Contact:** Dan Hendry  
**Location:** West Point

**Comments:**

32.2.8C

Between Sept. 2011 and Sept 2012 the route between 1300N and 1800N was changed. It did run to the west along the canal and took out the west side of 1 person's property. It must have been in this time period that the wetlands became a concern. It was then moved to the present route a little more to the east where it fragments 3 different land owners property. The new route takes out 6 houses, (very likely 7 houses) as well as some acres of very prime and productive wildlife habitat. The original route would have taken out 1 barn and the cattails (wetlands). Is this isolated patch of cattails so valuable and untouchable? Was any consideration given to mitigation of the wetlands or other means that did not destroy so much other property? Was a cost difference ever looked at? For a project that claims to do its best at minimizing the impact to property and homes, the environment, and keeping cost down; all 3 it seems were sacrificed for an isolated patch of wetlands! With the new route the only thing that wins is the cattails. Taxpayers, 7 homeowners, and nature losses with this route. This seems like a very high price to pay to save an isolated piece of wetlands that will probably dry up when I quit irrigating. I would like to meet with anyone that can answer these questions, explain this change so it makes sense (not just "the wetlands are federally protected and cannot be touched"), or can help me change this route. Come and see what I am talking about. My name is Dan Hendry. [REDACTED]

## Comment 72

### Response Section in Chapter 32



**Comment #:** 72

**Date:** 5/23/2013

**Source:** Website

**Contact:** Brent Allphin

**Location:** syracuse

**Comments:**

32.1.2A  
32.2.1F

why does the state insist on putting in a highway that most people don't want or even care about. if you think this road must go in the put it along Bluff road where it was supposed to be in the first place instead putting it further west and paving over one of the last pristine areas left in Davis county that isn't paved over.

## Comment 73

### Response Section in Chapter 32



**Comment #:** 73

**Date:** 5/23/2013

**Source:** Email

**Contact:** Rebecca Cowley

**Location:**

**Comments:**

32.2.3A

Yes we would love to have a highway. No we don't want 26 houses torn down. They are fairly new! Yes we would like to make the least impact on the environment. UDOT has a responsibility to uphold property rights and environmental concerns. If this costs more then we need to see this as a cost of a new highway and not stick it to people and wildlife who have little say.  
Sincerely,  
Rebecca Kim

## Comment 74

Response  
Section in  
Chapter 32



**Comment #:** 74  
**Date:** 5/23/2013  
**Source:** Email  
**Contact:** Michael K. Woolley  
**Location:**

**Comments:**

link: <http://www.deseretnews.com/article/765630237/UDOT-listened-made-a-good-choice.html>

32.2.13A

I am glad the Utah Department of Transportation made a thorough decision and listened to the many people behind the huge public outcry supporting the Glover's Lane option over the Shepard Lane option for the West Davis Corridor. The current decision ensures that homes are saved from unnecessary destruction when an alternative through unpopulated areas is available.

UDOT learned from the South Legacy Project what was necessary to ensure that their legal position against outside environmentalists is solid. They put forth plans, then listened to significant public comment and made a decision that included the views of real people impacted by the decision. Environmentalists want wetlands, and wetlands are addressed. UDOT's current plan balances interests: They listened to citizens and considered the interests of people, families and existing homes and neighborhoods in addition to the interests of outside special interest environmental groups who do not live in the area.

Critically, the current decision ensures that nearly 220 homes within 300 feet of Shepard Lane do not lose the quality of life and diminished property value that would have occurred had UDOT caved to pressure from the powerful and well-funded outside environmental groups and merchants who want to control traffic patterns past their places of business.

Wetlands are important. The current plan ensures that wetlands will be properly addressed. Impact to existing wetlands can be mitigated; impact to people cannot be mitigated in the same way, and UDOT's current decision understands and reflects this. The Legacy Highway Project in South Davis County is an excellent example of how wetlands can be created in locations that allow for necessary mitigation of wildlife and insects and moved to co-exist with our growing population. The current decision by UDOT will allow for wetlands without destroying existing homes, families and relationships of people.

32.2.6A

Certain merchants understandably want more cars passing their shops off of a bottleneck that would be created on I-15 if the Shepard Lane option were chosen. Fortunately, UDOT listened to the many as opposed to the wealthy few. Had UDOT listened to the few interested in the Shepard Lane interchange, there would not only have been a freeway passing through the neighborhood of nearly 220 families in Farmington and Kaysville, but also a diminished quality of life for everyone in Davis County who uses what would be a much more congested I-15. The current decision allows for a true alternate route in and out of Davis County for emergency situations beyond the daily commute and foresight to allow for inevitable growth.

Additionally, the decision by UDOT will not require modification to the existing TRAX system that would be a multimillion dollar cost to taxpayers. Those in all of Davis County should be grateful that UDOT is willing to stand up for a second artery into Davis County and not succumb to a bottleneck in order to placate special interest groups.

This decision is a great example of what government should do — listen to local citizens and make a decision that is in the best interests of those impacted by the decision.

Mike Woolley is a resident of Kaysville and member of the Transportation Lawyers Association.

## Comment 75

Response  
Section in  
Chapter 32



**Comment #:** 75  
**Date:** 5/24/2013  
**Source:** Website  
**Name:** Jason Rampton  
**Location:** Eagle River

**Comments:**

32.5.6A

32.8A

32.2.1B

32.31B

We have owned our land in Syracuse for 3 generations. We have 21 acres in Syracuse near the Bluff rd. We were offered 2.1 million dollars by a developer a few years ago. We didn't sell because the value was over 2.6 million dollars. This latest road proposal cuts our property in half and destroys the value of the land. This is not acceptable. The road should be routed to the west, out by the lake. If this proposal gains traction we will organize a class action law suit to kill the whole thing. This whole thing is wrong. Please call me.

## Comment 76

### Response Section in Chapter 32



**Comment #:** 76  
**Date:** 5/24/2013  
**Source:** Website  
**Name:** Chad Coles  
**Location:**

**Comments:**

32.2.13C

I find it very sad that at the present time the chosen alternative for the West Davis Corridor is the Glover Lane Option. This is very sickening because of the close proximity to the Farmington Bay area where countless numbers of wildlife live. This section of roadway will threaten or kill to much of the natural wonder of this area. Also, why did legacy highway get built with sound dampening road material, speed restrictions, not raised and with no semi trucks allowed and this roadway will not have any of those proposed restrictions. This alternative appears to be the wrong alternative for various reasons. Please take a closer look as to why you really want this choice.

32.2.1H

### Response Section in Chapter 32



**Comment #:** 77  
**Date:** 5/24/2013  
**Source:** Website  
**Name:** Debie and Malamene Wong  
**Location:** Farmington

**Comments:**

32.2.13C

I do not believe that the "Least Environmentally Damaging Practicable Alternative" that calls for utilizing the border of the wetlands to the west and comes up Glovers lane is in the best interest of Farmington residents.

32.5.1A

We built our home in good faith with the corridor not coming up Glovers Lane when we were searching the area for our new home. We were told the Shepherd Lane area was already designated as the corridor when we looked in that area.

32.2.1H

Putting in a freeway that does not restrict speed, trucks, or number of lanes; that includes a elevation average of 14 feet, and that DOES NOT include any sound wall mitigation etc. can't be in the best interest for the residents of Farmington or Farmington City. This seems to be a way to move traffic from outside of Farmington through our neighborhoods and only hurts Farmington. No access points to Farmington residents, higher sound, likely decreased property values for many of us, loss of our views to the west, increased noise and other pollution is giving Farmington residents NOTHING.

32.14.2A

The disruption of the many birds that come across our neighborhoods on the way to the bird refuge would impact the environment.

This plan is not low impact and does not help Farmington citizens at all.

We are Farmington Residents are we are angry at this decision. We did not build our home so it could be surrounded by busy, noisy elevated roads and traffic.

Debie and Malamene Wong

## Comment 77



### Comment 78

Response  
Section in  
Chapter 32



**Comment #:** 78  
**Date:** 5/24/2013  
**Source:** Website  
**Name:** Dr. Gerald Rampton  
**Location:** Mapleton

**Comments:**

32.2.13G

Dear Mr. Jefferies/West Davis Corridor personnel;

On behalf of my own wife & family, as well as four other Brothers & their wives & families (totaling 27 people), collectively & definitively would like you & your personnel to "reconsider" Option "A"!!!!  
We are in opposition to Option "B". Option "B" will be too close to too many Syracuse residents and in will essentially place a roadway/corridor in the backyard of too many homes, also affecting Syracuse school children similarly, not to mention the same occurrence in other communities as well...  
But, the "A" Option for the corridor is farther west, away from residential & schools, and much "more desirable" for the "majority" of Syracuse and other community residents. Please "DO" get back with me regarding this email, as soon as possible. And, thank you very much!

Cordially,

Gerald Rampton (and 26 other family members)

### Comment 79

Response  
Section in  
Chapter 32



**Comment #:** 79  
**Date:** 5/24/2013  
**Source:** Website  
**Name:** Greg  
**Location:**

**Comments:**

32.2.13A

Great choice on the proposal these choices make the most sense for the future transportation needs in this area.

## Comment 80

### Response Section in Chapter 32



**Comment #:** 80  
**Date:** 5/24/2013  
**Source:** Website  
**Name:** D williams  
**Location:** clinton

**Comments:**

32.2.13A

Love the latest selected plan. This road is very much needed (the sooner the better). This will benefit everyone for years to come.

## Comment 81

### Response Section in Chapter 32



**Comment #:** 81  
**Date:** 5/24/2013  
**Source:** Email  
**Name:** Cathy Kirkham  
**Location:** Farmington

**Comments:**

32.5.1A

This is a huge complaint!  
 I know you have possibly heard this before, but not from me.  
 We bought our property here in Farmington with hearing that the roadway would go somewhere not by us. We paid a huge amount of money for our land and home. I just went into where it measures how far this proposed site for the roadway might go, that was 2 years ago that was NOW, not then, and it is 0.3 to 0.2 miles from our home. We did NOT sign any paperwork about us having to give up our home or property when we bought our home. Yet, those that did sign the paperwork when they bought their homes are laughing in our faces because they HAVE signed that paperwork and now will never have to have a major roadway take their home out, now I ask you how wrong is that? Am I honest to say that this is a right thing to do?

32.2.13C


We have beautiful pheasants and Mallard ducks that walk down our street, we are hooded to sleep at night by owls, deer run around us, red fox, we raise chickens and horses. Now you want to come in this close to us and raise the roadway, making a racket with the cars, is this right? I dare to say this is very NOT right. Those that knew that their homes and property might be taken away and had to sign for it, they are where that roadway should go. Look around here and say we don't have a beautiful area, we moved here to have lack of stress, not stress added by noise.

32.2.13C

We used to live within less than a mile of Bangerter Highway, we were so grateful to be able to live here. Now you wish to take this all away, not from just me, but from the whole of us.

32.2.13L

We the people have this right, as is in the Constitution, that we have a right to vote and say LEAVE US ALONE! None of us want you here.

Cathy Kirkham  


## Comment 82

### Response Section in Chapter 32



**Comment #:** 82  
**Date:** 5/24/2013  
**Source:** Email  
**Name:** Barbara and Dave Smith  
**Location:** Kaysville

**Comments:**

### 32.2.13B

I just wanted to say thank you for all the hard work and effort you put into the EIS for the West Davis Corridor. I have looked at some, certainly not all due to the volume, of the report and feel that you listed to what the citizens had to say regarding the Shephard Lane versus Glover route. Thank you for choosing an alternative that truly provides us with an alternative route for emergencies. Thank you also for putting families and people at a top priority. While the freeway will still be close to all of those in Farmington and Kaysville, I believe the choice to route it out around both cities is truly the best solution for today and in the years to come. Although you do not have to look beyond 20 years, I believe this decision will give UDOT the flexibility it needs as we move forward in the future.

Thanks again and we'll see you at the Open House.

Barbara M. Smith

## Comment 83

### Response Section in Chapter 32



**Comment #:** 83  
**Date:** 5/25/2013  
**Source:** Email  
**Name:** Chris and Peggy Griffin  
**Location:** Kaysville

**Comments:**

I have been traveling for work the past few weeks so its taken me longer than I wanted to but I wanted to thank each one of you for the decision you made in the draft EIS. I can't describe to you the emotions I felt when I heard the news. In the past couple of years, I'm sure you have heard plenty of complaints from our Shepard lane area so I think its time for you to hear a THANK YOU!

### 32.1.2B

I have read through several chapters of the draft EIS and still have several to go ;), but here are my initial thoughts. First off, I personally agree with the overall need to have an additional transportation infrastructure in Davis County. I travel this stretch of highway for work every day and have already seen an increase in congestion and delays let alone the expected growth that will definitely occur in the future. The area definitely needs the highway.

### 32.2.13B

Secondly, I completely agree with your conclusion and the reasoning behind your selection of the B1 Alternative (Glovers) as your preferred alternative. It will truly provide an independent alternative together with a better interchange system and it has far less impacts to the community and its residents with no additional impacts to wildlife and wetlands. It truly is the best alternative to meet the project's purpose of improving overall mobility in the region.

### 32.30B

Lastly, I will repeat what I told Paul Ziman after our last informational meeting a couple of weeks ago at Endeavor Elementary. I told him I felt that Randy and the UDOT team has done an exceptional job on this project and I have been very impressed with UDOT's openness and willingness to meet with and listen to and in some cases incorporate the public's comments and feedback. I think all of you have been very diligent in following the EIS process as you have refined and ultimately determined your recommended B1 Alternative in the draft EIS and for that I thank you.

Sincerely,

Chris Griffin

## Comment 84

Response  
Section in  
Chapter 32



**Comment #:** 84  
**Date:** 5/26/2013  
**Source:** Email  
**Name:** Brett Evans  
**Location:** Farmington

**Comments:**

Hi Randy,

Please hang in with me on this one, it is a bit long:

Could you help me understand the methods the WDC Team employed to avoid reporting analysis results that include insignificant digits? This would apply to the input data to the traffic demand model (ie. socioeconomic data, network modeling, etc) as well as all the numbers output from the model. My initial review of the input and output numbers would lead me to believe that inconsistent rules were applied.

In addition, many of the results from the travel demand model show similar but slightly different results. What is not clear from the data and analysis provided is whether or not the differences in the results for the different alternatives were attributed to the associated uncertainty in the estimates or if they were truly accurate differences. In my opinion, this is important to understand because the results as presented in the DEIS could imply erroneously that one alternative outperforms another alternative (ie. in certain categories) when in reality the differences fall well within the margin of error associated with the results.

In more technical terms, the DEIS traffic demand model appears to only use point estimates without maintaining any information on the variation or covariation of the estimates. As pointed out in relevant academic research, performance comparison of transportation alternatives based on point estimates without consideration of the associated statistical errors may result in incorrect conclusions. My read of the DEIS and TM04 would lead me to believe that the WDC team did not consider the stochastic nature of the input data to the travel demand model and how the uncertainty propagates to the output estimates. TM04 indicates that the WDC team employed methods for validation of the model (ie. sensitivity and %rms which show typical %rms errors of between 30% to 50% [NCHRP Report No. 365]) but I could not find any analysis that would directly assess the statistical accuracy of the data from the model (ie. standard deviation, variance, covariance, etc.).

Is there any documentation that you could point me to regarding the accuracy of the traffic demand model? Also, could you potentially facilitate a meeting with the WFRC traffic demand model folks to have a discussion on this topic. I've tried without success to contact the WFRC traffic demand model folks directly to ask some of these questions. I would also like to talk to the WFRC traffic demand model folks regarding their traffic demand model validation plan/processes (specifically in the context of the FHWA TMIP Travel Model Validation and Reasonability Checking Manual).

Whew... thanks for hanging on through this.

Thanks,  
Brett

32.1.1B

## Comment 85

Response  
Section in  
Chapter 32



**Comment #:** 85  
**Date:** 5/26/2013  
**Source:** Email  
**Name:** Brett Evans  
**Location:** Farmington

**Comments:**

Hi Randy,

My understanding is that the baseline 2040 traffic demand model assumed the Local Shepards Lane I-15 Interchange would have been previously built (phase 1 project in the WFRC RTP). I'm struggling with understanding the logic behind including the environmental impact analysis of the Local Shepards Lane I-15 Interchange as part of the WDC Shepards Lane alignment if it was assumed it was already built (as it was assumed in the traffic demand model).

In my opinion, based on what I've read so far, the DEIS does not consistently apply the overall impact of an already existing Local Shepards Lane I-15 Interchange to the two WDC southern terminus alignment options. To me it seems like it would have been more consistent to assume the Local Shepards Lane I-15 Interchange was not part of the baseline 2040 traffic demand model and then include the build/impact of the Local Shepards Lane I-15 Interchange equally in both WDC southern terminus alignment options (or consider different Local I-15 interchange options altogether since this seems important in maintaining an acceptable traffic LOS at the Park Lane Interchange).

Is there some documentation you could point me to that would help me better understand the WDC team's reasoning behind how the Local Shepards Lane I-15 Interchange was analyzed?

On a side note, I hope you are having a great holiday weekend with family and that you don't read/respond to this until next week.

Thanks,  
Brett

32.24A

### Comment 86

Response  
Section in  
Chapter 32



Comment #: 86  
Date: 5/28/2013  
Source: Website  
Name: Tierra  
Location:

**Comments:**

32.1.2B

The West Davis corridor is badly needed! If we are going to build houses and businesses out west then we need more roads and highways to support them. Traffic is already bad from Riverdale to Farmington everyday, especially if you live out west and work south in SLC or further south. It's ridiculous to try to get to the freeway. I can only imagine though being a resident and/or an agricultural advocate on how this would affect their lives/environment, I do have empathy for that. Thanks

### Comment 87

Response  
Section in  
Chapter 32



Comment #: 87  
Date: 5/28/2013  
Source: Website  
Name: Teri Zorko  
Location: Kaysville

**Comments:**

32.31F

How long until this selection is really finalized and properties to be purchased? I have lived in Davis county since 1986, and have heard of this Legacy Highway for YEARS before the portion that was finally built was completed. We have recently sold our home in Syracuse, and want to move into the northern part of Davis County, or Weber County. We would like to know what a proposal would be for completion of the Davis section and the Weber County proposed layout...so we can determine where we want to live and have access!

## Comment 88

Response  
Section in  
Chapter 32



**Comment #:** 88  
**Date:** 5/28/2013  
**Source:** Website  
**Name:** Lonna Warenski  
**Location:** Farmington

**Comments:**

32.2.13C

We moved to Farmington Ranches almost five years ago and loved the area from the start. Putting in a highway will essentially ruin the quiet farm-feel of our neighborhood. After reviewing the alternatives to the Glover's Lane option, it seems absurd to use this valued area for another highway. Didn't we build Fronrunner to alleviate traffic?? Our community and neighborhood will go from being a safe haven for our children to grow up to a noise-filled freeway that is our view from our back deck. We don't want our beautiful community destroyed because of this highway. Please choose an alternative route that we can live with!

## Comment 89

Response  
Section in  
Chapter 32



**Comment #:** 89  
**Date:** 5/28/2013  
**Source:** Website  
**Name:** Tamara Hed  
**Location:** Tremonton

**Comments:**

32.2.1A

I do not live in the areas that will be affected by this roadway. I have talked to people who will be and they are mostly concerned with improving the east-west roads. They are congested and increase the time spent in the car for every trip creating more air pollution. It would make more sense to get people to travel east to the fronrunner line and use it to travel north-south. It is already built, make it easier for people to use it.

32.1.2A

The west davis corridor is an unnecessary roadway. Mass transit is the answer to the problem not more high speed roads. Make it easier and less expensive to use our already existing bus and train routes. Fewer cars on the road not more! As a farmer it is of great concern to me that so much farm land will be lost to this road. NO FARMS NO FOOD. Do you want a sea of asphalt or food on your table grown in your own state. I believe most people would choose food! DO NOT BUILD THIS ROAD!

32.2.1A

32.4A



## Comment 90

### Response Section in Chapter 32



**Comment #:** 90  
**Date:** 5/28/2013  
**Source:** Email  
**Name:** Nykki Remley  
**Location:**

**Comments:**

First of all I do understand that there is no happy solution to this road. However, I want you to take a minute to step into the life of my child. Everyday she fights to live and the environment she lives in plays a big part in whether she stays home or spends her days in and out of the hospital.

Children are meant to play and run around and enjoy there childhood.

32.2.13G

With this road going right past the school she attends is going to impact her education in many ways. We moved out her because of the open land, the cleaner air and the fact that she can go to a school that is in a quiet part of town and the learning environment is conducive to learning. She has improved since moving way from the population of Salt Lake City. With this road I'm afraid we will have to pick up and leave a wonderful town, an amazing school and find a new home in another rural town.

32.11.1A  
32.11.2A

When YOU walk outside your lungs adapt to the environment well her lungs do not, She can't be around smoke, smog, pollution etc. she can not go outside at all if the air quality is a yellow or red day. The air pollution is going to be HORRIBLE by the school and a child who once would be able to go outside will no longer be able to go to recess because of the conditions this road is going to cause.

There are control burns near the school and many children who attend had respiratory issues just due the farmer's burning weeds. This is something that happens a few times a year. The road going straight through a town that doesn't need it and would be problematic everyday.

I have looked at the other options and loosing farm land is very sad also. I'm a county girl and I know that farm land is important but this school and MY children are very important and letting my child go outside to play at school helps her during the day.

32.2.13G

What if this was your child, how would you explain to her that she can no longer enjoy going outside to recess on a green day because of the road that was not needed to be built next to her school. That she will need to watch out the window as her friends play because she can no longer go outside. I don't want to be the one to tell her so please let me know which one of your employees would like to look my 8 year old and 6 year old in the eye and tell them that its job to build a road that will cause them to spend more time inside or even in a hospital bed.

I understand that yes these are only 2 children out of 1000 children who go to this school. How many more children will be affected from the noise, pollution, and other chemicals that will now be in our school yard air for the current and future children to breath. There is know telling how many more children will need to spend there childhood with respiratory issues that would not otherwise be effected. All because of a road that is for one not needed in our town and also could have been moved up a few blocks and avoided our school.

I look forward to hearing from you soon and I would really like to have someone tell my kids that they can not go outside anymore at school.. Please let me know who will be talking to them.

Sincerely  
 A mother to the most precious" things" on this earth.  
 nykki remley

## Comment 91

### Response Section in Chapter 32



**Comment #:** 91  
**Date:** 5/28/2013  
**Source:** Email  
**Name:** Pam Skinner  
**Location:**

**Comments:**

To whom it may concern:

32.1.2A  
32.2.2D  
32.2.1A

DO NOT build any more freeways at the expense of farm land, homes and wild life!!!!  
 You are just destroying people's lives and adding more asphalt and pollution to our beautiful valley.  
 The developers will love it, they can put more houses in, oh boy.  
 Instead, people will just have to use the beautiful public transportation that is in place for millions of dollars called Front Runner:-)  
 If people get tired of being stuck in traffic on I-15, they will soon figure out an alternative. Building more roads is NOT the answer.  
 Please re-consider, use that money to get people to Front Runner.

Pam Skinner  
 Concerned citizen

I live in the Heber Valley and see how more asphalt is increasing the temperature and pollution of our area. Not to say ruining a life style.

## Comment 92

### Response Section in Chapter 32



**Comment #:** 92  
**Date:** 5/29/2013  
**Source:** Website  
**Name:** Matt Willard  
**Location:** Syracuse

**Comments:**

The charter school at the intersection of Antelope Drive and Bluff Drive in Syracuse is key to the decision of choosing either Alternate A (further west) or Alternate B, which would be next to the school.

32.2.13G

Analyzing the proposed intersection at Antelope Drive and Bluff Drive for Alternate B reveals some problems. Since the charter school exists there, it is clear that the proposed intersection is not an ideal configuration. It shows there are many compromises that would have to be made at that intersection in order for it to work. It does not look like a normal on/off ramp to a freeway. It looks like it is being forced into too small of a space.

A similar situation existed with the I-15 intersection at 12th Street in Ogden. When the intersection was first constructed a few decades ago, it was not ideal, and as increased population growth occurred, the entire intersection and many surrounding buildings and homes had to be removed in order to construct it correctly. The intersection at Antelope Drive and Bluff Drive in Syracuse will suffer the same fate as the 12th Street intersection in Ogden if it is constructed as proposed in Alternate B. The intersection in Syracuse would undoubtedly need to be demolished and reconstructed correctly to meet the demands of increased population and usage. It is estimated that such a demolition and reconstruction would need to take place within about 10 years of the initial intersection construction. Such a demolition and reconstruction would be an unnecessary cost for tax payers, and could be avoided if Alternate A is chosen instead. The demolition and reconstruction of the intersection would require that the charter school be completely removed, which could also be avoided if Alternate A is chosen.

Here are some additional thoughts about the charter school at the intersection in question. Has an analysis of the impacts to the school been done if Alternate B is constructed? The logistics of keeping the school open and running normally during construction would be almost impossible. This will cause many parents to enroll their children in other school. Some teachers will be forced to find jobs elsewhere. Once construction is complete, the noise from a freeway next to the school will certainly be a nuisance for learning. The teachers will be unable to open their classroom windows because of the noise. Outside activities will be disrupted by the noise. The ultimate fate the school is that it will be an uncomfortable location for parents to enroll their children. Frustration will cause parents to find a different school. The school will eventually be forced to close and teachers will lose their jobs. The school will become an abandoned building until it is removed. An abandoned building such as that will not be a welcoming sign for the city of Syracuse.

I hope that these points will be considered, and that ultimately, the first plan of Alternate A, which is further west, will be chosen and implemented for the West Davis Corridor for the city of Syracuse.

### Response Section in Chapter 32



**Comment #:** 93  
**Date:** 5/29/2013  
**Source:** Email  
**Name:** Julie Bushman  
**Location:** Syracuse

**Comments:**

32.2.1F

32.2.8E

I am a Syracuse lifer it's been my home for 56 years and as long as I can remember we always knew the highway was on the bluff road. I am asking you to not to build the highway through my land. And my home Those alternatives force choosing an option sightseeing road along the great salt lake" which will not hurt one thing. there is the dairy farm Hamblin's which I hear is not doing very good at all.

32.4B

black island farm is going under we have a friend that has work for charly black since he was 16 years old he is now in his late 40's he has left the farm because they couldn't make the paycheck to pay him anymore he is now working elsewhere! so it will just become a new subdivision in no time at all. All that wet lands and birds that you are trying to protect will all be made into subdivisions. We all know it will we have seen it many times over.

if it you chose to build where Syracuse wants to it takes out 12 families that will be impacted all with custom build homes these are not the run of the mill homes we all built special homes to suit our needs some maybe build for handy cap person like ours is with wide halls and showers to accommodate wheel chair access. We all have live stock heated barns and other buildings. neighborhoods and schools businesses will all be impacted. .

32.2.1F

32.2.8A

You should make Syracuse city Put it where it was suppose to be 100 feet below the bluff road the land has been saved and it makes better since to do that with an intersection at the bluff inter change so Layton has easy access to it as well. Syracuse city is being dishonest with its residents we went to the city office in 1998 and had them take out there plans for the legacy highway. it was right there on the bluff road so we decided to buy our land knowing it would be in front of our house some day. The city took out their plans and showed us plans for equine path ways all around the neighborhoods how they was going to build up the fairgrounds that sit in my back yard, we loved that idea that's why we bought the lot we did we bought our 3.34 are acres from Ron and Shirley moss, moss acres that way we could ride our horses all around there without having to go on the roads.

now you're telling me I am going to have a free way in my back yard how fair is that we did our part we checked into the where a bouts of the highway before we bought we have worked 2 and 3 jobs trying to pay for the land and home for 14 years now,

But Syracuse went and made a park where the highway was suppose to go and they keep letting places being built because they assume that they can have my land before its even been decided upon. , it needs to stop.

32.2.13G

Now they want to put it right down the middle of my land dividing it in two pieces my sanctuary. Land and a home we have worked our fingers to the bone to keep our heads above the water. So we could keep this our own little paradise. one half of my land on one side of the freeway land locked and then there is the piece with my home on it. a freeway right where my garden and barn is.200 feet from my back door I ask you the public UDOT is this fair Syracuse is dishonest.

We did are part we checked before we built now the city wants us just to give up without crying It's not fair. We have red fox and Peasants doves and wild peacocks in our back yard our neighbor raises cattle for his income what's going to happen to their livelihood? Our other neighbor takes disabled children and children from his church for rides in his yard on his horses. we all have a lot of young children in our neighborhood where are they suppose to play in the freeway. They all have horses and belong to FHA; we all have large gardens and share it amongst all our neighbors. We have pigs and chickens ducks, people droop off cats we take in all the poor dropped off cats give them a place to live we take them in and have them fixed and let them live there life's with freedom to roam. We have sheriff poise lives down the road I watch them rope their cattle and buffalo from

## Comment 93



### Comment 93 (continued)

Response  
Section in  
Chapter 32



32.2.8A

my back door where are the suppose to go with all their animal because they just don't make homes with land on them any more we have very unique homes that you cannot replace.

place save our homes we all enjoy our homes and work hard for them we are not just neighbors we are a family in this little community make Syracuse do the right thing, put it back where it was suppose to go in the first place thanks Julie Bushman

Please I ask you again please reconsider the per posed highway though my land make Syracuse city do the right thing put it where it was suppose to go in the first place it's the right thing to do..

Response  
Section in  
Chapter 32



32.2.8F

Comment #: 94

Date: 5/29/2013

Source: Email

Name: Jay & Susan Stuart

Location: Syracuse

**Comments:**

There is a concern about the proposed route (B1) for this section of the highway. Our name is: Jay and Sue Stuart and we live at 1653 South Bluff Road Syracuse Utah.

We have been talking to some of our neighbors about getting some legal representation over this proposal.

Originally you had talked to the Wrights (Huckleberry Subdivision) and us about having an access road from 1700 to Bluff Road going North. You had also talked to the McInnelly's about taking their house for expansion of 1700/Antelope road.

We know that the Thompson's (Huckleberry Subdivision) had stated they were getting legal counsel as to leaving them between the access road to Bluff and the 1700 expansion.

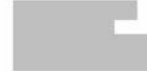
Our proposal is to take out the Thompson's and the Wrights and also our home and the McInnelly's. This would accomplish a better access road to the Bluff and the expansion of 1700. It could be a better transition from Antelope through the entrance of the subdivision. This would also leave no one facing the new highway and being left with both roads ruining the property value of their homes.

Another item of concern is to dead-end Bluff by our home. This would make it a mile from our home (going north) to find an outlet road at 700 South. Creating a mess for emergency vehicles trying to get to any of the homes (especially ours and McInnelly's) on the North portion of the Bluff. If for some reason 3000 West was blocked by an accident, road repair, etc. We would be left without access to our homes. We are not sure this should be considered legal.

The City officials of Syracuse proposed the option of dead-ending/ cul-de-sac at the intersection of Bluff and 1700 for their purposes. They were not looking out for the citizens who elected them. They even changed the legal length definition of "cul-de-sac" for the city of Syracuse right before you chose the B1 option.

These elected officials will soon be leaving office. Some are not running again, and Mayor Nagal has not yet decided. We have talked to many of the citizens of Syracuse who are not happy with many of the decisions Mayor Nagal has made, or has forced to be made for our city. We have lived in Syracuse for forty-eight years and have never seen such mismanagement.

Susan Stuart



### Comment 94

## Comment 95

Response  
Section in  
Chapter 32



32.2.13B

**Comment #:** 95  
**Date:** 5/30/2013  
**Source:** Website  
**Name:** Chris Hecht  
**Location:** Farmington

**Comments:**

I would like to express my support for option B1 of the WDC.

As a homeowner who lives very close to the proposed Shepard Lane option, I am thrilled to see that UDOT has thoroughly researched the issue and chosen Glover's Lane, which makes MUCH more sense for the Farmington/Kaysville area.

For years, hundreds of neighbors who live in the vicinity of the Shepard Lane option worked to bring relevant problems with the Shepard Lane option to light. We were unsure if we were being heard, but I am happy to see that almost all of our points were addressed in the Draft EIS. To me, it seems that choosing the Glover's Lane option is a very easy decision, in light of the evidence and impacts, as listed in the Draft EIS.

The only thing that wasn't addressed was that the Glover's Lane option offers room for future growth, should the WDC need to be widened at a future date. I understand why it wasn't addressed; your models show that through the predictable time frame (2040), the planned size of the WDC will be adequate. However, historically speaking, populations increase over time, not decrease. So, while you cannot provide an accurate growth number beyond 2040, I think that it's just common sense to say that someday, widening may be needed. Building along Glover's Lane, which offers room for future expansion if needed, is the only responsible option.

Best Regards,  
Christy Hecht

## Comment 96

Response  
Section in  
Chapter 32



32.2.13B

**Comment #:** 96  
**Date:** 5/30/2013  
**Source:** Website  
**Name:** Danny Hafen  
**Location:** Kaysville

**Comments:**

Thank you so much for keeping me and the rest of the interested parties up to date on new information throughout the EIS study process.

It is refreshing to see a government agency make an educated decision based on the information gathered without letting other factors impact the end decision.

Per the data gathered and the impact analysis THIS IS THE RIGHT DECISION between the Glovers Lane and Shepard Lane options. For the: human, environment and futures of both I full heartedly support and agree UDOT's position.

Thank you again.

## Comment 97

Response  
Section in  
Chapter 32



**Comment #:** 97  
**Date:** 5/30/2013  
**Source:** Website  
**Name:** Chris Hecht  
**Location:** Farmington

**Comments:**

32.2.13B

I would like to show my support for option B1 of the WDC.

As a homeowner who lives very close (a few hundred yards) to the proposed Shepard Lane option, I'm happy to see that UDOT has researched the issue and chosen Glover's Lane, which makes MUCH more sense for the Farmington/Kaysville area and the design of the highway.

For a few years now (the Quail Crossing and Hunters Creek have been around for about 8-9 years), hundreds of neighbors who live in the vicinity of the Shepard Lane option worked together to bring relevant problems and concerns with the Shepard Lane option to the decision makers. We were unsure if we were being heard, but I'm glad to see that most of our points were addressed in the Draft EIS. To me, it seems that choosing the Glover's Lane option is a very easy decision, in light of the evidence and impacts, as listed in the Draft EIS. The only thing that wasn't addressed was that the Glover's Lane option offers room for future growth, should the WDC need to be widened at a future date. I understand why it wasn't addressed; your models show that through the predictable time frame (2040), the planned size of the WDC will be adequate. However, historically speaking, populations increase over time, not decrease. So, while you cannot provide an accurate growth number beyond 2040, I think that it's just common sense to say that someday, widening may be needed. Building along Glover's Lane, which offers room for future expansion if needed, is the only real option that doesn't include tearing down more homes.

## Comment 98

Response  
Section in  
Chapter 32



**Comment #:** 98  
**Date:** 5/30/2013  
**Source:** Website  
**Name:** DUSTIN COMBE  
**Location:** SYRACUSE

**Comments:**

32.2.13G

I'm not happy that the route in the Draft EIS is dividing the city of Syracuse and that it will run so close to an elementary school.

## Comment 99

Response  
Section in  
Chapter 32



32.15B

**Comment #:** 99  
**Date:** 5/31/2013  
**Source:** Website  
**Name:** David Stringfellow  
**Location:** FARMINGTON

**Comments:**

How will re-routing the Haight Creek watershed affect my foundation? If the water table changes and the soil property is affected, what are the odds my house splits in half? If this is a remote possibility, would my property be condemned and purchased by UDOT?

## Comment 100

Response  
Section in  
Chapter 32



32.2.6D

**Comment #:** 100  
**Date:** 5/31/2013  
**Source:** Website  
**Name:** David Stringfellow  
**Location:** FARMINGTON

**Comments:**

I am concerned the freeway divides my neighborhood (Hunter's Creek) from Quail Crossing. How will you fool proof the overpass so I feel comfortable letting my children ride their bikes to school or visit their friends?

## Comment 101

Response  
Section in  
Chapter 32



32.2.6C

**Comment #:** 101  
**Date:** 5/31/2013  
**Source:** Website  
**Name:** David Stringfellow  
**Location:** FARMINGTON

**Comments:**

At the end of the overpass entering Hunter's Creek, the road comes to what appears to be an odd 3 way stop. Is there a way to make it less oddly shaped, or is their purposeful traffic control in the design?

## Comment 102

Response  
Section in  
Chapter 32



32.7D

**Comment #:** 102  
**Date:** 5/31/2013  
**Source:** Website  
**Name:** David Stringfellow  
**Location:** FARMINGTON

**Comments:**

How many cars do you expect to be utilizing the intersection off the overpass coming into Hunter's Creek on a normal day and normal week?

### Comment 103

Response  
Section in  
Chapter 32



**Comment #:** 103  
**Date:** 5/31/2013  
**Source:** Website  
**Name:** David Stringfellow  
**Location:** FARMINGTON

**Comments:**

32.7B

What is the modeled percent increase in traffic flow under the Park Lane Bridge from today to 2040? Please also provide the traffic counts and segment of the transportation infrastructure on which the traffic is located.

### Comment 104

Response  
Section in  
Chapter 32



**Comment #:** 104  
**Date:** 5/31/2013  
**Source:** Website  
**Name:** David Stringfellow  
**Location:** FARMINGTON

**Comments:**

32.5.2A

What is the expected percent decrease in revenue if the Oakridge Country Club golf course loses it's PGA rating? Please separate the expected loss in revenue from special events from decreased membership.

### Comment 105

Response  
Section in  
Chapter 32



**Comment #:** 105  
**Date:** 5/31/2013  
**Source:** Website  
**Name:** David Stringfellow  
**Location:** FARMINGTON

**Comments:**

32.2.6B

Would UDOT work with Farmington City to build the local transportation infrastructure at the new intersection off of 950 North and the new local road vehicles would enter upon exiting the freeway?

### Comment 106

Response  
Section in  
Chapter 32



**Comment #:** 106  
**Date:** 5/31/2013  
**Source:** Website  
**Name:** David Stringfellow  
**Location:** FARMINGTON

**Comments:**

32.7C

What traffic count and associated percent increase would occur on 1875 West if no new local road extends from the freeway near 950 North?

## Comment 107

Response  
Section in  
Chapter 32



**Comment #:** 107  
**Date:** 5/31/2013  
**Source:** Website  
**Name:** Katie Holmes  
**Location:**

**Comments:**

32.2.13C

I am devastated at the Glover Lane recommendation. This amazing area, used by humans and animals alike is so valuable! Please use the other options for Farmington. It has already been taken for humans, we don't need to ruin another natural resource.

## Comment 108

Response  
Section in  
Chapter 32



**Comment #:** 108  
**Date:** 5/31/2013  
**Source:** Email  
**Name:** Brett Evans  
**Location:** Farmington

**Comments:**

Hi Randy,

I want to throw an idea out for consideration.

32.2.13B

In my opinion, the differences in performance of the two Interchanges is really the key objective criteria for UDOT in the selection of the preferred southern alignment. I personally believe that the other items listed in the Draft EIS as the basis for the preferred alignment were very subjective when considered from a reasonable person standard (ie. how big of an "historic" impact would it be to move a small section of the D&RG trail - yes it meets the legal standard of a section 4[f] impact, but what about when considered from a common sense standpoint).

32.2.2I

So if the performance of the two interchanges is the key discriminator to the two alternatives and UDOT is uncomfortable making the detailed design data and analysis in its current form available to the public, then to remove all doubt, could UDOT take another look at alternative interchange configurations/designs but do it in a much more open process and have policies/procedures in place to make the detailed design data available to the public during the process. From what I understand, there were some attempts by members of the public to submit detailed design alternatives and in some cases ideas were accepted, in others they were rejected, however, the analysis and thinking that went into those decision is not publically available. Also, as we discussed yesterday, the data from the detailed peer reviews (ie. consultants) that UDOT requested on their design and the associated conclusions are not publically available. In my opinion, if the data, associated logic, and openness in the process are sound then the "right" UDOT decision was made. Right now, I don't have access to the level of data or the logic behind the decisions necessary to do a proper evaluation (or to propose substantive alternatives). Also, another look at the interchanges could clarify all the confusion related to the local I-15 interchange at Shepard Lane (it was clear to me that even you and Vince were not on the same page as to what the impact of NOT including the local I-15 interchange at Shepard Lane in the Glovers Lane alignment may or may not have had in the overall evaluation of the two alignments).

I think that you are one of the most honest and of the most high integrity individuals I have ever had the pleasure of dealing with. With that said, my detailed analysis of the Draft EIS to this point has not led me to completely "trust the process".

I know it is a long shot, but thought I would throw it out there.

Thanks,  
Brett



## Comment 109

Response  
Section in  
Chapter 32



32.2.13B

**Comment #:** 109  
**Date:** 5/31/2013  
**Source:** Email  
**Name:** Geoff Dietrich  
**Location:**  
**Comments:**  
Sirs/Ma'am:

I am writing to express my gratitude for the decision made to move the West Davis Corridor to the Glover Lane option. I feel it is in the best interests of the cities of Farmington and Kaysville, the future growth for each area, and in the best interests of the residents of each.

I request that the Glover Lane option be the finalized option for this because I feel like there are 5 major points/reasons in favor of the Glover Lane option.

1. Cost- Glover Lane option appears to be millions of dollars cheaper than the Shepard Lane option. If cost is a factor, which, as a taxpayer, I hope you feel it is, then Glover Lane is the better choice.
2. Health – My family lives two blocks from the proposed major arterial line in the Shepard Lane option. There are well over 450 children under the age of 12 within feet of this proposed major thoroughfare. Should the Shepard Lane option be chosen, hundreds of children would be breathing carbon monoxide filled air as thousands of cars pass within feet of our neighborhood. The area near Glovers Lane is relatively undeveloped and would impact thousands fewer by choosing Glovers.
3. Growth – there appears to be ample area for growth in the Glovers Lane area that could work around the road, rather than destroying homes and bulldozing our quiet area to create this road.
4. Legacy Highway & Safety– Legacy was created to reduce I-15 congestion and create an alternate route into Davis County and northern Utah. If vehicles on Legacy have to merge onto I-15 for a half mile, only to merge back off to the WDC, imagine the backups, the traffic, the accidents, the delays, the frustration, at so many cars converging and diverging at the same place. The Shepard route would effectively eliminate Legacy as an alternate route into northern Utah. Additionally, for those of us at the north end of Farmington, the Shepard option completely cuts us off from any access to the North via Shepard Lane to the golf course, Smiths, professional offices, Hwy 89, etc. I believe very much in buying hometown value – our dentist, children's orthodontist, my wife's OB, and other professionals we use regularly on Shepard Lane would be nearly completely cut off from us.
5. Wetland Quality – while total acreage may be similar in either plan, I believe the QUALITY of wetlands is a factor that bears consideration. Near the Shepard Lane option, a beautiful pond, trail area, and wetland would be completely destroyed.

Thank you for your consideration.

Farmington Resident,  
Geoff Dietrich

## Comment 110

Response  
Section in  
Chapter 32



32.2.13H

**Comment #:** 110  
**Date:** 6/1/2013  
**Source:** Website  
**Name:** Rick Teuscher  
**Location:** Syracuse  
**Comments:**

How can you consider the A and B alternatives to be a valid comparison when the A alternatives extend much farther north and appear to affect approximately 10 to 20 extra homes in this region? Is there a reason A alternatives must terminate farther north? The maps show some of the A and B alternatives overlapping in this region. A map showing affected homes would be useful if I'm wrong in my estimation of extra affected homes.

## Comment 111

Response  
Section in  
Chapter 32



32.31H  
32.2.13C

Comment #: 111

Date: 6/2/2013

Source: Website

Name: Hans Smith

Location: farmington

**Comments:**

Can you tell me how the cost estimate after being reviewed for years was changed so dramatically after political pressure was applied by residents from Kaysville? Smells corrupt. Looking at the two options and seeing a dramatic disparity in cost for the shorter alternative seems very suspect. The process has caused a massive loss of faith in your department, it looks like you just bent over to appease the politically connected.

## Comment 112

Response  
Section in  
Chapter 32



32.11.1A  
32.14.2A  
32.14.3A  
32.31B  
32.1.2A

Comment #: 112

Date: 6/2/2013

Source: Website

Name: Colby Poulson

Location: Farmington

**Comments:**

I think building the West Davis Corridor is a mistake for the following reasons:

1. With the air quality problems we have along the Wasatch front, we should be doing everything we can to encourage people to drive less. Building another freeway to make driving easier does the opposite.
2. No matter what alternative you build, it's going to go through sensitive wetlands. This is bad for the birds, and will undoubtedly lead to expensive and time consuming law suits from environmental groups.
3. We have no idea what the needs for commuting will be by the time this road actually gets funded and makes it through all the legal battles, assuming that ever happens. People are increasingly telecommuting, mass transit is improving, there could be more job opportunities in the Syracuse area. No reason to go through this hassle and expense for something that might not be necessary.

In the end, let's please explore more ideas for mass transit and scrap this road completely.

### Comment 113

Response  
Section in  
Chapter 32



**Comment #:** 113  
**Date:** 6/2/2013  
**Source:** Website  
**Name:** Kami Stewart  
**Location:** Farmington

**Comments:**

32.2.13C  
32.31I

I am seriously concerned about the future for my children if the WDC is built on the Glover Lane option. I think you need to consider not just the fact fewer homes will have to be demolished with this route, but the number of people (especially children!) left living within just feet of the freeway. Eagle Bay Elementary is one of the largest schools in Davis County with over 1,000 children. They will be affected by the air quality not to mention the increased traffic if Clark Lane becomes an access point to the freeway. There are plans for another elementary school to be built right off Glover Lane, which will also be way too close to the proposed freeway. We have to think about the children! With the epidemic of reactive airway diseases and rising autism in our state, can't we make better decisions to preserve the health of our future leaders? Thank you for your time.

32.2.13C

### Comment 114

Response  
Section in  
Chapter 32



**Comment #:** 114  
**Date:** 6/2/2013  
**Source:** Website  
**Name:** Tony North  
**Location:** syracuse

**Comments:**

32.2.13F

Thank for all the hard work into the new corridor. I love that bluff was chosen as the route. I fully support the project.

### Comment 115

Response  
Section in  
Chapter 32



**Comment #:** 115  
**Date:** 6/2/2013  
**Source:** Website  
**Name:** Tristin Jensen  
**Location:** Syracuse

**Comments:**

I have great concern over the recommendation of UDOT to put a freeway with 65mph + cars, trucks and semis going 15 feet from by chain link fence. How is this seen as safe? What if a kid throws a ball over the fence into a speeding semi? I have a young family. You may not be taking out my home but you have made it unsafe to live here and dropped the value of selling it. Are you even looking at the alternatives proposed by Utahns for better transportation? Also I heard that a sound wall is not even being considered. Is this true?

32.5.4A  
32.8A  
32.2.1G  
32.12A

### Comment 116

Response  
Section in  
Chapter 32



**Comment #:** 116  
**Date:** 6/3/2013  
**Source:** Website  
**Name:** Laurie Payne  
**Location:** West Point

**Comments:**

As a resident of west point and one of the residents that will be losing property for this corridor, I have been wondering why instead of shuffling all the people into downtown salt lake why is there not more businesses being brought into Ogden and other cities north so more people are driving north instead of south. The additional highways encourage longer drives, promoting business in the Salt Lake area, but creating more fuel consumption and pollution.

32.1.2A

### Comment 117

Response  
Section in  
Chapter 32



Comment #: 117  
Date: 6/3/2013  
Source: Website  
Name: Jim Barnard  
Location: Syracuse

**Comments:**

32.2.2C

We are hoping that the highway goes west of Jensen Park it would be a waste of a great park and so much wildlife. Going west just makes more sense with hardly any homes west of the park.

### Comment 118

Response  
Section in  
Chapter 32



Comment #: 118  
Date: 6/3/2013  
Source: Website  
Name: Dave & Shelli Smith  
Location: farmington

**Comments:**

32.2.13C

WOW. I have some serious concerns about this freeway coming through West Farmington. IT MAKES NO SENSE!! Why go west and destroy more wetlands, and open space? Why not keep the freeway east where it was intended in the first place? Was there not space provided there for a future freeway after completing Legacy? It only makes sense to keep it east where all the commercialized property is booming. If traffic stays east it will increase economic growth in the station park area. Beautiful nice, high end retailers will miss out on business taking the freeway out west. You destroy nature, create more pollution in residential neighborhoods, screw people in property values and add dangerous off-ramps in areas not equipped for them! Dont even get me started on the cost of building a freeway on wetlands!!! ARE YOU KIDDING? The money spent to build up property stable enough to put a freeway on? How is this cost effective? Weather out here in the Winter time is brutal. Lake effect and fog like crazy. NOT SMART. Davis county gets an inversion and sometimes fog is thick all day long through the months of January and February. Dangerous stuff. I Dont know how in the world this became the Preferred Route. Or perhaps I do. Stuart Adams and some shady UDOT politics.

## Comment 119

### Response Section in Chapter 32



**Comment #:** 119  
**Date:** 6/3/2013  
**Source:** Email  
**Name:** David and Karen Austin  
**Location:** Kaysville

**Comments:**

Hello Gentlemen,

We hope you are doing well!

We have heard that a few people down on Glovers are trying to link Senator Adams being against the Shepard Option due to his real estate developing and may try to get the media involved as well (we have no idea if it's going anywhere, nor do we know Senator Adam's involvement).

Our question is: Do these same people not realize that Representative Roger Barrus is both Kaysville's and Farmington's representative as well, but he has stated he is against the Glovers Option because he has kids and other interests close to Glovers? Is that not a conflict of interest?

32.2.13A

At the end of the day, the decision comes down to facts, not emotion. We all have felt that UDOT has done a very good job studying both alternatives, then explaining those reasons in a calm and professional manner. Our understanding is that public officials are welcome to have their opinions. We have heard Senator Adams say he is against the Shepard Option because he doesn't like what it would do around I-15, which UDOT has addressed very comprehensively as well. It was eye-opening to see that in 22 of the 25 criteria, Glovers came out as an equal or better option than Shepard. That is hard to argue with.

Have a great day. Thank you for your effort.

## Comment 120

### Response Section in Chapter 32



**Comment #:** 120  
**Date:** 6/4/2013  
**Source:** Website  
**Name:** Julene  
**Location:** Syracuse

**Comments:**

I am just a little troubled by the things that we have been told by UDOT.

32.2.13G

1. Speed limit will be at least 60 mph. Can you imagine how much noise pollution will be in our back yards?  
 2. No sound barrier walls. My goodness. I don't know who or how you got the information that one wouldn't be needed. We live almost as close to our road as some houses will be to the new highway. The speed limit on our road is only 35 mph. You would be surprised at the noise we get just from cars, trucks, and motorcycles. You can't tell me that the noise level will be the same or less with semis and other vehicles traveling down the road at higher speeds. You should think about that one.

32.12A

32.2.13G

3. After looking at the maps, it is a shame that you will be displacing so many people. Memories, hard work, and a lot of love have been put into our homes. Now our dreams are going to be gone.

32.2.1A

32.2.13G

After working our "butts" off to get our house paid off before retirement, our dream is fading away. We were hoping to spend the rest of our lives here on grandpas farm. We aren't one of the lucky ones who had children, so we have no where to relocate to be by family. Retirement isn't easy and I have worried myself sick about what we are going to do. Sometimes I wish I could just end things now.  
 We love this area and so does everyone else I have talked to. We don't want another road. Fix the ones we have. Make frontrunner more accessible to people. What happened to the knowledge that we have too much air and noise pollution? This road will only create more. The Governor has talked more than once about air pollution. I am just very disappointed in your decision to put the road through our neighborhoods.  
 Once when I was at one of the meetings and I saw that it was possible that we would lose our home, I asked the gentleman there what we were suppose to do. He said, "Just go buy you another house." Do you think it is that easy? I honestly don't think that you people stop to realize what impact it would make to us. You say that you understand how we feel and that you feel bad, but do you really? What happens will happen. I think the decision has already been made and it is too bad that the citizens don't count. This is one time I wish I was a bird.



## Comment 121

### Response Section in Chapter 32



**Comment #:** 121  
**Date:** 6/4/2013  
**Source:** Website  
**Name:** Natalie Jenson  
**Location:** Farmington

**Comments:**

32.1.2A

I am strongly opposed to this freeway. It is not needed and will destroy my neighborhood. I have the following questions:

32.14.3A

1. Utah has so few wetlands. The only wetlands we have are around the Great Salt Lake. We are not like southern states that have numerous wetlands. What is UDOT doing to replace the wetlands it is destroying?

32.2.1G

2. Why has the Shared Solution developed by Utahns for Better Transportation not been considered as an alternative?

32.2.13C

3. You state in the Draft EIS that it was determined that sound walls will not be necessary because the sound does not impact enough people. This offends those of us that it does impact. A) Has UDOT used new housing numbers for the Glovers Lane route in determining the need for sound walls? There are currently 10 homes under construction on my street right now and many more to come. Each of these homes will be less than 500 feet from the freeways. B) while our numbers may not be significant to UDOT for building sound walls, there are still many who will be negatively impacted by this road. Why has UDOT not done other things to decrease the impact the freeway will have on communities such as reducing the speed, preventing loud trucks from using the road, using noise reducing pavement, and preventing billboards along the freeway? Most of these will not cost UDOT any extra money and will decrease the impact the road will have on the residents who feel it is being forced in their back yards.

32.30A

4. At the top of this webpage you state "Your input is highly valued and will shape the final outcome of the study." Frankly, I don't believe that the statement is anything more than to show you are following the law to allow a comment period. I don't believe UDOT has any plans to actually listen to the public unless they are sued and required by law to make changes. Can you please show me what changes have been made to the Draft EIS to address the comments and concerns of individuals affected by the Glovers Lane option into the final plan?

32.31B

5. Has UDOT included the money it will take to litigate the several pending law suits from those wishing to fight the freeway into the original budget?

32.2.13C

6. The fog around Glovers lane and Buffalo Ranch is a normal occurrence in the winter months happens most mornings and evenings. The fog gets so thick I can't see my next door neighbors house. What does UDOT plan to do to address the hazard?

Thank you for addressing my concerns. My wish is that the freeway is not built.

Natalie Nylund Jenson

## Comment 122

### Response Section in Chapter 32



**Comment #:** 122  
**Date:** 6/4/2013  
**Source:** Website  
**Name:** Brian Cieslewicz  
**Location:** Kaysville

**Comments:**

Dear UDOT officials,

32.2.13A

I just wanted to write a quick note to let you know that I am pleased with UDOT's decision to select the B1 Option as the locally preferred alternative for the West Davis Corridor. After reading the Draft EIS I am happy to know that you did a very thorough job of assessing the impacts of the various options. I agree with UDOT's findings that the B1 Option impacts less homes, disrupts less Section 4f resources, handles traffic demands most efficiently, and costs less than the other options.

Personally I am EXTATIC that my home on 322 East in Kaysville will not be removed to make way for the West Davis Corridor. The Quail Crossing/Hunters Creek community is a wonderful place to live filled with great people, as UDOT experienced at many of our working groups and informational meetings. It would be a terrible thing to displace friends and neighbors, and split a cohesive community in half for the sake of a freeway. It makes me happy to know that UDOT considered impacts to communities in this study. It is difficult to put a price on community cohesiveness, but it is obvious that UDOT placed great emphasis on not dividing communities. I am glad that UDOT has tried to minimize disruption to homeowners and communities by choosing the B1 Alternative.

I am happy to know that Haight Creek will not be affected by the West Davis Corridor. Just last week my wife and daughter saw a Blue Heron wading in the pond east of Quail Crossing (350 E Kaysville). Haight Creek is home to many other animals including deer, geese, ducks, and frogs. There are at least two beautiful mallard ducks that live in the pond east of my house. Several times during they day these ducks fly right over my back yard. I don't consider myself to be an environmentalist, but it would be a shame to ruin such a beautiful pond and stream to build a freeway. I am also happy that the B1 Option does not encroach on the Farmington Bay Waterfowl Management Area. UDOT did a great job of minimizing impact to the environment with the B1 Alternative.

Most importantly, however, I am glad to see that UDOT chose the option that best handles the predicted traffic volume at the lowest cost. A West Davis Corridor interchange south of Glover's Lane was the obvious choice and has been proven in the Draft EIS to provide the best traffic performance of any of the options. There is no reason to build the WDC if it is not going to handle the predicted traffic volumes. UDOT has once again done a great job of choosing the option that best handles the traffic demands through 2040, at the lowest cost.

Thanks again to UDOT for following the EIS process and allowing the public to be involved in the process. I feel that the comments from citizens were listened to in this process and provided positive input to UDOT's decision-making process. I'm glad to know that decisions were not made out of fear of the Sierra Club or other special-interest groups. It would have been easy for UDOT to cave to the demands of Sierra Club and Farmington City Government and take the path of least resistance. Instead UDOT was thorough and transparent in this study and the B1 choice is backed up with real numbers and analysis. As an engineer with nearly 20 years of experience it is refreshing to know that UDOT was thorough in their analysis and conclusions were backed up with accurate numbers as outlined in the Draft EIS.

Davis County needs the West Davis Corridor. I remember hearing about the need for the WDC growing up in Layton 30 years ago. The demand for another transportation route is even higher now, 30 years later. I know that some people will be impacted by the WDC but it would be nice if nobody had to be inconvenienced by the need for a new road, but it is nice to know that UDOT has covered all the bases and made an earnest attempt at

**Comment 122 (continued)**

Response  
Section in  
Chapter 32



vetting the B1 Alternative from all angles. Thanks again for taking your job seriously and providing a thorough analysis of the alternatives.

Sincerely,

Brian Ciestewicz

32.2.13A

**Comment 123**

Response  
Section in  
Chapter 32



Comment #: 123

Date: 6/4/2013

Source: Website

Name: Eric Billings

Location: Syracuse

Comments:

Have you considered the possibility that we in Syracuse don't want the highway. I know that you in Salt Lake being much wiser than we poor, uneducated rural folks think it must be impossible for us to drive 5 miles to access an interstate, but have you considered that maybe we moved to a dead end community because we didnt want the traffic, or the noise, light pollution, obstructed views and crime a nearby, pass-through interstate will bring? Some of us actually prefer to look out our windows and see a sunset instead of a sound wall, or step out our doors and hear crickets instead of traffic. I dont want the highway. I most certainly dont want any of the option B proposals, but I am content to have no highway whatsoever. If you must pave the earth, start with your own back yard.

32.2.3A  
32.2.13G



## Comment 124

### Response Section in Chapter 32



**Comment #:** 124  
**Date:** 6/4/2013  
**Source:** Website  
**Name:** Julene  
**Location:** Syracuse

**Comments:**

32.2.13G

32.2.1B

32.2.13G

32.2.1A

32.2.13G

I wish someone would think about this project a little better. I just can't understand why you think that a highway going through our neighborhoods is a good thing. Can you imagine having a major highway behind your house with a speed limit of at least 60, no limit of what vehicle can travel it, therefore, loud cars, motorcycles, and semis, no sound wall barrier? I think that is awful. UDOT needs to rethink this road. Put it somewhere where it won't impact so many people. I don't know who did that study or what they used to do it, but no one in their right mind would even think that a sound wall isn't needed. We don't need all that noise pollution in our back yards. And you can't say that the road will be far away enough not to be very bothersome. Our area is so beautiful with all the nice homes, golf course, parks, and trails. Why ruin it? People enjoying walking the path along the bluff, because they know that many years ago that is the trail that the pioneers walked to get to California and Oregon. Now a stupid road will ruin it. With the Governor wanting us to use our cars less because of the pollution and crap in the air, why build a road that will encourage more traffic? Why not do more mass transit such as front runner. I just wish whoever helps make the decisions would put themselves into our (meaning those of us who will be impacted) place. How would you like to all of a sudden lose your family home. How would you like to know that you have worked your "butt" off to get your home paid off before retiring, just to find out that it is going to be demolished and you have to start all over. How is a retired person going to be able to start over in this economy? I am sure that you don't even care about that, but it is reality. We have such a beautiful area here, why ruin it with a road? Nothing will ever replace what many of us have worked hard for.

## Comment 125

### Response Section in Chapter 32



**Comment #:** 125  
**Date:** 6/4/2013  
**Source:** Website  
**Name:** Emily Murray  
**Location:** Farmington

**Comments:**

32.2.3A

32.2.13C

32.2.1G

32.2.8D

32.2.1A

32.2.13C

To whom it may concern-  
Please, please, reconsider what you think is best for our community. I cannot for the life of me understand who benefits from a freeway running right through the west side of our cities. The residents? The residents don't want it. The noise, pollution, economic impacts, housing impacts, damage to the wetlands..I could go on; but I'm sure you've heard it all. If you're thinking the residents can benefit because they'd have less traffic, well that is great. But lets reach that goal another way! Why jump right into a massive undertaking, that will take millions of dollars, years of work, and I'm sure bring about a lot of litigation along the way. Why? Why is there a rush to get this going? Please, lets use other suggestions (Utahns for Better Transportation); and at the very least, please move it out farther west.

I live on Loveland Lane in Farmington and for some reason on the maps the freeway is going to swing right up within 250 feet of my house, for no reason. Can't it keep going straight? It has to curve east just to stay close to the neighborhood? Can't we have a goal to keep it away from neighborhoods? This is so upsetting to us as the residents, and I'm sure it's hard for you to understand, it's easy to stay objective from your point of view. But if it doesn't matter that much to you (like it does to us) then why not take a little more time and TRY to find a better way? Work with us? It's embarrassing that we already have the worst air in the nation, just built a beautiful front runner metro train, and we're STILL going to build another freeway. So everyone else in the nation can watch Utah destroy a wetland, pollute more air, and put less demand on our public transportation. People come to Utah for the beauty of our mountains, wildlife, Salt Lake, Antelope Island. I'm going to see about getting this on some kind of news outlet. People need to know what Utah is doing as a whole to our environment. Can you imagine somewhere else known for it's beauty and outdoors, doing something like this? Please, reconsider.

Sincerely,  
Emily Murray

## Comment 126

Response  
Section in  
Chapter 32



**Comment #:** 126  
**Date:** 6/4/2013  
**Source:** Website  
**Name:** Becky Berry  
**Location:** Farmington

**Comments:**

32.2.13C

I would like to voice my concerns over UDOT's preferred route for the West Corridor Project. I am a West Farmington resident and I might be one of the few who actually believe that Davis County needs a new highway. With that said, I personally hope that the Shephard's Lane option is chosen over Glover's. My main concerns relate to my children living and attending school so close to a major highway. Utah already suffers from terrible air quality. This new road will only increase the problem. In fact, the terrible air quality combined with our think fog in the winter is only going to create a death trap (in my opinion) on that new road. Somebody has to do some research about our terrible fog and realize it is going to cause major problems to drivers. My second concern is the noise. I have not seen nor heard of a sound wall being built along side the highway OR the more quiet road material being used (like Legacy). With highway speeds of 65 and large trucks traveling on the road, I fear that my family will end up moving to avoid the noise. My third concern has to do with the wetlands and animals in West Farmington. We enjoy this area and we don't want the highway to destroy the precious ecosystem we enjoy here. My fourth comment has to do with my personal emotions....when we built our house 2 1/2 years ago, we did not have to sign any type of waiver about the possibility of a major road being built. The fact is, the Shephard's Lane community (Hunters Creek and Quail Crossing) did have to sign a waiver and they have known for a long time that the road was going to be built. I don't think it is morally fair to dish the road to the Glover's Lane community when so many people's homes will be affected. We knew that a road could be built, but at that time, it really sounded like everyone was pointing to the Shephards Lane option. Okay, that's it for now. Thanks for listening.

## Comment 127

Response  
Section in  
Chapter 32



**Comment #:** 127  
**Date:** 6/4/2013  
**Source:** Website  
**Name:** Tiffany Olcott  
**Location:**

**Comments:**

32.1.2A

Have the residents that this freeway are going to "benefit" been asked whether they actually need it or want it? Shouldn't that be a consideration?

## Comment 128

Response  
Section in  
Chapter 32



32.2.13C

**Comment #:** 128  
**Date:** 6/4/2013  
**Source:** Website  
**Name:** Jessica Duncan  
**Location:** Farmington

**Comments:**

Please keep the road out of Farmington. We already have station park ruining our city with the extra traffic. Don't ruin the value of our houses too.

## Comment 129

Response  
Section in  
Chapter 32



32.2.8A

32.4B and  
32.2.13E  
32.2.8E

32.2.13G

32.2.1B

32.5.6A

32.1.2A

**Comment #:** 129  
**Date:** 6/4/2013  
**Source:** Email  
**Name:** Julie & Glen Bushman  
**Location:** Syracuse

**Comments:**

To Whom it may concern,

Hello, I feel compelled to write to you on the injustice that your decision to adjust the corridor thru my back yard is. Syracuse city has manipulated the whole procedure of the direction of the corridor. When I built my house in 1998 I went to the city to see where the corridor was going to be located and was promised that the road would follow the bluff thru the city. I made the decision to build my new home from that information. I had no problem of the corridor going in front of my house. Then I watched as the city built their pond right in the path of the road. I was amased that the city would build it there. Then they spend money on a fancy roundabout (which we didn't need) with a pond and water fall on the bluff. I was hoping that the city would force the road to go further west. But I was wrong. The City ok'ed a subdivision in the way of the road with a park and walkway Are you kidding me? The city did everything they could to force you to run your corridor around into my backyard. They funneled the road right thru my back yard with their city buildings on the west boundary. I cannot believe that you would let the city manipulate the process. The city created the wetlands and could move them again if needed. If you need to have the road there take out their buildings instead of my backyard. They created the problem. The corridor was supposed to go down the bluff, that would have put the on/off ramp at gentile and bluff. Now it is right next to my house!

Right now the proposal runs down the bluff but takes a detour right thru my back yard. It will cut my backyard in half with my land on both sides of the corridor making my west part of my backyard useless. I built my dream house with the prospect of raising horses, cows and Chickens after my retirement which will be in four years. About the same time you will plow thru my backyard. I did my research with the city and sunk all my money into my dream house only to have you squash my dream.

I have personal knowledge that the Black island farms and the Hamblin dairy are going out of business and will sell the land for development. The farmers and their children will move on and become rich after they sell off all the land.

Why can't you move the route a little farther west and not disturb all of the property that my neighbors and myself have worked on for so long? I cannot see how that could hurt your project. I feel that you need to meet face to face with my neighborhood since you are taking out two of our houses and building an off ramp right next to my house. My grandkids will be playing in the middle of a major street. I will not be able to have my windows opened at night with all the noise from people racing up the ramp to get to speed on a freeway. I moved away from the mad house only to have you put it right next to my house.

I want the road to go as far west as possible. I do not want the city that I have lived in for 20 years cut in half like Layton is. It creates bottle necks that impede traffic as we grow as a City.

If you insist on the proposal you should buy me out. Since my backyard will be cut in half and my dream of having farm animals will be shattered. Would you like to live within feet of an on Ramp? I think not!

How can you cut my backyard in half? I planned my property the way it is so my children and their children will have a place to play and stay out of trouble. I had the chance to move up into Box Elder county before I built my house and decided to stay in Syracuse after they assured me of the route of the corridor.

I'm not sure that we need to have the corridor at all. I have been on I-15 a lot lately and it is not busy at all.

### Comment 129 (continued)

Response  
Section in  
Chapter 32

↪  
32.1.2A

Syracuse city is only worried about money and becoming a big City. That's why they want to bring all the traffic right into the heart of the city. They don't care about the citizens interests. Most of use moved out here to get away from the hustle and business of a big City.

I will fight this proposal with any and all means that I have.

Glen Bushman  
[REDACTED]

### Comment 130

Response  
Section in  
Chapter 32

↪

32.2.13D

Comment #: 130

Date: 6/5/2013

Source: Website

Name: Mary Kimball

Location: Farmington

Comments:

If UDOT is going to have to create a throughway through Shepherd Lane in the freeway anyway (which is what I understand) then why are we disrupting two communities, why not just one. If it is has to happen, then why not reduce expenses and just utilize the Shepherd Lane route instead of doubling the money spent for no good reason!

## Comment 131

Response  
Section in  
Chapter 32



32.2.2A  
32.2.13G

**Comment #:** 131  
**Date:** 6/5/2013  
**Source:** Website  
**Name:** Martha Autrey  
**Location:** Clearfield

**Comments:**

Concerned about the aerial view of Syracuse area in the Islander dated May 22, 2013 on the front page particularly the area surrounding the Art's Academy and Fire Station on 3000 West. Please respond by calling Martha at [REDACTED]. Thank you for the call back.

## Comment 132

Response  
Section in  
Chapter 32



32.2.13A

**Comment #:** 132  
**Date:** 6/5/2013  
**Source:** Website  
**Name:** Jake Carroll  
**Location:**

**Comments:**

I just wanted to quickly comment that I appreciate how UDOT has handled the process regarding the West Davis Corridor. Based on the facts available it is clear B1 is the best alternative. I appreciate UDOT making a decision based off the relevant factors and encourage them not to cave to Farmington City or the Sierra Club. It is important to not divide Farmington/Kaysville with a freeway down Shepard Lane. The Shepard Lane option will only add to the congestion and destroy more homes.

### Comment 133

Response  
Section in  
Chapter 32



**Comment #:** 133  
**Date:** 6/5/2013  
**Source:** Website  
**Name:** Jessica Stokes  
**Location:** Holladay

**Comments:**

32.14.3A

Protect wetlands and open spaces! We've destroyed enough habitat for a lifetime, don't you think?

### Comment 134

Response  
Section in  
Chapter 32



**Comment #:** 134  
**Date:** 6/5/2013  
**Source:** Website  
**Name:** Becky Berry  
**Location:** Farmington

**Comments:**

32.31I

I have a concern about the Glover's Lane option for the West Davis Corridor. As the current plan shows, there is no exit for Southbound motorist who would like to get off and shop at Station Parkway in Farmington. Instead motorist will have to travel further south to Glover's Lane and then back track. My concern and question is what the long term plan for Clark Lane is? After the project is completed, will UDOT then say they need to create an exit at Clark Lane to help motorist get to Station Parkway? I am concerned that UDOT is not thinking about the publics need and want to travel to Station Parkway. Backtracking from Glover's Lane will be a pain and I feel that once the official plan is announced and eventually built- UDOT will then come back and turn our sleepy Clark Lane into a busy street. My children attend Eagle Bay and I don't want a busy street for them to cross. Just a thought!

### Comment 135

Response  
Section in  
Chapter 32



**Comment #:** 135  
**Date:** 6/5/2013  
**Source:** Website  
**Name:** Jeff  
**Location:** Farmington

**Comments:**

32.2.13C

West Farmington suffers from SEVERE fog, especially in the winter, and most often during peak traffic hours (morning or evening). Often the fog is so bad that homes are not even visible from the street. Won't it be deadly to have 70 mph traffic driving through such conditions? Wont the WDC compound the fog/smog problem due to increased emissions in the area?

### Comment 136

Response  
Section in  
Chapter 32



**Comment #:** 136  
**Date:** 6/5/2013  
**Source:** Email  
**Name:** Malcolm Harvey  
**Location:**

**Comments:**

<See map on next page, titled WDC Harvey property\_Malcolm Harvey\_6-5-13>

To whom it may concern,

32.2.6A

My name is Malcolm Harvey and the WDC appears to have now settled on the alignment where it goes through the property owned by my brothers and me on the west side of Kaysville near the intersection of 200 N and 2950 W. Please see the map attached to this email.

Five years ago the State purchased 5.6 acres of our total 12 acre property when the alignment of the WDC was slightly west of the current location. With the latest re-alignment taking the WDC corridor further to the east, the remainder of our property is now fully impacted by the WDC. We would now like to immediately start the process of selling the remainder of our ground, 6.4 acres, to the WDC.

Please advise what we need to do to start the process of selling this ground to WDC.

We are declaring a hardship situation for not being able to commercially sell this property resulting from the previous uncertainty and now final alignment of the WDC.

Thank you,

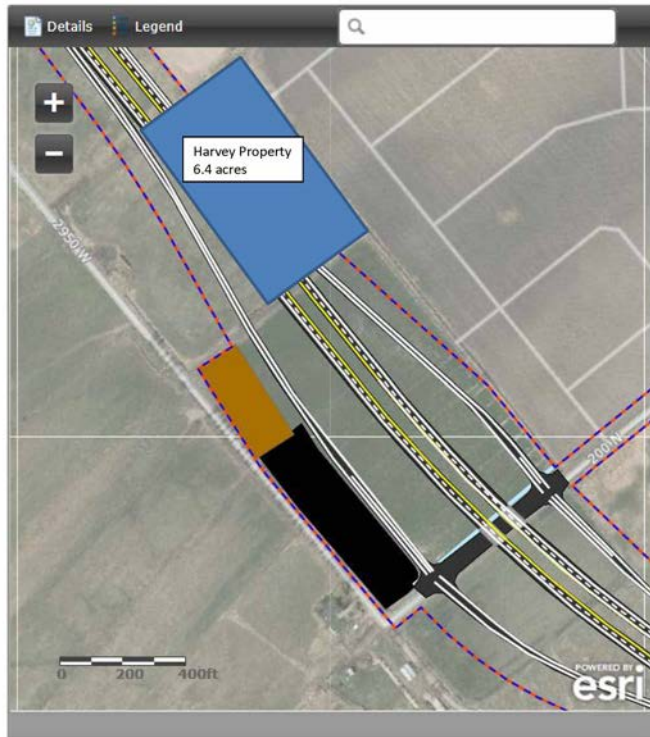
Malcolm R. Harvey



### Comment 136 (continued)

Response  
Section in  
Chapter 32  
↳

32.2.6A



### Comment 137

Response  
Section in  
Chapter 32  
↳

32.2.2A

Comment #: 137

Date: 6/5/2013

Source: Email

Name: Robert O. Scott

Location: Ogden

Comments:

Monica,

In reviewing the latest information on the northern terminus of the West Davis corridor it states that the location in Weber County is 4100 West. The map shows the locations at 4700 West and 5100 West. Is this a new location or was there a typo and it is really 5100 West?

Thanks



## Comment 138

### Response Section in Chapter 32



**Comment #:** 138  
**Date:** 6/5/2013  
**Source:** Email  
**Name:** Jennie Frey  
**Location:**

**Comments:**

Dear UDOT,

I have some concerns about the West Davis Corridor, specifically the Glover's Lane option:

32.2.13C

1.  
The Glover's Lane options makes no sense. There is no need for the highway to wrap around Farmington. It will not benefit Farmington residents in anyway; it will only hurt our current lifestyle. The current Legacy Highway ends in Kaysville. Why are you backtracking to build extra miles of roads that no one needs?

32.2.13D

2.  
I feel that the Farmington residents have been taken advantage of. The Glover's Lane option was never in the city plans. Both Farmington City and Kaysville City showed the Shephard Lane option in their city planning. It was always supposed to go through Kaysville. We built our home in West Farmington thinking that we were safe from the freeway. Now, we are facing the cruel reality that it will be in our backyard. There will still be a Shephard Lane interchange, so why not keep the highway where is originally supposed to go?

32.2.13C

3.  
Do you realize that there is a future elementary school and a future high school that will be built on Glover's Lane. It is irresponsible to put a highway so close to schools where our children will be effected by the large amounts of pollution that will come from the highway. What are your plans for making these schools accessible? Do you have plans to build new roads in our community that you will destroy when you build this highway?

and  
32.2.13D

4.  
Why would you build a road that completely avoids the Tracks station at Station Park? That station was supposed to be a central hub for I-15, Legacy Highway, Lagoon, and the shops at Station Park. It makes no sense to build a major road that completely avoids that. We already have bad pollution. Don't you want to encourage public transportation? The Glover's Lane option would only discourage it by avoiding Station Park.

32.5.6A

5.  
You have been misleading when you say that this option will not effect any homeowners. How can you say that when this road will come within FEET of certain homes. Why are you set on building this road so close to homes, neighborhoods, and schools?

32.2.13C

6.  
If you do go against the majority and build this highway that no one wants, why haven't you shown any interest in compromising when it comes to limitations on the highway? Why do you need to build an elevated highway? What are your plans for controlling sound and light pollution? How come sound walls, no billboards, and restricted lanes are not included in your plan? Are you waiting for another lengthy lawsuit to happen before you put those in place?

32.31B

Please reconsider the Glover's Lane option. This highway is nothing but bad news for Farmington residents and our community. Farmington is unique in that it cannot expand any more to the West like other communities North of us can. We do not want or need this highway. Please don't allow other drivers to take a short cut through our backyard.

32.1.2A

Sincerely, Jennie Frey

## Comment 139

### Response Section in Chapter 32



**Comment #:** 139  
**Date:** 6/5/2013  
**Source:** Email  
**Name:** Darin Larson  
**Location:** farmington

**Comments:**

32.2.13C

I live out in west Farmington and am a parent of multiple children. It has come to my attention that if UDOT goes forward with the awful plan of putting a highway in my back yard, they will also be putting an off-ramp and larger road in the middle of our neighborhood, RIGHT IN FRONT OF AN ELEMENTARY SCHOOL!!! If UDOT would just come out and look at the impact that this will cause, they would know immediately that it is a bad idea. There are to many young children who would be put in harms way. If they think that a walkway over the road will help prevent accidents, they are gravely mistaken. Please do not put this "mistake" of a highway in west Farmington. Put it where it was designed to go (west Kaysville) and keep my children safe.

Darin Larson

### Comment 140

Response  
Section in  
Chapter 32



**Comment #:** 140  
**Date:** 6/5/2013  
**Source:** Email  
**Name:** Mark Holbrook  
**Location:** Farmington

**Comments:**

West Davis Team,

Here are the 5 reasons not to go Glover:

32.2.13C

- 1-The winter fog is extremely and dangerously heavy in that area and is a safety concern
- 2-The path taken will run right next to a new Elementary school by Shirley Rae on Glover
- 3-Winter Red Burn days, we have enough of these already, should we look at mass transit options? Air Quality is horrible IE: Trax lines heading east in Syracuse up then to frontrunner.
- 4-Bird Preserve for humans and birds to get away from the noise of life. That is all gone with this option and can never come back
- 5-Chops up Farmington even more.

Mark Holbrook  
RM Sales Manager  
The iTransact Group LLC



### Comment 141

Response  
Section in  
Chapter 32



**Comment #:** 141  
**Date:** 5/30/2013  
**Source:** Mailed In  
**Name:** William J. Carlson  
**Location:**

**Comments:**

<See mailed-in letter on next page, titled Syracuse City-Army Corps letter\_5-30-13.pdf>

32.14.3B

**Comment 141 (continued)**

Response  
Section in  
Chapter 32

32.14.3B



**SYRACUSE**  
EST. CITY 1936

Mayor  
Jamie Nagle  
  
City Council  
Brian Duncan  
Craig Johnson  
Karianne Lisonbee  
Douglas Peterson  
Larry D. Singleton

May 30, 2013

Mr. Timothy Witman  
Project Manager, Regulatory Enforcement Unit  
Utah Regulatory Office  
U.S. Army Corps of Engineers  
533 West 2600 South Suite 150  
Bountiful, Utah 84010

RE: SPK-212-00404-UO

Mr. Witman,

Syracuse City received a letter from you dated May 13, 2013. As previously indicated, voluntary restoration is a possible resolution to the alleged unauthorized fill in wetlands located southwest of 1700 South and Bluff Road. An announcement by the Utah Department of Transportation (UDOT) shortly after receipt of your letter offers an effective and efficient resolution for all parties.

On May 16, 2013 UDOT unveiled the West Davis Corridor Environmental Impact Statement for a transportation corridor in western Davis and Weber Counties. Of eight possible routes, UDOT has identified route B1 as its locally preferred alternative. Route B1 runs directly over the area in question, as indicated in the attached map.

In table 14-42 of UDOT's Environmental Impact Statement, 51.9 acres of wetlands are expected to be directly impacted by route B1. Section 14.4.8.2 of the Statement concedes that "The WDC team expects that wetland impacts from the WDC will have to be mitigated." This indicates that UDOT already anticipates mitigating the wetlands in question.

If the City were to restore the area in question, UDOT would then proceed to incur costs in mitigating the removal of the restored wetlands. The result would be multiple agencies paying to mitigate the same area multiple times without avoiding impact on the wetlands. In order to avoid such inefficiencies, the City recommends that UDOT, the City, and the Army Corps collaborate to find a mutually agreeable resolution that mitigates impact on the area's wetlands while avoiding duplicative and contradictory expense to taxpayers.

**Comment 141 (continued)**

Response  
Section in  
Chapter 32

32.14.3B

Randy Jeffries of the UDOT WDC team has been sent a copy of this letter. I look forward to your response to this proposal and I anticipate a mutually agreeable resolution to mitigate impacts to the area effectively and efficiently.

Sincerely,



William J. Carlson  
City Attorney

Enclosures

Copy Furnished with enclosures:

Mr. Art Palomares, U.S. Environmental Protection Agency, Region 8 Enforcement, 1595 Wynkoop Street, Denver, Colorado 80202-1129

Mr. Randy Jeffries, West Davis Corridor Project Manager, Utah Department of Transportation, 466 North 900 West, Kaysville, Utah 84037.

### Comment 141 (continued)

Response Section in Chapter 32



32.14.3B



### Comment 142

Response Section in Chapter 32



32.16A

Comment #: 142

Date: 6/5/2013

Source: Mailed In

Name: Leigh Kuwanwisiwma

Location: Kykotsmovi


Comments:

<See mailed-in letter on next page, titled 7176.2013.0522.HOPI Response.pdf>

**Comment 142 (continued)**

Response  
Section in  
Chapter 32

32.16A



UTAH DIVISION  
2520 West 4700 South, STE 9A  
Salt Lake City, UT 84129-1847  
801-955-3500  
801-955-3539

May 15, 2013

RECEIVED  
MAY 21 2013  
THE HOPI TRIBE  
OFFICE OF THE CHAIRMAN

In Reply Refer To:  
HDA-UT

RECEIVED  
MAY 22 2013  
BY: [Signature]

Mr. Leroy Shingoitewa  
Chairman  
Pueblo of Hopi  
PO Box 123  
Kykotsmovi, AZ 86039

**Subject: Notice of Availability for the West Davis Corridor Draft Environmental Impact Statement**

Dear Mr. Shingoitewa:

On behalf of the Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT), this letter transmits the Draft Environmental Impact Statement (DEIS) for the West Davis Corridor Project in Davis and Weber Counties, Utah. You were invited to become a consulting party as part of the National Historic Preservation Act Section 106 process in May 2010. This letter is also being sent to update you on the status of the Section 106 review process being conducted for the West Davis Corridor EIS. The project proposes improvements to reduce transportation delay and congestion in western Davis and Weber Counties. The Draft EIS can also be found at [www.udot.utah.gov/westdavis/](http://www.udot.utah.gov/westdavis/). The public comment period for this DEIS will end on August 23, 2013.

Three public meetings on the DEIS have been scheduled. At each meeting, there will be a public open house from 4:00 to 8:00 PM, and a public hearing from 6:00 to 9:00 PM.

- June 11, 4:00 to 9:00 PM, at Legacy Events Center, 151 South 1100 West, Farmington, Utah.
- June 12, 4:00 to 9:00 PM, at West Point Junior High School, 2775 West 550 North, West Point, Utah
- June 13, 4:00 to 9:00 PM, at Freedom Elementary School, 4555 West 5500 South, Hooper, Utah


Personnel from UDOT and the West Davis Corridor Project Team will be available to answer questions. Public comments will be accepted at the open house/public hearings. A court reporter will also be available to take formal comments at the open house throughout the evening.

C7176

**Comment 142 (continued)**

Response  
Section in  
Chapter 32

32.16A



LeRoy N. Shingoitewa  
CHAIRMAN  
Herman G. Honanie  
VICE-CHAIRMAN

October 17, 2011

Edward Woolford, Environmental Program Manager  
Federal Highway Administration, Utah Division  
2520 West 4700 South, Suite 9-A  
Salt Lake City, Utah 84118-1847

Re: West Davis Corridor (7176)

Dear Mr. Woolford,

This letter is in response to your correspondence dated October 7, 2011, regarding the Federal Highway Administration (FHWA) and Utah Department of Transportation (UDOT) preparing an Environmental Impact Statement to evaluate construction of a new transportation facility west of Interstate 15. The Hopi Tribe claims cultural affiliation to prehistoric cultural groups in Utah. The Hopi Cultural Preservation Office supports the identification and avoidance of prehistoric archaeological sites, and we consider the prehistoric archaeological sites of our ancestors to be Traditional Cultural Properties. Therefore, we appreciate the FHWA and UDOT's continuing solicitation of our input and your efforts to address our concerns.

The Hopi Cultural Preservation Office understands FHWA and UDOT will be conducting cultural resources surveys within the area of potential effects. Therefore, we look forward to receiving copies of the survey reports for review and comment. If the cultural resources surveys identify National Register eligible prehistoric sites that may be adversely affected by project activities, we will also request consultation on any proposed treatment plans.

If you have any questions or need additional information, please contact Terry Morgart at the Hopi Cultural Preservation Office at 928-734-3619 or [tmorgart@hopi.nsn.us](mailto:tmorgart@hopi.nsn.us). Thank you for your consideration.

Respectfully,  
[Signature]  
Leigh J. Kuwanwisiwma, Director  
Hopi Cultural Preservation Office

cc: Utah State Historic Preservation Office


P.O. BOX 123 KYKOTSMOVI, AZ 86039 (928) 734-3000



Comment 142 (continued)

Response  
Section in  
Chapter 32

32.16A



LeRoy N. Shingoitewa  
CHAIRMAN  
Herman G. Honanie  
VICE-CHAIRMAN

May 26, 2010

Edward Woolford, Environmental Program Manager  
Federal Highway Administration, Utah Division  
2520 West 4700 South, Suite 9-A  
Salt Lake City, Utah 84118-1847

Re: 7 Bridges Scour Repair; West Davis Corridor EIS

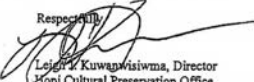
Dear Mr. Woolford, (7176)

This letter is in response to your correspondences dated May 13 and 20, 2010, regarding the Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) (1) proposing to rehabilitate 7 bridges; and (2) evaluating construction of a new transportation facility west of Interstate 15. Because the Hopi Tribe claims cultural affiliation to prehistoric cultural groups in Utah, and the Hopi Cultural Preservation Office supports the identification and avoidance of prehistoric archaeological sites and Traditional Cultural Properties, we appreciate FHWA's and UDOT's solicitation of our input and your efforts to address our concerns.

The Hopi Cultural Preservation Office considers the prehistoric archaeological sites of our ancestors to be Traditional Cultural Properties. Regarding the 7 bridges scour repair proposal, we understand a cultural resources survey has been completed and prehistoric sites were identified in the East Fork Virgin River and South Ash Creek areas of potential effect. If any of the identified prehistoric archaeological will be adversely affected by project activities, please provide us with copies of the survey report and any proposed treatment plans for review and comment.

Regarding the West Davis Corridor Environmental Impact Statement, to assist us in determining if this proposal may affect cultural resources significant to the Hopi Tribe, if the cultural resources survey of the area of potential effect identifies prehistoric archaeological sites that will be adversely affected by project activities, please provide us with copies of the survey report and any proposed treatment plans for review and comment.

If you have any questions or need additional information, please contact Terry Morgart at the Hopi Cultural Preservation Office at 928-734-3619 or [tmorgart@hopi.nm.us](mailto:tmorgart@hopi.nm.us). Thank you for your consideration.

Respectfully,  
  
Leigh K. Kuwanwisiwma, Director  
Hopi Cultural Preservation Office

xc: Betsy Skinner, UDOT  
Utah State Historic Preservation Office


---

P.O. BOX 123      KYKOTSMOVI, AZ 86039      (928) 734-3000

Comment 142 (continued)

Response  
Section in  
Chapter 32

32.16A



LeRoy N. Shingoitewa  
CHAIRMAN  
Herman G. Honanie  
VICE-CHAIRMAN

April 21, 2011

Edward T. Woolford, Environmental Project Manager  
Federal Highway Administration, Utah Division  
2520 West 4700 South, Ste. 9A  
Salt Lake City, Utah 84118-1847

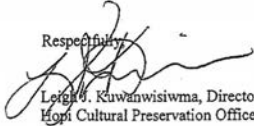
Re: West Davis Corridor Environmental Impact Statement (7176)

Dear Mr. Woolford,

Thank you for your correspondence dated April 12, 2011, regarding the Federal Highway Administration (FHWA) and Utah Department of Transportation (UDOT) preparing an Environmental Impact Statement to evaluate construction of a new transportation facility west of I-15 between Centerville and Marriott-Slaterville. The Hopi Tribe claims cultural affiliation to prehistoric cultural groups in Utah, and the Hopi Cultural Preservation Office supports identification and avoidance of prehistoric archaeological sites and Traditional Cultural Properties. Therefore, we appreciate the FHWA's and UDOT's continuing solicitation of our input and your efforts to address our concerns.

The Hopi Tribe considers the archaeological sites of our ancestors to be Traditional Cultural Properties. We note an archaeological survey was conducted along the alignments of the three alternatives. Therefore, if prehistoric cultural resources are identified that will be adversely impacted by project activities, please provide us with copies of the cultural resource survey report effect and any proposed draft treatment plans for review and comment.

Should you have any questions or need additional information, please contact Terry Morgart at the Hopi Cultural Preservation Office. Thank you again for your consideration.

Respectfully,  
  
Leigh K. Kuwanwisiwma, Director  
Hopi Cultural Preservation Office

xc: Utah State Historic Preservation Office

---

P.O. BOX 123      KYKOTSMOVI, AZ 86039      (928) 734-3000

### Comment 143

Response  
Section in  
Chapter 32



**Comment #:** 143  
**Date:** 6/6/2013  
**Source:** Email  
**Name:** Greg Nash  
**Location:**

**Comments:**

UDOT I got a house in Hooper almost 2 years ago, My property will be affected by the construction of the Davis Corridor. Since Davis corridor study has been going on for years and taken an emotional toll on my family, marriage and my property.

I was just wondering if you guys are going to contact us .We know this is going to happen .We want to know what will happen to us ,our homes. Are UDOT affiliates going to take Zillow.com property prices in consideration? Are you guys going to make us an offer for our homes and property. Put us out of this misery and emotional abuse. Hooper City has known about this changing corridor routs for years. We can't sale our properties, we can't remodel them or make them our own. Please talk to us help us move on for this stressful ordeal. I have talked to many people that are willing to sale. After all this misery that the UDOT put us through. we are just praying that The UDOT have the decency to recognized propriety value. We don't want to be rip off. UDOT have the decency and respect to contact the individuals affected on the Davis corridor route.

32.5.6A

32.30A

Again  
Contact the individuals affected on the Davis corridor route.

### Comment 144

Response  
Section in  
Chapter 32



**Comment #:** 144  
**Date:** 6/6/2013  
**Source:** Email  
**Name:** Selena Robins  
**Location:**

**Comments:**

I just wanted to pass on my sincere relief and pure joy at your decision to go with the Glover's Lane option of the WDC. I truly feel it is the best option and will in NO WAY affect the success of Farmington Station. I'm also so relieved that we will have options for future expansion. WAY TO GO UDOT!!!! We can now have the much needed true alternative to I-15 and not bulldoze a close knit neighborhood to do it. HALLELUJAH!

32.2.13B

## Comment 145

### Response Section in Chapter 32



Comment #: 145  
Date: 6/9/2013  
Source: Website  
Name: Jeff  
Location: Farmington

#### Comments:

32.11.1A  
32.11.2A

Has UDOT considered the increased air pollution and associated risks the WDC will pose to those living nearby? People living within 2 miles of a freeway live in a zone of increased air pollution. Those within 165 feet are exposed to 25-30 times more fine particulate matter than other people, and studies show this increases heart and lung disease, strokes, mortality rates, affects pregnancy outcomes, leads to cancer and autism etc. Freeways are literally cancer and autism corridors. How many homes will be within a 2 mile corridor of the proposed WDC? What studies has UDOT considered regarding air pollution and health hazards? If none, why not? What about the 3 current and planned schools the WDC will go close to? Does UDOT not care about the increased air pollution to the children?

## Comment 146

### Response Section in Chapter 32



Comment #: 146  
Date: 6/6/2013  
Source: Website  
Name: Brian Cieslewicz  
Location: Kaysville

#### Comments:

Dear UDOT officials,

32.2.13A

I would like to make a comment regarding the West Davis Corridor. I would first like to emphasize that I believe UDOT made the correct choice in choosing the B1 Alternative as the preferred route for the West Davis Corridor. This road is necessary and needs to be built in order to ease congestion on I-15 and provide an alternate route between Ogden and Salt Lake City. I commend UDOT on doing a thorough job of analyzing all of the options and choosing the alternative that provides the most benefit to taxpayers, while minimizing the amount of home relocations and detrimental effects to wetlands and other Section 4f resources.

32.2.13G

My comment concerns the UDOT critics in the Farmington Ranches and southwest Farmington who feel that they have been blindsided by UDOT's decision and are making a big stink about the fact that the WDC will be close to many of their homes. It is difficult to say that they were blindsided given that this road has been public knowledge for at least 10 years. Most of these people were aware of what was going on and probably even made comments during the various phases of UDOT's study.

I lived in the Farmington Ranches from 2002 until 2007. I was friends and neighbors with many of the people who are now criticizing UDOT's B1 Alternative selection. I know for a fact that there are several critics who, at one time, lived closer to 1525 West (farther from the proposed corridor) and just in the last two years have moved farther west, directly adjacent to the proposed corridor. In my mind, this is extremely hypocritical. These people knew that Glover's Lane was one of the two alternatives that had been advanced to the Draft EIS phase and they still purchased homes within 100 feet of the proposed corridor. If these critics are so worried about living near a major road, they should not have moved closer to an area with a 50 percent probability of being selected as the preferred corridor! I feel bad that these people will have a road so close to their homes, but I also think that it was total foolishness on their part to build brand new houses so close to one of the proposed corridors. Now that B1 has been chosen these people say they were blindsided. If anything, they were blindsided by Mayor Harbertson and the Farmington City Council into thinking that there was no way the road would be built near the Farmington Ranches.

The fact that these people are making a huge stink now is ridiculous. Suddenly all of these people claim to be experts on the environment, traffic planning, medicine, social issues, mass transit, etc. If these people are such experts in all of these areas why did they not try to influence UDOT's decision a year or two ago? Now suddenly they want to stop the freeway from being built, but only because it has now become a threat and they are desperate. These same critics are even going as far as attempting to slander Senator Stuart Adams in a bid to convince the world that corruption and shady politics influenced the B1 decision (more on this in a future comment). In reality, these people had ample opportunity to influence the decision through public comment and constructive input just like the rest of us did. It is much too late in the game to be trying to convince anyone that any decision other than B1 is the correct one.

32.2.13A

Again, I appreciate the amount of detailed analysis that has gone into the Draft EIS. I appreciate the thoroughness of the study up to this point and hope that UDOT will press forward with the correct choice (B1) regardless of what desperate agenda critics in the Farmington Ranches try to force on the rest of us who have provided input in a constructive manner. The critics in the Farmington Ranches do not represent the majority of Davis County residents. Please continue to stay the course and know that the majority of Davis County residents agree with UDOT's B1 Alternative selection as the preferred corridor.



### Comment 146 (continued)

Response  
Section in  
Chapter 32  
↳

Sincerely, Brian Cieslewicz, Kaysville, UT

### Comment 147

Response  
Section in  
Chapter 32  
↳

Comment #: 147

Date: 6/6/2013

Source: Website

Name: Rebecca

Location: Syracuse

**Comments:**

32.1.2A

32.2.13G

I think the West Davis Corridor is a bad ideal. Why do we have to continue to become progressive. Everyone on every social media site complains about how everything is changing and how they remember the "Good Old Days" and how their city they grew up in has changed and typically not for the greater good. Why cant we stop this madness and leave things as much as the "Good Old Days" as we can. Your ruining our quaint country city by put this monster in. Dropping it off or ending it in front of an already busy area is a bad ideal...right in front of a school now that is just plain stupid. Who are your planners anyways?? When is someone going to get a clue.

## Comment 148

Response  
Section in  
Chapter 32



32.1.2A  
32.14.2A

**Comment #:** 148  
**Date:** 6/6/2013  
**Source:** Website  
**Name:** Lynn Anderson  
**Location:** Farmington  
**Comments:**  
Dont do it... Dont we have enough roads all over? We need to stop taking animals natural habitat away

## Comment 149

Response  
Section in  
Chapter 32



32.2.1B

**Comment #:** 149  
**Date:** 6/6/2013  
**Source:** Website  
**Name:** Brad Rich  
**Location:** Farmington  
**Comments:**

I would like some more research done on being able to move the road on the west side of the power poles just north of the buffalo ranches. They realigned the road last fall to move the road closer to our houses. It seems to me that the same amount of wet land will be affected either way. Why not leave the road on the west side of the power poles instead of the swinging in the road closer to our houses. If they are going to move the power poles out west they will still affect the wet lands. Please look into this in more detail. The wetlands I see run east and west and regardless of if you put the road in farther east or west you are going to disturb the wetlands. Why not keep the road out west like you had originally proposed and keep all the homeowners happy as well. I know you were able to reevaluate the land in west kaysville and move the road farther west. Why can't you do the same thing for us?

### Comment 150

Response  
Section in  
Chapter 32



32.5.6A

**Comment #:** 150  
**Date:** 6/6/2013  
**Source:** Website  
**Name:** Nancy Armstrong  
**Location:** West Point

**Comments:**

I would like to know more of the process of UDOT buying our property if our property is taken for the highway.

### Comment 151

Response  
Section in  
Chapter 32



32.2.13F

**Comment #:** 151  
**Date:** 6/7/2013  
**Source:** Website  
**Name:** Julia Heavirland  
**Location:** Hooper

**Comments:**

I prefer route B to route A. Route A is too close to the wetland areas along the east side of the lake. While route A avoids existing homes more, wetlands can not be re-created elsewhere. Families in the existing homes will protest but they can be relocated to other homes. The benefit of the wetlands to the ecology and the water system can not be re-produced elsewhere.

## Comment 152

Response  
Section in  
Chapter 32



32.12A  
32.2.1H  
32.12A

**Comment #:** 152  
**Date:** 6/9/2013  
**Source:** Website  
**Name:** Jeff  
**Location:** Farmington

**Comments:**

What will be done to limit the WDC noise pollution? Will special pavement be used like with Legacy? How does UDOT propose to limit the noise impact on the surrounding communities and nature? I dont see any special precautions for the noise pollution, or the cost thereof, included in the draft EIS.

## Comment 153

Response  
Section in  
Chapter 32



32.5.5A

**Comment #:** 153  
**Date:** 6/9/2013  
**Source:** Website  
**Name:** Brad Rich  
**Location:** Farmington

**Comments:**

How many power lines are you going to move near buffalo ranch and near ranch road when the road goes from the west side of the power lines to the east side of the power lines? The UDOT rep said only one power pole? I don't see how the would be possible. I have looked at the maps and paced off the required feet needed for the road. The road will not fit if you only move on power pole. Where are you going to relocate these power poles. Why not go under the power lines farther north instead of moving all the power poles?

Let me know it doesn't seem to work by looking at your proposal and then pacing it off near the power poles.

## Comment 154

Response  
Section in  
Chapter 32



32.10A

**Comment #:** 154  
**Date:** 6/9/2013  
**Source:** Website  
**Name:** Brad Rich  
**Location:** Farmington

**Comments:**

I would like know how high you will need to make the road in order to have a trail underpass near Ranch Road and Buffalo Ranch? I would assume you can't dig real deep to put the trail under the road. You would need to raise the road to go over the trail. How high would you need to raise the road? Can you have the trail underpass go under the road instead of of raising the road? This is a big concern for us. We are currently seeing a possibility of have a 15ft high cement wall right next to our houses. Please let me know. I have had UDOT officials out to my house and they don't know specifics. It would seem you should know how high the road will be when you have a trail underpass.

Thanks

Brad

## Comment 155

Response  
Section in  
Chapter 32



32.2.13A  
32.2.1H

**Comment #:** 155  
**Date:** 6/9/2013  
**Source:** Website  
**Name:** Jake Carroll  
**Location:**

**Comments:**

I do agree with alternative B1. I am concerned about how this freeway will look. I hope the WDC will be a continuation of the features currently on legacy parkway. Since this freeway runs thru residential neighborhoods trucks should be banned, there should be speed restrictions, sound-reducing pavement should be used, sound walls should be built, and billboards should be banned, similar to what's been done on Legacy Parkway. There should also be no associated time limitations with these restrictions, they should not expire in ten or twenty years.

## Comment 156

Response  
Section in  
Chapter 32



**Comment #:** 156  
**Date:** 6/9/2013  
**Source:** Website  
**Name:** Ingrid Griffee  
**Location:** slc

**Comments:**

32.11.1A

The Governor spent all winter telling us that our catastrophic air quality is our own fault for driving our cars to and from work, now he spends our tax dollars building us new roads for our cars to pollute more. If UDOT is the dept of transportation, then build some transportation other than roads! And save our families from the toxic air.

## Comment 157

Response  
Section in  
Chapter 32



**Comment #:** 157  
**Date:** 6/9/2013  
**Source:** Website  
**Name:** G. Dennis Keaton  
**Location:** Clearfield

**Comments:**

32.2.13A

Having read the DEIS, I prefer ALternative B1. I feel that the environmental consequences, mitigating remedies, and overall human impact are well within acceptable limits.

### Comment 158

Response  
Section in  
Chapter 32



32.1.2A  
32.2.13A

**Comment #:** 158  
**Date:** 6/9/2013  
**Source:** Website  
**Name:** Joyce Brown  
**Location:** Layton

**Comments:**

Layton City will be well served with the West Davis Corridor. All you have to do is see the traffic on Antelope Drive, Hill Field Road and Gentile to know that the Corridor is needed. Layton has been preparing for years by saving space for the corridor and planning where the connection in Layton would be. I support the B1 option and my only question would be how soon can we start!

### Comment 159

Response  
Section in  
Chapter 32



32.11.2A

**Comment #:** 159  
**Date:** 6/9/2013  
**Source:** Website  
**Name:** Jocelyn Taylor  
**Location:** Syracuse

**Comments:**

I hope UDOT is aware of recent research (2011 and 2013) that finds an association between close proximity of maternal residence at birth to a freeway and increased risk of autism. Children born from mothers residing within 300 meters of a freeway during their third trimester or at birth are at twice the risk for autism. This evidence should be included in impact statement. You can contact me for references.

## Comment 160

Response  
Section in  
Chapter 32



**Comment #:** 160  
**Date:** 6/9/2013  
**Source:** Website  
**Name:** Emily Murray  
**Location:** Farmington

**Comments:**

I'm very concerned about what I've been hearing; that there will be no restrictions in place for this "corridor". It is a freeway now? So billboards, semi trucks, high speeds, noise, lights, are all going to be tearing through our community and wetlands. About 250 feet out my door. I cannot understand why, why this freeway has to be built. I keep hearing "studies" say we need it to ease future congestion. You know what we need for our future as a community? We need to learn to use mass transit. Like every other major metro city. Instead UDOT would rather irreversibly damage a beautiful refuge, break a community's heart, further ruin our air, waste millions of dollars on a road the residents don't want, all so that in case we need it in 40 years it's here. When there IS another option. Why can't we use THAT option? One that doesn't ruin so many people's homes and land? One that preserves our air? We have a beautiful new train station, as things get busier we can better utilize our roads, mass transit, all of that. Like all other major cities! Do we not want to be considered one of the greats? Or i guess we'd rather be considered "scenic Utah" who destroyed the bald eagle refuge to build an unnecessary freeway (ALL while we have the WORST air in the nation). Makes absolutely no sense. A freeway is NOT the best option. Please, reconsider.

I feel like this is probably falling on deaf ears. I know UDOT is supposed to "look at" all the comments or whatever. But I feel like the decision is already made and no one will actually really look into alternatives. PLEASE do. This is huge for us, it's home. It does matter.

32.2.1H  
32.1.2A  
32.2.1A  
32.2.13C  
32.2.1G

32.30A

## Comment 161

Response  
Section in  
Chapter 32



**Comment #:** 161  
**Date:** 6/9/2013  
**Source:** Website  
**Name:** Ed McLaughlin  
**Location:** Farmington

**Comments:**

We just bought a home in Syracuse and have started more frequent trips to move in. I can't believe the traffic on Antelope and the other E/W connectors to I-15. I don't understand why the right-of-ways for the West Corridor were not decided on long ago when the county and cities started approving so much construction on the west. Add semis 3 abreast on I-15 is also a major problem. As for the Arts Academy, I would think that the easy access to the West Corridor would enable easier access for students from greater distances.

32.1.2B  
32.31C  
32.2.13F



## Comment 162

Response  
Section in  
Chapter 32



**Comment #:** 162  
**Date:** 6/9/2013  
**Source:** Website  
**Name:** Carie Valentine  
**Location:** Syracuse

**Comments:**

32.1.2A  
32.2.1A

I firmly believe there should not be any West Davis Corridor. It is such an invasive road and will degrade the beauty and the quiet of our fair city. Please consider widening the existing freeways and looking for other alternatives that don't affect the lives of citizens so profoundly. We love our quiet city and don't want the freeway at all.

## Comment 163

Response  
Section in  
Chapter 32



**Comment #:** 163  
**Date:** 6/9/2013  
**Source:** Website  
**Name:** Justin Leavitt  
**Location:**

**Comments:**

32.2.13A

Just wanted to formally say that I agree with your recommended route of the corridor. I live in Syracuse, and while at some level I would prefer no highway at all, if it has to be built, then UDOT has chose the best route. Thanks.

### Comment 164

Response  
Section in  
Chapter 32



Comment #: 164  
Date: 6/9/2013  
Source: Website  
Name: Janet Weight  
Location: Syracuse

**Comments:**

32.2.13F

I approve of the current preferred option for the Syracuse segment of the west davis project.

### Comment 165

Response  
Section in  
Chapter 32



Comment #: 165  
Date: 6/9/2013  
Source: Website  
Name: Adasha Law  
Location: Syracuse

**Comments:**

32.27A

Isn't this a Violation of Department of transportation Act, Section 4(f) "æ" since the WDC will damage and impact the Buffalo Ranch public trails and Great Salt Lake Shoreline trails. As you know, the Buffalo Ranch conservation easement protects a large area of land, approximately 284 acres, located between the residential neighborhood, the Farmington Bay Wildlife Management Area and the wetlands of the Great Salt Lake. These peaceful and beautiful recreational trails have been conserved and maintained by Farmington City for the enjoyment of the public. Federal law protects the trails and the conservation easement from highway development according to Federal Highway Administration regulations. UDOT can only impact this land if Farmington City agrees in writing that there is no impact, after Farmington City hears public comment. I would like to tell UDOT, as well as the Farmington City Mayor and City Council members to protect Buffalo Ranch Trail and conservation easement under the Department of Transportation Act, Section 4(f). UDOT: please do not NOT "æcode minusæ" impacts!

## Comment 166

### Response Section in Chapter 32



**Comment #:** 166  
**Date:** 6/9/2013  
**Source:** Website  
**Name:** Jalair Janke  
**Location:** Farmington

**Comments:**

32.2.13C

We bought in West Farmington 10 years ago and the big draw for us was the peace and tranquility of the open lands. If this proposed freeway goes through we will lose all of this along with the view of the sunsets that we have absolutely loved and will be replaced with the sight of a raised freeway not only that but the air quality will be come a huge factor for our health and well being along with that of our children and grand children. There have been many suggestions for alternatives but none that UDOT are even looking at. Something needs to be done!!!!

## Comment 167

### Response Section in Chapter 32



**Comment #:** 167  
**Date:** 6/9/2013  
**Source:** Website  
**Name:** MICHAEL BALL  
**Location:** Farmington

**Comments:**

32.2.13C

I have been following closely the different results of your analysis throughout the years. There has been a consistent preference to build the west davis corridor along the glover lane exit for some reason. Initially in 2010 you didn't even mention the Shepherd Ln exit as an option even though it was part of the original design and the development of homes set aside a large space to allow the road to be built. It wasn't until a concerned citizen brought forward more information that you even considered it. Why didn't you provide this as an option originally? Your lack of follow through led me to believe that there was some under the table deals going on.

32.2.13C

32.31H

Having looked at how you have handled the latest developments in the project confirms that there is some dishonest dealing happening. It is quite obvious to me that you have taken considerable effort to make the shepherd lane option less desirable while improving the glover lane option. Less than 2 years ago, the glover lane option also called for up to 10 homes to be relocated, it was the more expensive route as well as being built on more wetlands. But now, you rerouted the road to weave in and out of homes so it doesn't "relocate" anybody but nonetheless impacts more people. You have also redefined what wetlands are important. Why are 4F wetlands more important than any other type of wetlands? The reason is obvious, it favors the glovers lane option to state 4F wetlands rather all wetlands in general.

32.31J

32.2.13C

I think the way you are going about this has been very deceptive and dishonest. You are obviously protecting something and making sweetheart deals all in the name of saving a neighborhood and a golf course. Disappointing to say the least.

32.2.13D

Here are a couple serious questions. If the primary purpose of the west davis corridor is to increase regionally mobility, why are there no on-ramps or off-ramps along the glovers lane option? You are asking Farmington city to provide the land for the road, but are not letting them use the road. Thanks. Another question is if one of the secondary reasons for building the road is to increase connections between transportation modes, why would you completely bypass Farmington station where UTA express buses stop as well as Frontrunner. The future frontrunner plans follow the preferred route of the west davis corridor throughout the entire corridor EXCEPT in farmington where it separates. Why? Why not meet up at station park and allow commuters to hop on frontrunner or an express bus to get downtown?

32.10B

The other two secondary objectives; support local growth objective and increase bicycle and pedestrian options are completely ignored by choosing the glover's lane option. Station park is the economic hub of Farmington City. Bypassing it will just push people down the road to Centerville where there are movie theaters as well as places to eat. Farmington will suffer economically if the Glover's lane route is chosen, that is a fact. With regards to the bicycle and pedestrian options, eagle bay trail is going to be completely destroyed with the glover's lane option. It completely separates residents from the bay and the trails without making an accessible option to get around the road.

32.2.13C

If the stated objectives are truly the whole reason why we are building the road, why would you disregard most of them by choosing the glover's lane option? By my count you are choosing to disregard one primary objective by not allowing regional access in farmington, and disregarding all of the secondary objectives completely!

32.5.1A

I realize that the original farmington shepherd lane route is now a beautifully developed residential community, but there is still a large section of land set aside for the corridor to go through. The folks who built their homes there entered construction with their eyes wide open. They knew full well that the road may take their home. But they still built there, and they paid SIGNIFICANTLY less money for their land. Up to 40% less than the rest of

### Comment 167 (continued)

Response  
Section in  
Chapter 32  
↪  
32.2.13C

West Farmington residents. This I know, because those residents are now bragging about it. The people along the glovers route made a decision to build away from the road and paid more money for that privacy and seclusion. I live there and made that decision. I grew up in Farmington and still live there. Over 30 years. The original plan from the very beginning was to build the corridor along shepherd lane. Don't ruin our city because a coupe lawmakers own property on the shepherd lane route and are members of a country club. Do the right thing.

### Comment 168

Response  
Section in  
Chapter 32  
↪

Comment #: 168

Date: 6/9/2013

Source: Email

Name: Mark Holbrook

Location: Farmington

Comments:

West Davis Team,

Here are the 6 reasons not to go Glover:

32.2.13C

1-The winter fog is extremely and dangerously heavy in that area and is a safety concern

32.2.13C

2-Farmington City's preferred route that they planned for since the late 90's is no where near Glover lane. Don't you think Farmington City understands what's best for their city and citizens more so that UDOT? Go with what the city suggests

32.2.13C

3-The path taken will run right next to a new Elementary school by Shirley Rae on Glover

32.11.1A

4-Winter Red Burn days, we have enough of these already, should we look at mass transit options? Air Quality is horrible IE: Trax lines heading east in Syracuse up then to frontrunner.

32.2.1A

32.14.2A

5-Bird Preserve for humans and birds to get away from the noise of life. That is all gone with this option and can never come back

32.12A

32.2.13C

6-I find it interesting that there a many politicians that would benefit more Glove lane option either personally or financially from the Glover Lane option. Looks like dirty politics to me.

32.2.2D

Thank you!

32.310

Mark Holbrook  
[Redacted]

## Comment 169

### Response Section in Chapter 32



**Comment #:** 169  
**Date:** 6/9/2013  
**Source:** Email  
**Name:** Danny Hafen  
**Location:** Kaysville

**Comments:**  
UDOT team,

### 32.2.13A

I wanted to reach out to you again and thank you for your due diligence, it has been very refreshing to see a government agency take into consideration public comments as well as taking a non prejudice approach to gathering facts and data to make your decision.

### 32.2.13B

I have written you all multiple e-mails about my own personal thoughts and opinions of the data and circumstances between the "Shepard route" and "Glovers Lane route" and am very appreciative of the respectful and thorough responses.

I believe that UDOT has made a 100% accurate decision based on the data and research that you have gathered and in turn shared with the public:

- Glovers Route is a SAFER option. Both environmentally for the vast MAJORITY of citizens as well as everybody that uses I15 as it limits the amount of merging lanes, confusion and intense I-15 construction that the Shepard Route would have required.
- Future considerations. I realize that a 30 year evaluation is used to make a decision but all of us know that it is short sighted to not consider beyond the "decision" 30 year period. I am confident that this is the best option for the future of the region well beyond 30 years.
- Cost. Cost is always of concern for tax payers as all of us are. The cost of the Glovers Lane was significantly more and is in the best interest of Utah tax payers across the entire state.
- Human and Environment Impact. There are thousands more that would have been directly impacted by the Shepard Lane route as the population is so much denser around that option. The QUALITY of the wetlands around the Shepard Lane route were so much higher that in my opinion the Glovers Route also protected the environment more.

Once again I want to thank you for all of your responsiveness, time and due diligence in this decision. I truly believe that you gathered all of the relevant information that let you to the right decision for everybody.

Thanks again,  
Danny Hafen

## Comment 170

### Response Section in Chapter 32



**Comment #:** 170  
**Date:** 6/9/2013  
**Source:** Email  
**Name:** David and Karen Austin  
**Location:** Kaysville

**Comments:**  
Hello,

Some friends and I were driving south on I-15 on Saturday afternoon. We were getting on the freeway in Farmington and traffic was backed up for miles. When we finally got to Centerville we figured out why. There was an accident. However, interestingly, the accident was on the North Bound side. And it was on the east shoulder, you could barely see it from our side going south (it was probably 300 feet away). There was absolutely NO reason for our traffic to be backed up going south, but it was all due to all the rubberneckers and people looking at the accident. People are naturally curious, and we are sure that with a road parallel to I-15 it would be similar, if not worse.

### 32.2.13A

Another great reason why UDOT picked the right route!

### Comment 171

Response  
Section in  
Chapter 32



**Comment #:** 171  
**Date:** 6/6/2013  
**Source:** Website  
**Name:** Jeff  
**Location:** Farmington

**Comments:**

32.14.2A  
32.14.2G  
32.14.3A  
32.13B

I am concerned about how the WDC will affect the nearby wildlife. Species of Concern that have been identified in Farmington Bay, such as the Bald Eagle, the American White Pelican, the Burrowing Owl, and the Ferruginous Hawk etc. will be impacted by the proposed freeway. Has UDOT considered the "Ecological and Beneficial Use Assessment of Farmington Bay Wetlands" study done by Theron Miller, PhD and Heidi Hoven, PhD, and others like it (and if so, which studies) to determine both the direct and indirect impacts to these and other wildlife species? What affect will the WDC have on the migratory birds? On the wetlands? Additionally, the Great Salt Lake will have detrimental impacts as a result of road runoff which will include oil and gas byproducts.

### Comment 172

Response  
Section in  
Chapter 32



**Comment #:** 172  
**Date:** 6/6/2013  
**Source:** Website  
**Name:** Jessica Endrizzi  
**Location:** Farmington

**Comments:**

32.2.13C  
32.2.13C

The community of west Farmington opposes the construction of this freeway on Glover Lane. It disrupts traffic flow toward local businesses and destroys miles of our trails. I personally am concerned with how exits and expressways will disrupt our neighborhoods and endanger children by Eagle Bay Elementary School. DO NOT DO THIS!! Find another way! No one in our community wants this. It will ruin our beautiful community and the surrounding wild areas. Please listen to the voices of the people whose lives this affects!

## Comment 173

Response  
Section in  
Chapter 32



Comment #: 173

Date: 6/6/2013

Source: Email

Name: Bart & Amy Lund

Location:

Comments:

32.2.13C

I live in the Farmington Ranches subdivision, a few hundred feet away from where the proposed raised freeway is to be built. I want you to know why your proposed freeway is WRONG for not only West Farmington, but for Utah as well.

32.14.2A

Farmington Bay is a truly unique and beautiful place. No where else in the state or the country can you go and observe Bald Eagles and several other types of birds and experience nature. It is not just Farmington Residents that visit there, it is everyone. What affects will your raised freeway have on that? Do you know? Have you spoken with officials on the matter? Some people say that they are more important than birds. While I do believe that people are more important than birds :), we also have to look at what a wonderful place Farmington Bay is, that there isn't anywhere else like it, and we can't destroy that and look back and say, maybe we shouldn't have built the freeway here, because we ruined a very exclusive and uncommon place in the world. We MUST preserve this area, not build a raised noisy freeway through it.

32.2.13C

Secondly, I feel like your stats keep changing. In the beginning the proposed route was the more expensive option, and the road was to be like Legacy Highway with low speeds, no Semi-trucks, and no billboards. Well, that has all changed now. How did the more expensive route all of a sudden become less expensive and now it's going to be a raised freeway with Semi-trucks, freeways speeds and billboards? This will be a huge scar on West Davis. It will ruin this unique area. Who is this benefiting? Not Utahns and not West Davis.

32.31H

32.1.2A

This is a very quiet and serene neighborhood. We enjoy many trails, a view of Antelope Island and we take our children to enjoy the hundreds of Bald Eagles that gather here every March at Farmington Bay. Have you experienced this? Have you been to the bird refuge, which is not just a refuge for them, but for us as well?

32.14.2B

32.31O

I know Senator Adams owns several companies and land in West Kaysville. I would hope that this did not play a role in your decision and would like to point out that this is a conflict of interest since he is on the Senate Transportation Committee. It seems very fishy. I'm not accusing anyone of anything, it just smells bad.

32.2.1H

If the road must be built where you have proposed, then we at the very least want tight restrictions in place that would keep the road like Legacy Highway. There must be rules and regulations in place.

Please don't build a freeway in our backyard!

Sincerely,

Amy Lund



*This space is intentionally blank.*





*This page is intentionally blank.*