Comment 174

Response Section in Chapter 32 ➥

Comment #: 174

Date: 6/17/2013

Source: Email

Name: David Walton

Location:

Comments:

32.11.1A
32.11.2A

I recognize the realities of population growth, from the need for transportation to the pollution we bring with our expanded urban areas. There will certainly be more people in the western parts of Davis and Weber Counties in the future. However, This is a "closed kettle" as far as air pollution is concerned, particularly in the winter months. The reality of more and more bad air days is just as real.

It seems to me that building a road which will encourage more driving, only to see more days where residents are encouraged NOT to drive because of air quality, is a way of cutting off one's nose to spite one's face.

Since there is yet time for planning, why not spend some, perhaps even substantial effort and funds, to look outside the box for a more comprehensive solution? One that will address housing, and subsequent transportation issues, as well as better solutions regarding the pollution problems which will definitely come?

32.2.1A
32.2.1G

The "Shared Solution" proposed by Utahns for Better Transportation attempts to consider the bigger picture. This type of proposal deserves more consideration. It may not fit well in your narrow domain of "transportation," but it certainly does in our collective domain we call Utah. I encourage you to think outside the box and consider other alternatives more carefully before painting us all in a corner (literally -- I see no option except more roads north or east of Hooper where your map dumps the road as proposed) and work with other entities and find an alternative beyond simply pavement and pollution.

Sincerely,

David L Walton
Orem, Utah (but frequent visitor to roots in Davis/Weber Counties)

Comment 175

Response Section in Chapter 32 ➥

Comment #: 175

Date: 6/17/2013

Source: Email

Name: Merilee MacKay

Location:

Comments:

Dear Committee,

32.2.13C

I wanted to comment again on the Freeway proposed to go through farmington. We have an amazing community, and the reality of an eyesore of a freeway disrupting the beautiful farms, homes, and wetlands is very upsetting as a citizen. It is also upsetting in light of so many budgetary issues and environmental concerns. There is no way to make 14 and 30 foot raised roads good for this community. In addition billboards, trucks and the noise. We are all concerned about the number of bad air days and the quality of air near our homes. This only adds to that concern. We do not want any additional freeways in farmington. We have worked hard to have a nice place to live and Udot needs to find a better solution that does not just create more problems.

Merilee MacKay
Farmington Resident

Comment 176

Response Section in Chapter 32 ➥

Comment #: 176

Date: 6/17/2013

Source: Email

Name: Sidney and Natalie Soria

Location:

Comments:

32.2.13A

I studied the west davis corridor Draft EIS study and the preferred route that UDOT has chosen. I am in favor of the alternative that has been chosen. Specifically as it relates to the Glover's Lane Option. There is clearly less impact to existing houses and neighborhoods by using the Glover's Lane Option. I also appreciate that this option is the most economical. I also like that there will be no bottleneck created on I-15 had the shepard Lane option been used.

Thanks so much for receiving my imput.

Regards,

Sid Soria

Comment 177

Response Section in Chapter 32 ➥

Comment #: 177

Date: 6/17/2013

Source: Email

Name: Jay & Susan Stuart

Location: Syracuse

Comments:

32.2.1B

There is another "Bluff" in West Syracuse. If you had the Highway swing down from the West Gentile area to connect to the natural "Bluff" that runs from there continuing behind the Sewer Treatment Plant and proceeds North, you would not have to cut through the middle of Syracuse. You may have to put a Bridge somewhere behind the plant, and over Antelope Road going out to the Island, but this would be a more cost effective than your other options. You could have an "On and Off Ramp" in that area and people coming from SLC to see Antelope Island would have an easier time getting to the Island.

If you choose this route, the businesses in the City of Syracuse could put advertisements to their facilities around that area to encourage people to use them coming to and from the Island.

This natural Bluff has been used by residents of Syracuse for many years with their trucks, and off road vehicles. My husband use to take his car and or truck and ride over this area when he was young.

32.2.13G

With the Plan B1 Option you "cut" right through the middle of Syracuse. The intersection of Bluff Road and 1700 S. Has always been a swamp. The city always pumps water in this area 24/7 and has been adding additional pumps for the past two weeks. The children trying to access the schools there have not been able to use the tunnel because of the water.

You will have to build up the road base to go through this area. Actually the whole route from West Gentile to West Point has water problems.

It seems more logical to build up the road base lower on the "Other Bluff."

32.31D

Another thing that Syracuse City might want to consider is expanding their Industrial Park options in that West area. They would have a better trucking route coming and going and a bigger area to expand an Industrial Park at the bottom of Gentile in the West Area.

I know that a lot of residents are against both Plan A and Plan B1. Could this be a better solution for both the residents of Syracuse, the City planners, and UDOT?

I hope that you can take a look at this option and Really Consider The Possibility.

Comment 177 (continued)

Response Section in Chapter 32 ➥

Sincerely,

Susan Stuart

Comment 178

Response Section in Chapter 32 ➥

Comment #: 178

Date: 6/17/2013

Source: Email

Name: Mark Holbrook

Location: Farmington

Comments:

West Davis Team,

Here are the 7 reasons not to go Glover or to Scrap the whole thing:
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

3-The path taken will run right next to a new Elementary school by Shirley Rae on glover then near a future high school.

32.2.1A 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.
Our Governor is asking us to drive less, this Freeway says, "DRIVE MORE."

32.2.13C 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

32.31O 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.

32.2.1G 7-Let's look at a shared solution and scrap the entire 660 million dollar freeway, that will help our future generations avoid cancer, autism, asthma and even death.

Thank you!

Mark Holbrook
Lakewood Properties, LLC

Comment 179

Response Section in Chapter 32 ➥

Comment #: 179

Date: 6/13/2013

Source: Website

Name: Braxton Schenk

Location: Syracuse

Comments:

32.2.1B
32.2.1B

I know that the argument is that Alt. B will get 40% percent more traffic, but that is based off of today's population. Where do you think all the growth is going to go? Further out west of course. That will increase the traffic on the freeway a lot. It just seems to make sense to build out with the future needs in mind, and not just current needs. Don't be so short sighted. By the way, further out west may get support by the sierra club actually as it will create a barrier between traffic and the lake.

Comment 180

Response Section in Chapter 32 ➥

Comment #: 180

Date: 6/17/2013

Source: Website

Name: Braxton Schenk

Location: Syracuse

Comments:

32.2.8E

I really dislike the the B option and think that it should be placed back on the "Cook property". That seemed to make the most sense. I realize that the bends were pretty severe, but if you take the fairway along Bluff, that will make it better. The golf course has land to replace that fairway.

32.2.13G

Also, my concern with alt. B is the phase timeline. Between Antelope and north of Antelope. In theary, the freeway would dead end at antelope between 2020 and 2030. For ten years, all of that north bound traffic will be forced through Syracuse. That will over burden Antelope and 2000 beyond their capacity. Please reconsider this route.

Comment 181

Response Section in Chapter 32 ➥

Comment #: 181

Date: 6/17/2013

Source: Website

Name: Andreas Kalt

Location: Farmington

Comments:

32.2.1A
32.2.1G

Why did UDOT not include a shared solutions option to the public? UDOT seems to be totally opposite of Utah 2040 Vision of smart growth. This whole project seems to be on very thin ice. The Governor is always touting Utah as a leader in Tech and making smart choices for the future and this seems to be the very opposite. Why is UDOT stuck in old school growth? You have used tax payer money to give us bad options and pit neighbor against neighbor and now we have to do your job for you and show you what smart growth is? Now we are raising money to hire some of the best engineers in the country (which live right here in our state)to design it for you. Whats wrong with this picture.
This is just one problem, there are some many inconsistencies in the EIS its a joke. There are engineer working for UDOT that think this is not good. Stop wasting our money and use the shared solutions design. Look at Seattle and Portland

Comment 182

Response Section in Chapter 32 ➥

Comment #: 182

Date: 6/17/2013

Source: Website

Name: Melissa McReynolds

Location: Clearfield

Comments:

32.2.13G

I have two boys attending Syracuse Arts Academy. As a parent, I am deeply concerned with UDOT's plan to build the WDC right next to Syracuse Arts Academy. I am concerned about the impact on the students' health & safety. The traffic on Antelope Drive at the school is already so congested that there have been incidents of traffice/pedestrian accidents. If the WDC is built directly next to the school, this will only get worse. This is due to the fact that the city of Syracuse & it's police department either can't or won't do anything to solve this traffic problem. The WDC is a threat to the health & safety of the children that attend SAA & I feel UDOT is ignoring this fact & only looking out for their own interests. Please consider an alternative that will keep our children safe.

Comment 183

Response Section in Chapter 32 ➥

Comment #: 183

Date: 6/17/2013

Source: Website

Name: Wendy Oltmanns

Location: Syracuse

Comments:

32.2.2D

32.2.13G

Really frustrated in the choice of route. I realize there are many businesses that will profit due to this route, and that UDOT is hoping for funding and support from said businesses, but a school is being invaded upon and children will now have to stare at that ugly overpass while being infected by contaminated air. Are people really less important than animals...and the easy way out has definitely been taken - now there won't be a fight with animal rights activists and wetlands protectors. Good for you. Also, there isn't a substantial enough amount available to fund this route versus the other now anyway, so saying that the other would be more costly is not a valid fight. If monies can be earned for this route, they can be earned for the other. I'd even pay higher taxes if the other route were to be approved. Please rethink and pay attention to the residents rather than the businesses for once.

Comment 184

Response Section in Chapter 32 ➥

Comment #: 184

Date: 6/17/2013

Source: Website

Name: Alicia Moon

Location: Clearfield

Comments:

32.2.13G

I am a mom of one of the children who goes to Syracuse Arts Academy. I am very concerned about this new project right next to my daughter's school and the impact it is going to have on the environment and our children. I understand that all cities have to grow and UDOT is trying to make traffic smoother, but I don't understand why this has to come at the cost of our children's school. Isn't education and clean air more important than smoother traffic??

Comment 185

Response Section in Chapter 32 ➥

Comment #: 185

Date: 6/17/2013

Source: Website

Name: Dean Collinwood

Location: Bountiful

Comments:

32.23A Please give us a complete environmental impact study. I mean, we need to know that if current construction of homes and other buildings is consuming, say, 1% of green space each year, how much more will be consumed--more and the pace--if this road gets built. You never provided this information on the first part of Legacy Hwy, so I believe you've had time to do it this time. So, if you don't build the road how much land will be consumed in new construction versus how much will be consumed if you build it, and how soon will that happen?

Thanks,

Dean Collinwood

Comment 186

Response Section in Chapter 32 ➥

Comment #: 186

Date: 6/17/2013

Source: Website

Name: Mark Sandberg

Location: Henderson

Comments:

32.2.2F I am a property owner in Syracuse near the West Davis Corridor. Will there be an interchange at 200 So.? If so, will the interchange be north of Schneiter's golf course or south?

Comment 187

Response Section in Chapter 32 ➥

Comment #: 187

Date: 6/17/2013

Source: Website

Name: Chad Coles

Location: Farmington

Comments:

32.1.2A

32.2.1A

I am confused about the need for the West Davis Corridor. I live in Farmington, but commute to Salt Lake and use Legacy Highway or I-15 and there is minimal congestion at various times of day. When i drive and look at the Frontrunner train, i see many empty seats. If UDOT would like to utilize ridership, then why build another freeway. This does not make sense. i would use UTA options if they were more affordable, convenient and efficient. Why doesn't UDOT focus on this as their first option?

Comment 188

Response Section in Chapter 32 ➥

Comment #: 188

Date: 6/17/2013

Source: Website

Name: Ray Emett

Location: Kaysville

Comments:

32.1.2A

32.2.1H

I feel the study has addressed many of the concerns of residents who may be impacted by the highway. There are still concerns with noise and interrupted views. The study makes a good case for the need of this highway and I feel the future growth in the area will make this a critical transportation route.
My suggestion is that this highway be built to minimize the sound and sight impact. Many people that I have talked to feel this highway will be like Legacy Parkway but I know those features are not the standard for these highways. Since the highway is in close proximity of homes and wildlife some additional design features are warranted. Please include quiet pavement, slower speeds and limited use for large trucks. Look also for a design with appropriate landscaping to help keep noise levels to a minimum.

Comment 189

Response Section in Chapter 32 ➥

Comment #: 189

Date: 6/17/2013

Source: Website

Name: Kevin Hixson

Location: Farmington

Comments:

32.1.2A Really we do not need this freeway. You are doing to kill the environment by doing this. Have you seen the birds? The nations bird even nests there. I thought they were protected. If I were to harm one I would be prosecuted. You will harm hundreds. Will you get prosecuted? I think not.

32.2.13C Not to mention lives. In the winter fog settles nearly all day long right along the proposed site. PEOPLE WILL DIE. Is that worth $600 million dollars? NO WAY. A life is priceless.

Will you pay me back for the decrease in my property value? I guarantee you will cause every property near this to plummet. I will never recoup the value of the property costing me thousands of dollars.

32.2.1A Wouldn't it be cheaper to reduce the amount to ride front runner then to build this freeway? I think that is why people do not ride the train. Its way to expensive and you want to build a freeway. That does not add up.

Comment 190

Response Section in Chapter 32 ➥

Comment #: 190

Date: 6/17/2013

Source: Website

Name: Susan Openshaw

Location:

Comments:

32.5.1A Shepard lane opt has an easement. Is there no accountability to the City that allowed homes to be built that might have been torn down some day. Kaysville City knew what they were doing in issuing those building permits. Wavers were signed and there was a known risk. Is there no accountability??? This road has been planed for years and Glovers lane was not even one of the original options. It is not fair. It is not good for Farmington. We have enough freeway going thru our city now with Legacy and I-15. You are taking all of the Farming out of Farmington. Besides we do not need a big freeway at all. A smaller road/highway would be better for the whole county than a freeway. It would save on land and taxpayer dollars. Be smarter. This freeway is going to ruin the way of life that we now enjoy living in the west side of Farmington and all of west Davis County. Lets try to keep as much farming as we can before it is all gone.

32.2.1I

32.2.13C

Comment 191

Response Section in Chapter 32 ➥

Comment #: 191

Date: 6/17/2013

Source: Website

Name: Blythe Kasai

Location: Farmington

Comments:

32.2.13C
32.5.1D
32.2.1A

I am a voting member of the Farmington community, and I am asking that you please do not allow the division of out Farmington Community. We are not the armpit of Davis County that needs
to be shaved and chipped off in parts. I 15 has already done enough damage, please do not let this continue. One of Farmington's biggest draws are the beautiful trails and
landscape, I have heard of beautification projects, this would be an uglification project. The impact on our air alone should be reason enough for you to stop this project. How many no drive days did we have this winter because of pollution? I lost track. There is not a need for this corridor. Encourage the public to use the public transportation that is available. Reduce pollution. Stop this nonsense!

Thank you for your time
Blythe B. Kasai

Comment 192

Response Section in Chapter 32 ➥

Comment #: 192

Date: 6/17/2013

Source: Website

Name: Mitchell A. Stephens

Location: Farmington

Comments:

I live on 1600 South in Farmington, Utah. The current plans call for an exit off I-15 at the bottom of my street. It appears as though that exit will then be elevated and cross I-15.

32.2.13C

What is being done to address noise and air pollution for those who live in the neighborhoods directly adjacent to the proposed I-15 exit?

Does UDOT intend to use concrete designed to minimize noise for the I-15 off ramp?

What will the speed limit be, and how will it actually be enforced on a narrow off-ramp?

Will there be sound walls, and if so will they be like the sound walls directly to the North in Farmington?

Will commercial trucks be allowed on the proposed freeway?

Comment 193

Response Section in Chapter 32 ➥

Comment #: 193

Date: 6/17/2013

Source: Website

Name: Darren

Location: Syracuse

Comments:

32.2.1A
32.2.1K

A freeway is overkill. A much simpler, and more cost effective solution, would be the expansion of existing roads. I will often use 2000 W to Midland drive in Roy, then up 1900 W in Roy into North Ogden instead of the freeway. One lane each direction, with a turn lane/median at 40-50mph is plenty. I would suggest this solution on 2000 W in Syracuse from Antelope Drive, south to Bluff. Then Bluff south to Gentile (or a new road along the bluff to Flint or Angel in Layton. Widen that south to Sunset Drive, connecting to Shepard Lane in Farmington.

Comment 194

Response Section in Chapter 32 ➥

Comment #: 194

Date: 6/19/2013

Source: Website

Name: Tiffany Olcott

Location: Bountiful

Comments:

32.2.1A
32.2.1J

How about trying for the next year offering free or almost free public transportation. More busses, trains, etc. Shuttle busses from out west. A credit on taxes or something when citizens don't use their cars. See if that cuts down on traffic and pollution.

Comment 195

Response Section in Chapter 32 ➥

Comment #: 195

Date: 6/17/2013

Source: Website

Name: Christine Barker

Location: Sandy

Comments:

32.14.3A

I want to voice my disapproval for the current West Davis Freeway route. It will adversely effect wetlands and diminish the already shrinking open space that is so important to our community.

Comment 196

Response Section in Chapter 32 ➥

Comment #: 196

Date: 6/17/2013

Source: Website

Name: Emily M. Stephens

Location: Farmington

Comments:

32.2.13C

The current plans call for an exit off I-15 at the bottom of my street. I live near Lund Lane in Centerville, Utah. It appears as though the I-15 exit will be elevated and cross I-15.

I am concerned about the noise, light, and air pollution with a freeway exit that will extend to my neighborhood. I also am concerned with the safety of an exit so close to my neighborhood. Last week two cars from I-15 crashed through the fences and the frontage road near the current homes.

What is being done to protect those who live in the current neighborhoods from these concerns?

Does UDOT intend to use concrete designed to minimize noise for the I-15 off ramp?

What will the speed limit be, and how will it actually be enforced on a narrow off-ramp?

Will there be sound walls, and if so will they be like the sound walls directly to the North in Farmington?

Will commercial trucks be allowed on the proposed freeway?

What will the elevation of the off-ramp be?

Comment 197

Response Section in Chapter 32 ➥

Comment #: 197

Date: 6/17/2013

Source: Website

Name: Jeanne Hauze

Location: FARMINGTON

Comments:

32.2.13C

32.2.3A

When we purchased our home, in West Farmington, we were aware of the Legacy Highway Extension, and the route PLANNED. You are considering impacting our quiet neighborhood, and we wonder why the change in directions, and what land owners and developers will benefit, because certainly the citizens of Farmington, Kaysville, and Syracuse have made their feelings known. We do not want or need this "freeway". Legacy Highway is barely used. We have horrible air quality, and yet you want to build more freeways? Please consider the citizens of our small, clean, and quiet communities. No more freeways!

Comment 198

Response Section in Chapter 32 ➥

Comment #: 198

Date: 6/17/2013

Source: Website

Name: Jason Olsen

Location: Syracuse

Comments:

I must admit my huge disappointment in the route that was selected for the West Davis Corridor through Syracuse. While homeowners and farm owners are affected in any scenario, there are significant factors that should be considered, and reconsidered.

32.2.13G

#1 - The safety of hundreds of school children will be jeopardized with the current preferred route. Syracuse Arts Academy is a thriving charter school. The current preferred route literally surrounds this school with high speed roads and intersections. How anyone at UDOT can even think this is not an issue or that there road plans are "safe enough" is beyond the most basic common sense.

#2 - Why is UDOT allowing the city of Syracuse to be split in half? The current preferred route does just that. I find this exceptionally laughable when you go back and read transcripts from court hearings about the Legacy Highway.

During a hearing before the 10th Circuit Court of Appeals in Denver, UDOT officials were asked why they didn't place the Legacy Highway further east, thereby avoiding destroying wetlands. One reason quoted by legal counsel for such action was UDOT did not want to split the cities of Bountiful and Centerville.

This is a near exact quote from the hearing. You can find it in the minutes and recordings from that particular hearing, and it was reported in local newspapers.

Why the double standard? Why is Syracuse being treated like a second class city? Why do southern Davis cities get preferential treatment over northern Davis Cities?

I find this particular issue horribly disturbing and legally questionable!

I challenge anyone at UDOT to research this information and provide a response on why they think some cities are worth splitting and some are not.

Comment 199

Response Section in Chapter 32 ➥

Comment #: 199

Date: 6/17/2013

Source: Website

Name: Boni Peterson

Location: Farmington

Comments:

32.1.2A
32.2.13C
32.2.1A

Is there truly a need for another freeway? Talking to people out west in Syracuse, West Point, etc. they don't want it out there either and it is supposedly serving them. Our state is beautiful and very unique with having the Great Salt Lake. Is it necessary to destroy the amazing land and shores of the Great Salt Lake? Is it necessary to pollute the state even more? We have several species of birds that travel thousands of miles to our Great Salt Lake shores. Let's preserve what makes it beautiful and unique in Utah. Also, Farmington has already been burdened with Legacy, yet once again our small city is being requested to be burdened with another freeway? Does this seem right? I think not. We have just a small bit of land out in the west, yet we are asked to place a freeway on it. Is there not alternative solutions? Why not make mass transit more accessible and much more affordable? Why not spend the money to do that? Why not make highways running east to west, versus building a huge freeway out in the west blocking our beautiful lake and scenery, causing pollution, displacing hundreds of species of birds, in which this freeway serves but a small population?

Comment 200

Response Section in Chapter 32 ➥

Comment #: 200

Date: 6/17/2013

Source: Website

Name: kevin page

Location: Kaysville

Comments:

32.2.13A

I support the decision to not build on the Sheppard Option.
The key to the southern connection is to minimize the human impact. Some key studies discuss the distance from a highway and residence of 300 ft as being the area with the most negative impacts (health, noise, pollution, dust, etc.) There are 5 x the homes in this distance on the Sheppard option and that's why this was a good decision.

We need to now focus on mitigation of the impact of the Glover route.

32.2.1H

We support restrictions of large trucks, no billboards, 55 MPH speedlimit. We know that these restrictions are coming off Legacy soon. We support extending them.

Someday, these restrictions will need to be lifted to accomidate our travel needs. Until then, we should try to minimize the impact.

WEST DAVIS CORRIDOR

Comment 201

Response Section in Chapter 32 ➥

Comment #: 201
Date: 6/17/2013
Source: Website
Name: Stacie Quist
Location: Kaysville

Comments:

32.2.13A

I just wanted to say I fully support Udot's decision on their proposed route for the west davis corridor. My home would be affected with both the Shepard and GLovers option, but the Glovers option by far is a better alternative for my home, and all the surrounding homes around me. I truly feel like Udot listened to our concerns and took them into consideration when deciding their proposed route. I appreciate the time they have taken to hear our comments and to save our area. It would have been detrimental to our community. Thank you!

Comment 202

Response Section in Chapter 32 ➥

Comment #: 202
Date: 6/17/2013
Source: Website
Name: Chase Rogers
Location: Farmington

Comments:

32.2.13A

Thank you for chosing the southernmost alignment to avoid my two school sites. Plz consider going with the eastern option in the north to avoid the High School site in West Point.

Comment 203

Response Section in Chapter 32 ➥

Comment #: 203

Date: 6/17/2013

Source: Email

Name: Melinda McIlwaine

Location:

Comments:

Greetings,
I am a volunteer doing the bird survey for the Nature Conservancy on the east shore of the Great Salt Lake. I am very concerned about the possibility of yet another road through
this area. I have seen how little use the Legacy highway is getting. Why do we need another road out there?
What we do need is better public transportation from Davis county
to Salt Lake and incentives to use it. Please keep me informed of proceedings on this project.
Thank you,
Melinda McIlwaine

32.1.2A
32.2.1A

Comment 204

Response Section in Chapter 32 ➥

Comment #: 204

Date: 6/17/2013

Source: Website

Name: Brennen Brown

Location: Farmington

Comments:

32.5.1A
32.2.13C

Is it true that the homeowner's in the path of the Shepard Lane option signed a contract with Woodside Homes when they bought their houses that informed them a future freeway could go through their neighborhood? If so, then I do not understand why you would recommend the Glover's Lane option where homeowner's had no forewarning. That makes absolutely no sense if in fact true.

Comment 205

Response Section in Chapter 32 ➥

Comment #: 205

Date: 6/17/2013

Source: Website

Name: christine peck

Location: Farmington

Comments:

32.2.13A

I Fully support UDOTS decision on putting Legecy Highway over on Glovers Lane. UDOT did their due diligence and went above and beyond with the EIS Study. I believe that UDOT Heard our comments and made the right decision. The Facts are clear, the dollar amount is clear and I hope the Federal Highway will agree with UDOTS decision.

Comment 206

Response Section in Chapter 32 ➥

Comment #: 206

Date: 6/17/2013

Source: Website

Name: richard lund

Location: farmington

Comments:

the options at antalope drive cause me concern. I was told that the eastern route is the preferred because of cost and increased use. I have no argument with the cost but the use confuses me. When Bangerter road was finished the south third was through open farm land yet it was completed. I was told that the eastern option through Syracuse is preferred because it would get more use.

32.2.13G

Next. Will the speed limit be 55 mph as the existing parkway is? Also will the same asphault be used that reduces noise?

Thank you for your time.

Comment 207

Response Section in Chapter 32 ➥

Comment #: 207

Date: 6/17/2013

Source: Email

Name: Carol Gwynn

Location:

Comments:

I am writing to voice my opposition to the proposed Glover Lane route for the West Davis Highway. I do not live in the Glover Lane area, but I participate in recreation there very frequently, visiting west Glover Lane and the Farmington Bay area.

32.2.13C

This is one of the most critical wetland areas in the entire Western Hemisphere. Please do not run a major highway so close to Farmington Bay. Even though press releases state that the road will not "touch" Farmington Bay, the construction of a highway so close will have a huge impact. Why does the government of this state see the need to pave over areas that cannot be replaced? We need some open space left along the Wasatch Front - some places where residents can go and enjoy being outside, see lots of wildlife, and just have a pleasant time.

Please do not use the Glover Lane alternative for this highway.

Thank you,

Carol Gwynn

Salt Lake City

Comment 208

Response Section in Chapter 32 ➥

Comment #: 208

Date: 6/17/2013

Source: Website

Name: Bill Wright

Location: Layton

Comments:

32.2.13A

Layton City supports the current alignment as the best balance of impacts upon the natural environment, private property, public infrastructure, fertile soil farmland and vital transportation improvements. Layton supports the trail along the roadway. The interchange at 2700 West is a critical access point for the entire west Layton population. The corridor is critical to solving the east-west commuter traffic congestion and idleing with its negative impacts on air quality. Developing this roadway will reduce the negative impacts to air quality and transportation congestion of the no build scenario. This corridor is consistent with Layton's long range general plan and a vital component of neighborhood development in West Layton.

Comment 209

Response Section in Chapter 32 ➥

Comment #: 209
Date: 6/17/2013
Source: Website
Name: matt gore
Location: farmington

Comments:

32.2.13C

in section 5.4.4.2 under schools
A list of existing schools and future schools with in 0.5 miles of the wdc are listed. In farmington two future schools ar missing. Both are of of Glovers Lane one high school and the other an elementry.

Comment 210

Response Section in Chapter 32 ➥

Comment #: 210
Date: 6/17/2013
Source: Website
Name: Amy Lawrence
Location: Kaysville

Comments:

Thank you for listening to the comments of the neighbors in the affected areas.

32.2.1H

My concern now is how pedestrian friendly will the WDC be? Are there any plans to have a fence/sound wall to prevent wildlife/pedestrian access to the freeway? Will there be a speed limit restriction? Will there be pedestrian pathways? Has the planning committee considered the use of a rubberized pavement to reduce the noise?

As this will be developed so closely to existing neighborhoods these types of considerations are imperative to keeping good relations with the existing neighbors and maintaining the hard-fought, well-maintained neighborhoods.

Looking forward to seeing updates.

Comment 211

Response Section in Chapter 32 ➥

Comment #: 211
Date: 6/17/2013
Source: Email
Name: Shana Merrill
Location:
Comments:

32.2.3A

You wont accept my my emails, or any responses. But still I hope I get through. Please, No No No!

Comment 212

Response Section in Chapter 32 ➥

Comment #: 212
Date: 6/17/2013
Source: Website
Name: Darin Larson
Location: Farmington
Comments:

32.2.13C

I am participating in the June 11 Open House held at the David Legacy Events Center. I am more furious than ever! Reading through your study information was appalling. How can you say that the Shepard Lane Option has less impact than the Glover Lane option? This highway will impact many more homes as the highway will run by more homes lessening their value, causing more harm to the natural environment, and ruining all that our community stands for. 1. One of the comments on your poster said that The Glover Lane option complied more than the Shepard Lane Option with City plans...wow nice try. I lived in West Kaysville for a time and walked by a void between the Quail Crossing neighborhood and the Hunters Creek neighborhood. Does UDOT know what that void is? It is a designed space for the West Davis Corridor! If UDOT has to put the highway in, put it where it was designed to go. 2. The whole idea that noise is not a problem??? You have got to be kidding. I had the unfortunate experience of living in North Salt Lake in the Foxboro community that was forced to listen the noise that the Legacy Highway created at all times. I know there will be a noise problem, I have lived with it before. This is one of the reasons that I moved here to western Farmington, it was quiet and peaceful. Now UDOT wants to take it away from the whole community.

32.1.2A

Please LISTEN, we dont need the road, we dont want the road. By the way, I commute to Salt Lake City every day and I do not see the need. Your projections of growth and traffic congestion are just that projections, not truth. I am willing (as a commuter) to deal with the increased traffic if it means that I can come home to a comfortable, quiet, and peaceful community. Stay out of our community.

Comment 213

Response Section in Chapter 32 ➥

Comment #: 213
Date: 6/17/2013
Source: Website
Name: John & Margaret Yancey
Location: Farmington
Comments:

32.2.13C

We have no huge objections to the proposed routes but since the on/off ramps to and from I-15 will be near our home we ask that the road materials used be as quiet as possible. Also, we request no billboards along the route.

Comment 214

Response Section in Chapter 32 ➥

Comment #: 214
Date: 6/17/2013
Source: Website
Name: John & Margaret Yancey
Location: Farmington
Comments:

32.2.1H

Request vehicle restrictions like Legacy Parkway, i.e. no large trucks.

Comment 215

Response Section in Chapter 32 ➥

Comment #: 215

Date: 6/17/2013

Source: Website

Name: Josh Olsen

Location: Kaysville

Comments:

32.2.13A

I live right in the path of the shepard lane option as do many of my other neighbors who have just settled down in their new homes as well as other people who have been there for a long time. The Glovers Lane option is much better it doesn't destroy as many families as the shepard lane route will.

Comment 216

Response Section in Chapter 32 ➥

Comment #: 216

Date: 6/17/2013

Source: Email

Name: Dan Darrenger

Location:

Comments:

The West Davis Corridor will probably be a net negative effects.

I love Utah.
I have been living in the Salt Lake Valley since 1996. I grew up and watched the inversions in the winter get worse and worse.

The air quality has become a serious problem. I am moving away from Utah for medical school, and in some ways I am happy. I don't think Utah's leaders are capable of finding a solution to the air quality issue.

32.11.2A

As a community we need to first stop encouraging suburban sprawl. The commute is what kills the air quality.

For people living in suburbs we need to encourage public transit. The West Davis Corridor will kill frontrunner. All these extra cars on the road is going to worsen air quality and lead to many many deaths every year. In addition to being really bad for pregnant mothers.

Please Please Please reconsider this outrageous idea. Put the effort into making Utah a better place, instead of dooming us to have the air quality of Bejing.

Comment 217

Response Section in Chapter 32 ➥

Comment #: 217

Date: 6/17/2013

Source: Website

Name: Denise Richards

Location: Farminton

Comments:

32.2.13A

I think the current recommended plan for the Glovers Lane (B1) interchange for Legacy Highway is the best option. Fewer homes would be impacted and it would help ease the congestion on the Park Lane/Legacy/HWY 89 merge onto I-15.The Shepard Lane alternative affects a PGA certified championship golf course as well as numerous homes. Having three major roads merge at the same proximity (Shepard Lane) could tie up traffic for hours in the event of a major accident, hazardous spill, earthquake, etc.

Comment 218

Response Section in Chapter 32 ➥

Comment #: 218

Date: 6/17/2013

Source: Email

Name: Mark Holbrook

Location: Farmington

Comments:

UDOT,

Please answer these questions:

1-How are you going to compensate my family for the increased health issues that will result because of this freeway? Autism, RSV, Cancer, Asthma?

2-How will get rid of the extremely dangerous fog issue in West Farmington that will surely result in horrendous accidents?

32.2.13C

3-How will you adjust the route away from the new Farmington Elementary that is close proximity to Glover's option

4-How will you explain to the Governor who has asked us to drive less that you are building more roads encouraging more driving.

5-Have you looked at EAST/West trax connections, maximizing existing infrastructure, encouraging more telecommuting or smarter planning in communities keeping jobs closer to home.

32.2.1A

6-I know hooper and syracuse want this, why then build it for them, have them fund it and then route it back to i-15 in their communities?

7-How does a 14 foot elevated freeway that is farther in distance, cost less than the Shepard lane option?

32.2.13C

8-Which local leaders and state leaders support this and where do they own land?

9-Why did the EIS mention the benefit of Glover's lane is that Oakridge Country club is not affected. How is that a benefit?

DO NOT BUILD THIS FREEWAY IN MY TOWN OF FARMINGTON!

Mark Holbrook

Comment 219

Response Section in Chapter 32 ➥

Comment #: 219

Date: 6/17/2013

Source: Email

Name: Peter Westman

Location:

Comments:

32.11.2A Since we are already at capacity for particulate in our airshed, what is the plan to offset the particulate emissions of this planned freeway (besides filtering the air through our children's lungs?)

Comment 220

Response Section in Chapter 32 ➥

Comment #: 220

Date: 6/17/2013

Source: Email

Name: Kami Stewart

Location: Farmington

Comments:

Mr. Jeffries,

News articles state that you would like public comments about the design specs for the West Davis Corridor.

32.2.1H Originally I was not so opposed when I thought it would be a nice, slow, tree-lined highway like Legacy. Now that I'm hearing it will be elevated and allow trucks and higher speeds, I'm very opposed. It doesn't make sense to call it an "extension of Legacy" if it's nothing like that road.

32.2.1A I think all the ideas about beefing up existing roads to accommodate more use of mass transit are great. But, if a freeway becomes necessary, just promise us that it will be like Legacy and I think a lot of people might stop complaining!

Thanks

Kami Stewart

Comment 221

Response Section in Chapter 32 ➥

Comment #: 221

Date: 6/17/2013

Source: Website

Name: Corinne Apezteguia

Location: Farmington

Comments:

32.5.1A

32.2.13C

My family moved to Farmington 4 years ago. We loved the small town feel on the East and the beautiful trails and bird refuge to the West. I have taken advantage of the running trails to find a personal connection within myself, stretch myself physically, and talk to God. Because the west of the Ranches is so secluded and beautiful, it is the perfect place for reflection and connection with God and nature. I have taken my children there, where I have bonded with them and helped instill a similar love of God and nature. I was told that the families that moved into the freeway corridor off of Shephard Lane had to sign something before buying their homes. I feel for them, but in the end the loss of the wetlands and Glover Lane will impact far more people over the years, as it limits the natural experiences for thousands of people over time, and something we will NEVER be able to get back.
In addition, I don't want to see the beautiful, peaceful town that we chose turn into a sea of freeways. Even though it won't personally take our home, it will affect us in a worse way because it will impact our entire way of life, which is worse in my opinion. Please please choose the Shephared Lane option, for all of Farmington. PLEASE!

Comment 222

Response Section in Chapter 32 ➥

Comment #: 222

Date: 6/17/2013

Source: Email

Name: Shane & Julie Ann Prescott

Location: Farmington

Comments:

Hi Brianne, will you please pass this up to Randy?

32.2.13I

Feedback from several Ranches HOA members. As the rep for our HOA I'm asking, will you please change the name from "locally preferred alternative" to "UDOT suggested route", or something of that nature? I believe the title skews perceptions. Using b-1 and c-1 were changed and clarified (and shepard lane route SHOULD have been changed), because how you name things is important and this title is misleading and inaccurate. I formally request you change it in all furture corresponce and documentation or clarify, at each use, that it means the alternative route preferred by UDOT.

Thank you,

Julie Ann

Comment 223

Response Section in Chapter 32 ➥

Comment #: 223

Date: 6/17/2013

Source: Website

Name: Shelly Costley

Location: Kaysville

Comments:

32.2.2E

Placing the legacy corridor east of the levy located near the water sewage treatment plant does not save the wetlands. Placing the proposed road west of the dike will have the result of increasing the freshwater of the wetlands east of the corridor. Such placement increases wildlife use. Anyone who has ridden along the dike has enjoyed the cattails and birds and can see the beauty of preserving the wetlands. Birds do not care if the road cuts through their territory. People do.

Comment 224

Response Section in Chapter 32 ➥

Comment #: 224

Date: 6/17/2013

Source: Website

Name: Bruce Richards

Location: Farmington

Comments:

32.2.13A

Glovers Lane Alternative B1 is the preferred alternative for the Farmington portion of the Legacy Highway North. This alternative allows for access to Legacy Highway and I-15 at a location away from the already extremely busy Park Lane interchange. This alternative is the lower cost alternative and this must be a high priority. This alternative affects the least number of existing homes. Proper engineering and wetlands management can mitigate any wetlands issues. Shepard Lane is already a narrow road with homes on both sides of the street and bordered by parts of Oakridge Country Club. Shepard Lane is not able to handle more traffic. Alternative B1 is the preferred alternative.

Comment 225

Response Section in Chapter 32 ➥

Comment #: 225

Date: 6/17/2013

Source: Website

Name: George A. Haddow

Location: Farmington

Comments:

32.2.6A
32.1.2A

I obviously agree with the first choice as it doesn't impact my home. I do have some questions. Is there any plan to widen Shepard Lane along the golf course? Not one person here tonight could answer that question. Is this project really necessary? No matter what the route chosen?

Comment 226

Response Section in Chapter 32 ➥

Comment #: 226

Date: 6/17/2013

Source: Website

Name: Chris Burns

Location: Farminton

Comments:

32.1.2A

32.2.3A

This "corridor" should not be built. The cons far outweigh the pros. Each one of the bullet point cons is enough to show that the road should not be built. This is a road to no where. This road bypasses Farmington altogether which is the number one reason it should NOT be built. The proposes paths the road will take are much too close to homes, schools, businesses. I do not want a freeway within 400ft of my children playing in my yard! This road makes no sense!

Comment 227

Response Section in Chapter 32 ➥

Comment #: 227

Date: 6/17/2013

Source: Email

Name: Randy & Becky Tingey

Location: Farmington

Comments:

32.2.13C

I am a Farmington resident living on 1600 South. It was unnerving to hear Davis County residents all supporting the Glover Lane option on Tuesday night because it wasn't where they live. This option pushes the frontage road into our neighborhood without any improvements. It tears up a park that this large family area uses a great deal! We consider ourselves very much affected. My husband and I understand it is difficult to stop change. As much as we would like Farmington to stay very rural, more and more people keep moving here. We would ask that if the Glover Lane option is chosen that we somehow ensure a sound wall being completed; a walking/bike trail along the frontage road completed for our residents safety, and enough street lights for safety turning into the Frontage road. Again, we understand planning for our future in the community but please be more considerate of the local residents safety and concerns.

Thank you for listening,

[redacted]

Comment 228

Response Section in Chapter 32 ➥

Comment #: 228

Date: 6/17/2013

Source: Website

Name: Stephanie Mercer

Location: Bountiful

Comments:

32.2.1H

If this road does go through where it is proposed, I feel it is only fair to have similar bylaws that Legacy currently has. Sound walls, no billboards, etc.

32.5.1A

From what I understand the citizens whose homes would be effected should the road go through Kaysville understood the possibility of a road when they purchased their house. Infact, that signed a form stating that fact. Why then is UDOT now moving the road and hurting the home values in Farmington instead of Kaysville?

Comment 229

Response Section in Chapter 32 ➥

Comment #: 229

Date: 6/17/2013

Source: Website

Name: Jocelyn Brown

Location: Farmington

Comments:

32.5.1A

32.2.13C

I support the Shepard Lane alternative. The Glovers lane alternative affects 100 additional acres of land, is much longer, and provides no benefit to the city of Farmington and its citizens and is actually quite detrimental to the natural beauty in the area. Unlike the Shepard lane option, no residents along the Glovers Lane option were notified years ago about the incoming freeway but yet the preferred option is the Glover Lane option. There are 33% more people in Kaysville than Farmington so the volume of public comments will naturally be higher but it does not mean that is the best option.

Comment 230

Response Section in Chapter 32 ➥

Comment #: 230

Date: 6/17/2013

Source: Website

Name: Cheryle Mounteer

Location:

Comments:

32.31C

8 years ago my husband and I began looking for a home in the Davis County area. During the search we visited the West Kaysville area and met with several builders. At each of the meetings we were shown the corridor space, both on plot maps and also as we looked over the growing communities, and were told that it was being preserved for the upcoming project. Why, after all of this time was the corridor not preserved and houses allowed to be built there? Why destroy a community that was never slatted for the corridor? Many, if not all of the new residents of West Kaysville knew about the corridor and that they would be living near it. Please reconsider this corridor and the placement of it.

Comment 231

Response Section in Chapter 32 ➥

32.31G

Comment #: 231

Date: 6/17/2013

Source: Email

Name: James Armstrong

Location:

Comments:

Name:: James Armstrong
City and State of Residence:: West Point Utah

Comments/Questions
(limited to 2000 characters)</ br>: Hello,
I have a question about disclosure in regards to the west Davis corridor project. I purchased a house last year when the study was being done. I was not informed of the pending study during the purchase of the home. I learned of the road project about a month after the purchase was completed. Was that legal not to inform me? On the realitors part selling the home? The reason I ask is the paperwork I recieved at the meeting Tuesday night stated it was not legal to with hold that information.
What is your overall impression of the Utah Department of Transportation?: Good

Comment 232

Response Section in Chapter 32 ➥

Comment #: 232

Date: 6/17/2013

Source: Email

Name: Scott Ogilvie

Location:

Comments:

<See letter and photos on next page, titled UDOT Comments (11 June 2013)_Scott Ogilvie.docx>

Comment 232 (continued)

Response Section in Chapter 32 ➥

Attn: Lucy Park

I enjoyed talking to you during the West Davis Corridor EIS Open House. I would like to make three requests reguarding trails. I am a member of the Farmington Trails committee and I love trails. In addition to the trails with in Farmington City, I have some trail ideas for Davis County. They are as follows:

West Davis Corridor North.

32.2.1H

The West Davis highway South has an excellent trail. I love it. I know of no one who doesn't feel the same way. I believe the West Davis Corridor North should include a trail. The trail should roughly parallel the new highway.

The trail doesn't have to be located close to the highway along the entire length. In fact if the trail is located some distance away all the better, it make walks and bike rides quitter. The important thing is that a trail extend the length to the highway.

Clearfield Front Runner Station

32.1.2C
32.31D

There is no access to the west from the Clearfield Front Runner Station. The D&RD Rail Trail is West of this station as well as the Free Port Center. There needs to be a connector a bridge across the tracks and a trail across the field to the rail trail. This would be very helpful for those who work at the Freeport Center and would like to use the front runner to get to and from work. This would also allow for the bikers to get from the trail to the train station. Refer to the attached map.

Comment 232 (continued)

Response Section in Chapter 32 ➥

Farmington Bay Loop

32.31D

Someday it would be very enjoyable to be able to ride a bike all the way around Farmington bay. This is close to being a reality right now. A person can ride a road bike from the airport North to the entrance of Antelope Island. From here a bike can be ridden along the West side to Gar Ranch. A Mountain Bike can be ridded from Far ranch to the South Island Causeway. There is unimproved road from the causeway to somewhere near the airport. I suppose that a mountain bike can be ridded on this section. I f this section were to be paved someday, it would open up a whole new set of possibilities for bike rides. Tourists could ride a bike from the Salt Lake International Airport to Antelope Island during a layover. Bikers could enjoy a wilderness bike ride very close to a large population center.

The trail improvement would start where the causeway meets the island and continue until somewhere near the airport.

Thanks for considering my comments.

Scott Ogilvie

Comment 233

Response Section in Chapter 32 ➥

Comment #: 233

Date: 6/17/2013

Source: Email

Name: Raymond Brant Marmouze

Location: Hooper

Comments:

32.2.1A

I have a question regarding the legacy project.. Instead of going through farm communities widening roads etc. Why not get more involved in public transit? Isn't public transit less harmful to Utah's environment? More roads means more cars.. I mean I realize our roads aren't made for our growing state but I'm thinking public transit like trax and upgrading the front runner and having them run 24/7 would be better... Besides the farmers losing their land due to construction and cost... Also doing more with public transit would create more jobs and even better public jobs... And better for our environment, cleaner air..

Comment 234

Response Section in Chapter 32 ➥

Comment #: 234

Date: 6/17/2013

Source: Email

Name: Nisa Hancock

Location:

Comments:

32.14.2A
32.14.3A
32.2.13C

This WDC is encroaching upon the life of Davis County residents and the Bird refuge and natural wetlands. This last summer a family of foxes has been living around the Bird Refuge and natural wetlands. I understand the plans for the WDC keep it protected but do you honestly think that this road will have low impact on wildlife? I love the fact that I can take my kids on a walk/bike ride and they can see brand new baby foxes and look at birds but that will all change when your loud and imposing road come in. Once that WDC is built it will be noisy and with the added pollution animals/birds will move on and/or die. Our backyards will also be burdened by the WDC. This road will depreciate the value of the houses around the area...coming so close to the backyards that children could throw a rock at it. Please rethink the routes of the WDC and keep it out away and imposing from the birds, wetlands, and our homes!

Comment 235

Response Section in Chapter 32 ➥

Comment #: 235

Date: 6/17/2013

Source: Email

Name: Mark Holbrook

Location: Farmington

Comments:

32.2.13C
32.24A
32.30F

Here are some questions:
1-How is the glover lane NOW cheaper than Shepard lane? Last year Glover lane was millions more, not it is cheaper. How is that
possible especially with a hideous elevated 14-foot freeway?

Mark Holbrook

Comment 236

Response Section in Chapter 32 ➥

Comment #: 236

Date: 6/17/2013

Source: Website

Name: Chris Hortin

Location: Farmington

Comments:

32.2.13C

I am against the Glover Lane Proposal. We moved to west Farmington because we love the open space, the wild life and the wetlands. Having a freeway in our backyards and our front yard was not part of the plan. We will be an island in the middle of three freeways, I-15, Legacy and the Legacy connection. I know that the road needs to be built but West Farmington already has its share of interchanges and freeways. We see wildlife everyday including deer, eagles, pheasants, cranes, foxes etc. These will be gone if the freeway goes in. An elementary school is scheduled to go in the field at the end of 950 S and 625 W in Farmington. This will put the school and the playgrounds in the same field as the freeway. That is way to close. I don't want my children attending school next to a freeway because of the air pollution and other hazards it exposes to them.

32.14.2B

My last argument against the Glover Lane proposal is the Eagles who nest in the trees along the creek right where the freeway is proposed to be. People come to Utah from around the world to see these birds. Do we really want their habitats destroyed? I hope you will reconsider the Glover Lane option and look elsewhere.
Thank you

Comment 237

Response Section in Chapter 32 ➥

Comment #: 237

Date: 6/17/2013

Source: Website

Name: Kim Hudson

Location: Bountiful

Comments:

32.2.3A
32.1.2A
32.5.1A
32.2.13C

The first solution should be that there is no West Davis Corridor. It is unneccessary. It would take ridership away from frontrunner which is already down in numbers. If however, a road is to be put in, it can go nowhere but on Shepard Lane. This is the originally planned location. The people who purchased homes near this route were clearly made aware of this possibility. They also paid a much lower purchase price because of it. While it would be sad for some of them to lose their homes, it was part of the original bargain and THEY KNEW IT AND AGREED TO IT. The people on the Glovers Lane route DID NO SUCH THING. They paid a much higher cost for their homes. They paid to be AWAY from highways and to have an unobstructed view. It would not be fair to take that away from them now, after the fact! Also, VERY SIGNIFICANT, is the wild bird refuge that would be impacted. Even if it were a raised highway, the noise and fumes would irrepairably damage the birds' habitat. It just makes sense to put the highway in the original, agreed upon, location. It would be morally wrong to do otherwise. If, however, for some unwise reason, the corridor does go in at Glovers' Lane, for heaven's sake, PLEASE AT LEAST have restrictions like those on Legacy: No billboards, noise restrictions, weight restrictions, view restrictions, whatever else applies. Thank you for hearing me out.

Comment 238

Response Section in Chapter 32 ➥

Comment #: 238

Date: 6/17/2013

Source: Website

Name: Brent and Nicole Lee

Location: Farmington

Comments:

32.2.13C

The proposed Glovers Lane Alternative B1 that has been designated as the preferred alternative directly impacts my neighborhood in Farmington (Tuscany Village) at 1600 South. The Frontage road will have to be moved into our neighborhood and an offramp for northbound I-15 will be raised up direcly to the south of our neighborhood. We are concerned for the increased noise (we had previously been told that a sound wall would be placed along I-15 once the population density reached a certain percentage), increased pollution, destruction of our view (a large offramp raised up all along the western horizon), and invasive nature of the off-ramp right above our neighborhood. We are concerned with the lack of benefit to Farmington residents and the inability to exit or enter the ramps (as opposed to the Shepherd Lane alternatives). We strongly encourage the Shepherd Lane alternative for the above mentioned reasons. Thank you.

Comment 239

Response Section in Chapter 32 ➥

Comment #: 239

Date: 6/17/2013

Source: Website

Name: Cheryle Mounteer

Location:

Comments:

32.31C

8 years ago my husband and I began looking for a home in the Davis County area. During the search we visited the West Kaysville area and met with several builders. At each of the meetings we were shown the corridor space, both on plot maps and also as we looked over the growing communities, and were told that it was being preserved for the upcoming project. Why, after all of this time was the corridor not preserved and houses allowed to be built there? Why destroy a community that was never slatted for the corridor? Many, if not all of the new residents of West Kaysville knew about the corridor and that they would be living near it. Please reconsider this corridor and the placement of it.

Comment 240

Response Section in Chapter 32 ➥

Comment #: 240

Date: 6/17/2013

Source: Website

Name: Veloy Richards

Location: Farmington,

Comments:

32.2.3A

The best decision would be no decision at all so no one who rightfully chose where to build their homes with permits from the government would lose their property to build a road to be a convenience to those who built elsewhere. The residents of Oakridge Farm should not have their homes or access disturbed again. We chose to live in a little subdivision and did it according to law. We should no longer be subject to the impact of a road or ramps. If a change is necessary it should go to the Glovers Lane Alternative.

Comment 241

Response Section in Chapter 32 ➥

Comment #: 241
Date: 6/17/2013
Source: Website
Name: Amber P. Beddes
Location: Farmington
Comments:

32.1.2A
32.11.2A
32.2.1J

I'm not quite sure how building another highway is going to solve in of Utah's transportation woes. It hasn't worked else where why do you think it will work here. We are already too poluted as it is building another freeway is going to fix this how? I know you are concerned about peak hour tranportation problems which most of us are involved in but I'd rather take a few extra seconds or minutes getting home rather than poluting the air, creating more urban sprawl, putting people out of their homes, and ruining the invironment. Why don't we just improve or subsidize mass transit with our 600 million dollars. I have an idea, make mass transit affordable!

Comment 242

Response Section in Chapter 32 ➥

Comment #: 242
Date: 6/17/2013
Source: Website
Name: Amber P. Beddes
Location: Farmington
Comments:

32.2.3A
32.1.2A

Do you want a freeway in your backyard? Image you having a stinky, loud backyard. PLEASE DO NOT DO IT!!!! Why do we need to pay for it when we don't even need it!? DON'T YOU THINK WE DON'T NEED IT? Well it's one dumb idea! DON'T DO IT!!!!!!!

Comment 243

Response Section in Chapter 32 ➥

Comment #: 243

Date: 6/17/2013

Source: Website

Name: Amber P. Beddes

Location: Farmington

Comments:

32.2.3A
32.2.13C
32.2.1A

WDC is not a solution! It not only causes pollution, but it destroys nature and wildlife and directly affects the citizens of Farmington. Make use of what we already have. Please do not go forward with the West Davis Corridor. Use the money to better our existing forms of transit. Promote the use of the existing interstates/highways, UTA, and Frontrunner. Save Farmington!

Comment 244

Response Section in Chapter 32 ➥

Comment #: 244

Date: 6/17/2013

Source: Website

Name: Amber P. Beddes

Location: Farmington

Comments:

32.1.2A
32.2.1A
32.11.2A

Freeway: Do you really think that a free way is the best solution to the problem of trafic and stuff? Do you really think that it is necessary to knock down peoples houses. If you wanted to get rid of traffic you can get people to use the front runner. Know one really wants a free way on there house, beside it, or in the back of it. Think about all the people smoking. Think about the kids. They are breathing the smoke in so practicly like smoking do u really think thats healthy? These are my final words DO NOT PUT A FREE WAY IN FARMINGTION. We already have one we do not need another. PERIOD

Comment 245

Response Section in Chapter 32 ➥

Comment #: 245
Date: 6/17/2013
Source: Website
Name: Brad Peterson
Location: Farmington

Comments:

32.2.1J
32.2.1A
32.2.13C

When we started looking into moving to Farmington, we did some research into the plans for this corridor, and we knew that the plans brought this road fairly close to our neighborhood. One of the things I was interested in was the ability to ride the front runner train as a commute to Cottonwood Heights every day. I was very dissapointed to find out that the cost of a monthly pass was just as much as I spend on gas.
Now that my options for mass transit are so limited, I'm disturbed that my tax dollars will go to maintain a road (plows, highway patrol, etc.) that runs through my neighborhood and destroys the wetlands knowing that this money could go to mass transit and provide a cheaper alternative to my commute.
Though I don't agree with some of the other arguments that people against the corridor are using, I find it hard to support a project that will cost millions of dollars when our perfectly functioning mass transit is too expensive to use.

Comment 246

Response Section in Chapter 32 ➥

Comment #: 246
Date: 6/17/2013
Source: Website
Name: Barbara Stevens
Location: Farmington

Comments:

32.1.2A
32.2.1G
32.2.1A
32.12A
32.2.1H
32.11.1A
32.2.1A
32.31D
32.2.2D
32.13A
32.30M
32.2.13C

UDOT, There are so many reasons why the WDC, especially the Glover Lane option is NOT right for Davis County. Farmington has NO NEED for a freeway, even in your projections. I started a petition today on Change.org to the Governor and to the Federal Highway Association asking them to consider the shared option with Utahns for Better Transportation. We are being asked as individuals to drive less, and yet you are proposing a massive, elevated freeway. You have successfully divided communities because of your self-selected "options". UDOT works for us and we would like a different solution that builds up infrastructure in our existing roads. Most of us chose Davis county to live in for the cleaner air, western views, wildlife. We didn't choose it for "quick access" from point A to point B. I see "no need" for this freeway. And to propose to build it without sound mitigation or restrictions on trucks is putting my health on the line. Even the residents who believe they will be unaffected and are "thanking" you for not putting the freeway in their backyard. What they don't realize is that the pollution will affect them just the same. There are other ways of relieving traffic congestion. Has UDOT worked with UTA to provide the infrastructure necessary to make mass transit more economical and convenient for its citizens? UDOT is in violation of LEDPA if you do not consider ALL alternatives that are the least environmentally damaging practicable alternative. UDOT is discriminating against those who don't have the money to fund the studies for the alternatives. Those are OUR tax dollars and we should be able to have UDOT work on an alternative of the people's choosing for the benefit of all communities and all of our health. Why is the Kaysville Golf Course listed as UDOT's "non impact"? If the freeway is built without considering the shared solution, UDOT will also be in violation of the Dept. of Transportation Act Section 4f. These are no "de minimus" impacts! Additionally, the citizens do NOT want it! EVERY rally that has been had on the freeway has been about "NOT IN MY BACKYARD!" The ONLY people I have heard who want it are land and real estate developers (some of whom are politicians). This is unfair to the citizens of Davis County. What are you going to do about flooding to our neighborhoods as you build on top of the wetlands? What are you going to do to show the "real" costs of the B-1 Glover Lane option? We don't live in L.A. for a reason. Stop the insanity! Work with ALL the citizens and NOT against them! I have put UDOT on the list for the petition on change.org The title is: Governor Herbert: Do Not Allow the West Davis Corridor to be funded! Support a Shared Solution with UDOT and UTAHNS for Better Transportation Instead! It is highly suspect that UDOT is not listening to the citizens. There appear to be special interests who will gain financially from the building of the freeway and UDOT will crunch the numbers to fit the bill.... UDOT does not work for politicians, real estate developers, friends in high places, etc. UDOT works for the people!

Comment 247

Response Section in Chapter 32 ➥

Comment #: 247

Date: 6/17/2013

Source: Website

Name: Lorene Palmer

Location: Farmington

Comments:

32.2.1B This corridor will impact families. It needs further study. If it needs to be on Glovers lane it should be further south and west.

Comment 248

Response Section in Chapter 32 ➥

Comment #: 248

Date: 6/17/2013

Source: Website

Name: Sheryl Hatch

Location: Farmington

Comments:

I think the protest outside has been organized and directed mostly by a bunch of wacko environmentalists. They seem to believe that the new highway will create a bunch of global warning which is just their way of forcing their political agenda on everyone.

32.1.2B I am not opposed to increasing the highways capacity through West Davis County. The population is growing. We need our cars to get from A to B, work and home, and go to grandma's house. None of us want to sell our cars, ride the TRAX trains or the FrontRunner and our bicycle everywhere we go so trying to stop the increased highway capacities needed is going to be like trying to hold back the ocean. However, we could have chosen a much better route and at the risk of sounding a little wacko myself why couldn't this highway be built through the Great Salt Lake? Perhaps out in the lake half a mile or further. Thus creating a giant fresh water lake on the east side much like Willard Bay, but bigger. If the highway is to be built I am very opposed to an interchange at Glover Lane. The interchange would be less costly and better positioned at Shephard Lane. The Glover Lane interchange would direct a lot of traffic through bedroom communities of South Farmington and North Centerville.

32.2.1B

32.2.13D

Comment 249

Response Section in Chapter 32 ➥

Comment #: 249
Date: 6/17/2013
Source: Website
Name: Luke Larsen
Location: Farmington
Comments:

32.5.6A
32.8A
32.12A

We live right along the Frontage Road in South Farmington where the exit from I-15 would go. I have been talking through the evening and in all ways this would be very bad for my family and I. I suspect our home value will go down. The noise will increase and the view from our backyard will be horrible. I realize that There are more people then my little neighborhood that this might benefit but from what I learned tonight it looks like there won't be a sound barrier and if there was it might not help a lot because the off ramp will be so high. If this is going to happen I think you need to look at all the families that are directly involved and do something to help them. That might be beautification and sound barriers and purchasing homes where the value greatly decreases. In short this is horrible for my family and will greatly decrease our way of life. Please come up with other options.

Comment 250

Response Section in Chapter 32 ➥

Comment #: 250
Date: 6/17/2013
Source: Website
Name: Rachelle
Location: Farmington
Comments:

32.1.2A
32.2.1G
32.2.13C

I don't want this freeway to be put in. I like the quiet in the neighborhood and don't want another freeway put in. Cutting off a few seconds from the commute is not worth it. There is a reason people moved to the rural areas. We like the quiet and we don't want polluted air. We need a shared solution. No one but UDOT wants this freeway put in. Let the people choose what we want. UDOT works for our needs. If we don't want it, don't put the freeway in. Don't destroy homes. Don't destroy wildlife. Don't destroy the air. Don't destroy our neighborhood.

Comment 251

Response Section in Chapter 32 ➥

Comment #: 251
Date: 6/17/2013
Source: Website
Name: Rebecca Stevens
Location: Farmington
Comments:

32.30C

Why would UDOT use 2008 maps? If they want to be accurate about the homes, why not put the most recent map to look at? They are bogus and if UDOT wants to be professional, why show the out-of-date maps? UDOT just wants to show that the place the highway will be put is good because it doesn't interfere with homes. The Meadow's area are RIGHT by the freeway. UDOT is BOGUS!!!

Comment 252

Response Section in Chapter 32 ➥

Comment #: 252
Date: 6/17/2013
Source: Website
Name: Samantha Moore
Location: Farmington
Comments:

32.5.2B
32.5.6C

The park at the end of Kamboris is important to the community and will be taken out by the Glovers Lane option also homes that were not on the original study that have been build. There are a ton of kids in the neighborhood and pollution and litter will become part of the street.

Comment 253

Response Section in Chapter 32 ➥

Comment #: 253
Date: 6/17/2013
Source: Website
Name: BECKY GOODRICH
Location: farmington
Comments:

32.2.13B

I am grateful you picked the Glovers Lane since I would have been one of the houses not taken, but to remain with a sound wall 10 feet from my house. I'm grateful you did the right thing.

Comment 254

Response Section in Chapter 32 ➥

Comment #: 254
Date: 6/17/2013
Source: Website
Name: BECKY GOODRICH
Location: farmington
Comments:

32.2.13B

Thank you for using our tax dollars in the wisest way. We appreciate that you decided on Glover's Lane, using less money and taking out no homes.

Comment 255

Response Section in Chapter 32 ➥

Comment #: 255

Date: 6/17/2013

Source: Website

Name: BECKY GOODRICH

Location: farmington

Comments:

32.2.13B

I am grateful UDOT chose Glover's since it takes out no homes. While I feel for the businesses that are taken, I imagine they can be moved easier than families, friendships and loved ones can. Thank you for doing the right thing.

Comment 256

Response Section in Chapter 32 ➥

Comment #: 256

Date: 6/17/2013

Source: Website

Name: Isaac Goodrich

Location: Farmington

Comments:

32.2.13B

I KNEW that the Highway would go Glover's Lane. I really think that it is a better choice, and as my family is trying to sell our home, it would hae been quite impossible to with the highway right next to our house. In all reality I live thirty feet from where it would go in. I'm thankful for the chance to move again.

Thanks,
A concerned but very happy 12-year-old.

Comment 257

Response Section in Chapter 32 ➥

Comment #: 257

Date: 6/17/2013

Source: Website

Name: Platte Nielson

Location: Farmington

Comments:

32.2.8D

The Glover's Lane option takes a drastic in-ward curve adjacent to Dove Way and Loveland Lane in Farmington. If the Glover's Lane option is eventually confirmed, this inward curve needs to go. The freeway at this juncture needs to be moved as far west as possible. The houses on Dove Way and Loveland lane will benefit greatly from this, as the freeway will no longer be directly in their backyard. I know there are concerns with wetlands, birds, etc, but a concession should be made for these families. People and families should trump nature for this small area of land. Please.

Comment 258

Response Section in Chapter 32 ➥

Comment #: 258

Date: 6/17/2013

Source: Website

Name: Talin

Location: Farmington

Comments:

32.2.13A

I fully agree with the U Dot decision to take the West Davis Corridor. This results in the loss of less homes and families.

Comment 259

Response Section in Chapter 32 ➥

Comment #: 259
Date: 6/17/2013
Source: Website
Name: Lynn Gee
Location: Farmington

Comments:

32.30C The information presented in the West Davis Corridor Open House is wrong. The overhead maps are from 2008, which do not show four years of development in west Farmington. How can an informed decision be made based on such flawed information?

I want to know why 2008 maps were used. Please respond in writing.

32.2.13I The printed material titled "West Davis Corridor" leads one to believe that Alternative B1 is the locally preferred alternative, leading people to believe that the local population prefers B1. This is not true. Words have meaning. The honest title should be UDOT's Preferred Alternative.

I want to know who wrote and approved the printed material, by name, please.

32.2.13C I oppose Alternative B1.

I oppose any freeway through west Farmington.

32.2.13C The birds that use Farmington Bay for migration will be impacted by a freeway. The bald eagles that roost along Farmington Creek will be driven away.

32.2.13C Are those who come to watch the birds, less important than those that play golf? The Open House posters indicate that the B1 Alternative does not impact the golf courses. Honesty requires that the impact to the birders and sportsmen who hunt in Farmington Bay be noted, not just the golfers.

32.8A 32.5.1B We bought our property in west Farmington with the understanding that there was a Kaysville corridor for future freeway expansion. My property value will be reduced by a freeway in my backyard. The people who bought property in Kaysville did so with knowledge that they were buying if a future freeway corridor. I paid a premium for property in an area without a planned freeway. How does UDOT plan to make right the cost to me and the benefit to the people in Kaysville?

32.2.13C What is the plan for public safety? There is no way for the nearest fire, medical, and police services to get to a freeway in west Farmington without going to Centerville or Kaysville.

Comment 260

Response Section in Chapter 32 ➥

Comment #: 260
Date: 6/17/2013
Source: Website
Name: David Tate
Location: Farmington

Comments:

32.2.13C UDOT has ripped Farmington City again, Glover Lane is not the best choice. You should of gone with the first proposal at the beginning before land development. There was a original plan that now is not even a option. and why is the money swaying your actions. pull up your big boy pants and make the best decesion and go to the shephard options and stick to it and quit having under the table deals
dave tate

Comment 261

Response Section in Chapter 32 ➥

Comment #: 261
Date: 6/17/2013
Source: Website
Name: Dee Mackliet
Location: Farmington

Comments:

32.23A
32.2.13C
32.12A
32.2.1L
32.2.13C
32.23A

I oppose the building of the new West Davis Corridor. It will encourage more West Davis county growth which will in turn cause more traffic issues. It will also disturb the Farmington Bird Refuse area that is a site of solitude and reflection for many people. There is no noise mitigation being proposed for any part of the highway leaving current residence to deal with the noise on the highway and from the massive ramp. Also, if it must be build why does it have to connect to I 15. Why not channel traffic out of Salt Lake onto Legacy and have Legacy be the entry point thus reducing traffic load on I-15 from North Salt Lake to the proposed interchange. I think that very little consideration has been given to the impact in the neighbors at the interchange. S. Farmington park will be significantly impacted because already tight parking will be reduced even more resulting in a more congested and dangerous area. This will be a boon to land developers and will result in future expansion of the new Highway to service continuing growth created by the new development that will surely be spurred by this road.

Comment 262

Response Section in Chapter 32 ➥

Comment #: 262
Date: 6/17/2013
Source: Website
Name: Mark Lemon
Location: Farmington

Comments:

32.2.13C
32.18B
32.1.2A

I do not support the Glover Lane option. I recognize that the impact study lists benefits for B1. My concern is that there is no benefit to the Farmington community. I would like have opportunities to provide feedback on the final design. I am especially concerned about sounds and light pollution and the ever glowing amber haze of sodium lights that would have the 1340 S neighborhood never see the stars again.

I am also concerned about the need for a northbound road from the WDC to Legacy and I-15. Is this really needed. Doesn't everyone aready live north. It's just an expensive U-turn.

Comment 263

Response Section in Chapter 32 ➥

Comment #: 263

Date: 6/17/2013

Source: Website

Name: Steve Covalt

Location: Farmington

Comments:

32.2.13B

After attending the Farmington public meeting I was pleased to see UDOT local preference, route B1 terminating through Glover Lane the best choice. However, the current highway alignment can be further improved by re-aligning the section between Shepard lane continuing South to and around the Buffalo Ranch area. The current Highway drawings puts a curve in this area to the East and then back again West and around the Buffalo Ranch area. This curve puts the highway along this section within 400 hundred feet and some homes as close as within 100 feet of the highway, in the areas of Hunter Creek, and Meadows subdivision in west Farmington. The current design cuts through farmland and divides it in half. The best solution would be to continue the highway farther West in line with the power lines and the highway alignment as it approaches Shepard Lane. The results of this re-alignment should not impact wetlands, provide a much larger buffer area between the existing homes and highway, preserves the existing farmland in its useage today, mitigates a lot of noise,light, pollution,and scenic country landscaping and trails. In addition, it would help to reduce the impact to the land and home values in these new and upscale developments in far west Farmington. Another consideration would be to either relocate the large detention pond scheduled for this area further along with the highway west or disperse its size over a larger area as mosquitoes are a huge nuisance currently in this area. Anything to eliminate standing water should be the goal so as not to increase the mosquito problem.

32.2.1B

Comment 264

Response Section in Chapter 32 ➥

Comment #: 264

Date: 6/17/2013

Source: Website

Name: Corey Tenney

Location: Hooper

Comments:

32.2.13A

I have studied the path of this road for years. I wanted to comment that I feel you have done enough research to route this the correct way. This road is needed now for future traffic. I am sorry that Syracuse Arts Academy decided to build right next to the pathway that was already designated, but I do not believe you should give in to them.

Comment 265

Response Section in Chapter 32 ➥

Comment #: 265

Date: 6/17/2013

Source: Website

Name: Leann Neering

Location:

Comments:

32.2.13G
32.1.2A
32.2.3A

I first moved to syracuse 9 years ago. What my family loved about syracuse is the rural feel it still had. We knew when we moved here how far away from the major freeway we were, and honestly, that was part of the appeal. We just sold our syracuse home and look forward to purchasing another home in syracuse. The same rural feel is what we love about syracuse. Please don't build this road. It isn't needed or wanted.

Comment 266

Response Section in Chapter 32 ➥

Comment #: 266

Date: 6/17/2013

Source: Website

Name: Leann Neering

Location:

Comments:

32.2.13G
32.1.2A

My children attend Syracuse Arts Academy. We love the school. One recent field trip the junior high kids went on was a walk along the Jensen Trail, taking pictures of nature. There was no worry about pollution suffocating them. No worry about cars speeding near them. And the kids got some beautiful pictures. If the corridor goes up, this opportunity will be gone. We do not need or want this road!

Comment 267

Response Section in Chapter 32 ➥

Comment #: 267

Date: 6/17/2013

Source: Website

Name: Garth Ball

Location: Farmington

Comments:

32.2.13I
32.2.13C
32.2.1G

After attending the draft EIS and Public hearing mtg at the legacy center. I feel that the "locally preferred alternative" is titled incorrectly. it is not locally preferred and being misrepresented that way is wrong. Connecting the west davis corridor at glover lane will further congest I-15 and create more trouble. If you have something that offends you cut it off!!! Don't promote glovers lane alternative. Pass Farmington bye and connect at shepard lane or in a shared alternative. Big, fast, heavy handed decisions will only harm the people you serve...

Comment 268

Response Section in Chapter 32 ➥

Comment #: 268

Date: 6/17/2013

Source: Website

Name: Lloyd Cheney

Location: Syracuse

Comments:

32.1.2B

I'm sick and tired of the vocal minority, who have not a clue about the transportation needs along the Wasatch front now...or in the future. If they don't want highways, let them move to the inner city where they can walk and ride the bus or train to their heart's content!! How ironic it is that these people should choose to live in an area far away from employment centers and yet dare to dictate to the others who live there, or who may live there, how we may get around.

This highway has been talked about for 40 years +, it is not surprise to those who think about it, or who care to do a little research.

32.31F

As long as there are people moving in and the population is increasing, there will be transportation needs...so my question is....CAN YOU START BUILDING THIS TOMMORROW????? PLEASE!!!!

By the way...this is the only hope for Syracuse to ever have some sort of commercial business base...

hanks for your hard work. I'm sorry that you have to put up with all of the "garbage" from the idiots.

Comment 269

Response Section in Chapter 32 ➥

Comment #: 269

Date: 6/17/2013

Source: Website

Name: Doug belliston

Location: Orem

Comments:

32.2.2A

Obviously routes are still under discussion. Have exits and on ramps for the various options been proposed as well? Where might that information be reviewed?

Comment 270

Response Section in Chapter 32 ➥

Comment #: 270

Date: 6/17/2013

Source: Website

Name: Julie Mackliet

Location: Farmington

Comments:

32.2.13C

32.1.2A
32.11.1A
32.2.1A

I believe the selection of a route for the West Davis Corridor has become nothing more than a matter of "where can we put it that generates the least complaints." Those affected by the Shepherd Lane plan complained loudly so now you've decided to change the plan to affect an area who complains less. I'm not impressed with that kind of planning!!!! It is my recollection that the original plan was to extend Legacy Highway North--not create a completely new route off of I-15. It is my understanding that plans have been made and implemented already to facilitate that proposal. I think you should stick with the original plan or better yet, reconsider this road altogether. We do not need to encourage more growth in North Davis County by adding another road. More people commuting = more pollution from emissions. Pollution levels are already at unacceptable levels during the winter inversions. Rather than encouraging more people to drive, you should be coming up with plans to get more people to carpool or take mass transit. In short, I am opposed to the West Davis Corridor being built at all but if it must be built, keep it west of the freeway and using interchanges that have already been put in place as much as possible.

Comment 271

Response Section in Chapter 32 ➥

Comment #: 271

Date: 6/17/2013

Source: Website

Name: Madeline

Location: Clearfield

Comments:

32.1.2B

32.5.6A
32.31L

I work two jobs just to make ends meet, so, unfortunately, I don't have time to come to the meetings. But I would like to add my input. I believe the West Davis Corridor IS (capital IS) NEEDED. Yes, other alternatives are needed, too. But "mass transit" WILL NOT solve everything. I have lived here my whole life and I have been caught in several of the "shut downs" of I-15. They're highly inconvenient. But, in a larger, catastrophic event, there is NO alternative and the only major N-S corridors are inadequate. I dislike the idea of people losing their homes. They should be AMPLY (and not just barely adequately) compensated for the loss (it's not just about property). And, if there is a solution that saves homes, then it should be considered above the others. I cannot afford increases in taxes. I am not holding my own in this economy now. Having said that, I would support a MODEST increase somewhere to pay for it. To me, that says a lot about how seriously we need this solution.

Comment 272

Response Section in Chapter 32 ➥

Comment #: 272

Date: 6/17/2013

Source: Website

Name: Ben Willoughby

Location: Farmington

Comments:

32.1.2A
32.11.1A
32.2.3A

There are so few places left along the Wasatch Front that retain some rural character. That's why we moved from Layton to this neighborhood in West Farmington. I love the birds and the open space extending westward. This road does not seem to be needed at this time. Let's fix our air issues, which are some of the worst in the nation before we decide to devote $600 million to filling up one more open space with a highway. I think U-DOT should consider postponing this road for as long as possible.

Comment 273

Response Section in Chapter 32 ➥

Comment #: 273
Date: 6/17/2013
Source: Website
Name: Maria Farb
Location: West Point

Comments:

32.2.1A Where can I find studies on public transportation (for example train) in comparison to building a free way in this area? Has such a study been done? I'd like to see the environmental, cost and populace impact of one verses the other.

32.12A As for the current suggested West Davis Corridor. Where can I find noise impact studies? What will that estimated noise be for the homes bordering the new freeway? Will sound walls be created to protect the neighborhoods it runs through?

Thank you.

Comment 274

Response Section in Chapter 32 ➥

Comment #: 274
Date: 6/17/2013
Source: Website
Name: Susan Gray
Location: Riverton

Comments:

32.1.2A 32.14.2A Please, please, please don't build another unneeded freeway. There is so much wildlife that would be destroyed not to mention homes. There are other alternatives! Please reconsider your options.

Comment 275

Response Section in Chapter 32 ➥

Comment #: 275

Date: 6/17/2013

Source: Website

Name: Rachael

Location: Syracuse

Comments:

32.2.13F

I support the proposed alternative. I find it a good balance of factors. The main reason I support it is because of the central location through Syracuse. Any farther west and people may as well just go up to I-15.

Comment 276

Response Section in Chapter 32 ➥

Comment #: 276

Date: 6/17/2013

Source: Website

Name: Trudy Porter

Location: West Point

Comments:

32.1.2B

32.31F

I think both A and B alternatives have their ups and downs. Less impact to people is nice but less impact to wetlands means less lawsuits from environmentalists. I am for whichever alternative gets the road built the fastest. We NEED the west davis corridor. Traffic in west davis county is horendous, and that is on good days. People who say the road is not needed just aren't being realistic. Yes, we need more buses and trains and light rail but we also NEED the west davis corridor and we have needed it for the last 10 years. Traffic is only going to get worse, even if we have more mass transit. Lets build the road and build it now. The people of west davis county deserve a this new road and the deserve not to be left in limbo any longer. Pick a route and build the road.

Comment 277

Response Section in Chapter 32 ➥

Comment #: 277

Date: 6/17/2013

Source: Website

Name: Dallas Despain

Location: Farmington

Comments:

Hello,

I recently found out that there is going to be a shephard lane interchange in Farmington regardless of where the legacy highway extension goes. This baffles me! Why would the EIS conclude that the glover's lane option is the best one when the shephard's lane option is the preferred route and it's a planned transportation corridor. Those neighborhoods will definitely be disturbed eventually regardless of what happens with the legacy highway.

32.2.13C

So please make the right choice. Save the taxpayers money and put the freeway through Shephard's lane where it was originally planned. It is the most logical way, the most cost-effective way and the way that preserves our open spaces. If you ruin farmington bay with a freeway we will never get it back!

32.2.3A

Please stop this insanity and reevaluate your position. Better yet, don't build the freeway at all! There are better ways of solving our transportation problems!

Thank you,

Dallas Despain

Comment 278

Response Section in Chapter 32 ➥

Comment #: 278

Date: 6/17/2013

Source: Website

Name: Megan Young

Location: Farmington

Comments:

32.2.13B

I am in support of the recommended Alternative B1 particularly using the Glover Ln option over the Sheppard Ln option. The Glover lane option makes a lot more sense for a few reasons. First is the fact that it maintains an independent highway option between the new West Davis corridor and Legacy Highway. The Sheppard option would create a pinch point where the West Davis corridor meets into I-15 for the mile and a half before it connects back to Legacy. If the goal is to ease future traffic congestion it makes sense to have a better flowing highway. Another reason is that the cost of the Glover route is much less that than the Sheppard option. And finally the Glover option impacts fewer homes than the Sheppard Option. So I just wanted to say that I support UDOTs decision for the Alternative B1 and using the Glover option instead of the Sheppard option.

Comment 279

Response Section in Chapter 32 ➥

Comment #: 279
Date: 6/17/2013
Source: Website
Name: Selina
Location: Farmington

Comments:

1) Has UDOT taken into account the high winds and fog?
I leave in Farmington and have experienced the devastation of hurricane speed winds. I-15 is lined with Semis that cannot move forward for fear of jack-knifing or roll over. How will a raised freeway address this issue?

32.2.13C 2) Also weather related is the dense fog that makes visibility as little as 20 feet. This is another safety issue. Has UDOT addressed this issue in the recommendation?

3) Farmington city's population is approximately 18,500. Farmington already has the I-15, highway 89 and Legacy through this small city. It seems that UDOT's preferred option would surround this city. Has this been taken into consideration?

32.2.1A 4) I'm wondering if there is anyway to make mass transit more economical so it be more utilized? Presently it is less expensive to drive if you have a family.

32.2.13C 5) I moved here from a city of 6 million people to Farmington which is 18,500 population and Farmington has 3 existing freeways. It seems there is a better solution than building another freeway especially for the residents of Farmington such as more feeder roads or even a ground level road which would save money. Going around Farmington seems less direct and the families of Farmington will not be able to easily use the freeway but will:
a) be exposed to more pollution;
b) Pay for more added law enforcement;
c) Pay for emergency vehicles
d) endanger wildlife and;
e) impact agriculture which is needed to sustain us all.

32.2.1G What does UDOT think of the shared solution idea?

32.30C 5) Is UDOT planning to update their maps and EIS to indicate the true number of homes and businesses affected?
I have lived in my home almost 4 years and did not see it on the map at the public hearing on June 11th so I know there are more homes that will be removed than is reported in the DEIS. An informed decision cannot be made without accurate information.

32.2.13C 6) Also the schools that are being built on Glover's Lane were addressed informally at public meeting but it is not included in the DEIS and if not, why? It is scientific proven that highways near schools is a health issue.

32.11.2A
32.2.13C I have so many concerns and would like to express that I intentionally moved to West Farmington near the wildlife preserve because I believed it would be protected from heavy traffic freeways. I am not opposed to roadways but feel a raised freeway is over the top. I love Glover's Lane it is peaceful, beautiful and for me a little piece of heaven on earth. To put a freeway especially a raised freeway through it breaks my heart.

I look forward to your response.

Comment 280

Response Section in Chapter 32 ➥

Comment #: 280
Date: 6/17/2013
Source: Website
Name: ancy
Location: clinton

Comments:

32.1.2B We defiantly need a road. Weather this is the answer or not. Try to drive from salt lake to Ogden at 4:30 to 5:30 in the afternoon. And heaven forbid if there is an accident or anything. We will continue to grow in population and defiantly need another highway to help ease the load. I am all for it.

Comment 281

Response Section in Chapter 32 ➥

Comment #: 281

Date: 6/17/2013

Source: Website

Name: Keeley

Location: West Point

Comments:

32.2.13F

32.2.1H

I completely agree that the 4100 west option would better serve the community. Not only has the city specifically planned for a highway option to be constructed, the plan would better serve the flow of traffic. I do not see people travelling out to 5100 west to utilize the highway. I would like to hear more about the options being considered for speed limits, truck usage and the implementation of environmental assistance (trees, grass in between the lanes, etc). Is there going to be a walkway built around the highway? I plant to attend the meetings this week for more information and hope that the agents covering the information are more upfront about the intentions UDOT has for the highway. At the last meetings, everything was "well it could have trucks" and "we won't commit to trees and parkways." It leaves a deceptive and manipulated feeling with the public when you want them to buy in on a project that impacts so many people, but will not commit to how it is to be implemented.

Comment 282

Response Section in Chapter 32 ➥

Comment #: 282

Date: 6/17/2013

Source: Website

Name: Rebecca L Rauch

Location: Bountiful

Comments:

Comment: I looked at the draft EIS and found that only 30% of the potentially impacted areas were surveyed for archaeological resources. Another way to say this is that 70% (or the huge majority) of the ground was not looked at for potential archaeological resources. This is an area that should have numerous archaeological sites based on previous archaeological work.

This is a hugely sensitive area for archaeological resources and the expectation would be that there are many buried archaeological sites that were not visible on the surface and these will be impacted or destroyed with construction. It would also be an expectation that some of these prehistoric sites would include burials as we have seen in other parts of the GSL shoreline.

32.16B

This little knowledge of the potential archaeological resources seems to be too little to adequately make a decision. Yet, it appears that the decision will be made regardless of this potential impact. At a minimum, it would be critical to have archaeologists accompany any work crews to see what it is we will destroy before it is gone. The state should also be prepared to deal with burials and the native american communities once construction begins, as it seems likely that these types of sites will be found with removal of surface deposits.

Without a state archaeologist, it appears that Utah will push forward development without much concern about any archaeological resources. This is wrong. This is when a state archaeologist is needed, so that the voices of developers are not the only voices governing our decisions. A 30% surface survey of this corridor is not sufficient to make a determination about the potential buried sites that would be expected. Additional archaeological work should be completed before a decision is made.

Comment 283

Response Section in Chapter 32 ➥

Comment #: 283

Date: 6/17/2013

Source: Website

Name: robert carty

Location: layton

Comments:

32.2.13C

I work in salt lake and live in layton, so I have a long commute, I am not in favor of any road being placed close to the waterfowl management area. this should be keep as pristene as possible, humans should be able to solve thier problems without wildlife suffering for our mistakes. This earth is for all life forms not just humans.

Comment 284

Response Section in Chapter 32 ➥

Comment #: 284

Date: 6/17/2013

Source: Website

Name: Dan Welton

Location: Syracuse

Comments:

32.2.13F

I moved to Syracuse in 1980 and I saw the city plat that showed the right of way for the highway and I asked what it was and the city told me then that that is where the easement for a future highway was going. I think that all peopele in Syracuse knew that that was the plan for more than 30 years and I think that you are making a ideal choice in leaving it there. I do not believe that the Syracuse Arts Acadamy should have ever been granted permission to be built there.

32.1.2B

I commute to SLC every day and I know that the need is there now and even more in the future.I use Legacy to get to work everyday when my work schedule does not allow me the flexibility to take the Frontrunner & trax to get to work.

Comment 285

Response Section in Chapter 32 ➥

Comment #: 285

Date: 6/17/2013

Source: Website

Name: Matt Willard

Location: Syracuse

Comments:

32.12A
32.10C
32.2.13G
32.5.6A
32.31B

We've been informed that there will be no sound walls for residences near the freeway. Our home would be within 50 feet. We would request that a burm or some other structure would be in place to help decrease noise. Additionally, the walking trail is planned to be moved to the east side of the freeway. We want the trail on the west side of the freeway nearer our home; it would provide additional barrier between our home and the lanes of the freeway. Ideally we want Alternate A chosen, which is the option that is further west in Syracuse.

What about the decreased home values that are likely to occur for those home right next to the freeway? Has sufficient funding been allocated to settle the lawsuits that will happen to recoup that lost value? This is one area I will be continuing to research, and I would not hesitate to litigate for loss in home value.

Comment 286

Response Section in Chapter 32 ➥

Comment #: 286

Date: 6/17/2013

Source: Website

Name: Michael McBride

Location: Syracuse,

Comments:

32.1.2B

I support the overall project because I believe that we alreasdy need more north/south highways. It is very slow going up Antelope Dr to I-15 from Syracuse. Even the widened Antelope Dr is not capable of carrying all the traffic using that roadway.

32.2.13A

I support the B1 alternative over the A alternative due to lower impacts on houses and farmland. I also support if because is is less expensive to build and increases the usage over Alt A.

I own the Glen Eagle Golf Club and the commercial property from 3000 W to 4000 W along the north side of Antelope Dr. I am concerned that a park and ride is shown on our commercial property east of the new intersection of 3000 W and Antelope Dr. Since 3000 W is being moved and bisects our prime commercial property, we need to have the coorperation of UDOT to move that park and ride to allow us to develop what is left of our property. We intend to put retail and services on that property to serve the public that will use the new highway as well as Antelope Dr, especially those going to Antelope Island.

32.2.8G

I am also concerned that the Layton Canal pipeline is going to be relocated west of the new highway along the golf course. There are several acres of wetlands which we were required to create to mitigate impacted wetlands when we build the golf course and they are still under the jurisdiction of the Corps of Engineers.

I also understand that one of UDOTs goals is to support and encourage economic development with these projects. We would like to work closely with UDOT during this project to meet our mutual goals to develop the commercial property near the Antelope interchange and provide needed commercial services to the public. Please call me at any time to discuss the impacts and mitigations. I can be reached at [redacted]
Thank You,
Michael McBride

Comment 287

Response Section in Chapter 32 ➥

Comment #: 287

Date: 6/17/2013

Source: Website

Name: Becky Willard

Location: Syracuse

Comments:

32.2.13G

I just want to address that putting a hwy through our city destroys our way of life! People move West for the peace, quiet, and the rural environment. You say this hwy is needed because of a hugh population growth. Maybe that will happen... but by dividing our city you destroy our mountain views from Ogden to Bountiful, our peaceful wet lands full of birds and other animal, our meadows with horses & hugh pumpkin patches, our quiet yet very busy running trial. (yes you keep the trail but running next to hyw traffic, please I can barly breath!) No this letter is not full of "facts, research, and studies" it is full of personal thoughts and feelings because this issue is very personal! If you must put in a hwy please please please go option A!!

Comment 288

Response Section in Chapter 32 ➥

Comment #: 288

Date: 6/17/2013

Source: Open House Comme

Name: Rob K Nielsen

Location: Clearfield

Comments:

<Open House Comment>

32.2.13F

I am in favor of this corridor in the Clinton area as it will give me quicker access to a freeway hopefully reducing my commute time to work and another way out in the event I-15 is blocked.

Comment 289

Response Section in Chapter 32 ➥

Comment #: 289
Date: 6/17/2013
Source: Open House Comme
Name: Lee and Norma Simmons
Location: Bountiful
Comments:
<Open House Comment>

32.30D I met with Mike Timothy today and he was very helpful and pleasant to deal with. Thanks Mike.

Comment 290

Response Section in Chapter 32 ➥

Comment #: 290
Date: 6/17/2013
Source: Open House Comme
Name: Lee and Norma Simmons
Location: Bountiful
Comments:
<Open House Comment>

32.30D Nicole Koostra. Very informative, she's great and beautiful. Easy to talk with and very informative.

Comment 291

Response Section in Chapter 32 ➥

Comment #: 291

Date: 6/17/2013

Source: Open House Comme

Name: Steve Covalt

Location: Farmington

Comments:

<Open House Comment>

32.2.8D
32.2.1B

Please straighten proposed hi-way between Shepherd Lane exit to Prairie View Dr. This would help noise level and encroachment to existing farm land. The proposed detention pond in the area will now become a massive mosquito trap.

Comment 292

Response Section in Chapter 32 ➥

Comment #: 292

Date: 6/17/2013

Source: Open House Comme

Name: Wendy Lemon

Location: Farmington

Comments:

<Open House Comment>

32.2.1H

Please use quiet material for the road base especially on overpasses/on-ramps, etc. to help mitigate noise bouncing off the mountain.

32.2.3A

Please make traffic restrictions similar to Legacy-55 mph, truck size limited.

Don't build it!

Comment 293

Response Section in Chapter 32 ➥

Comment #: 293

Date: 6/17/2013

Source: Open House Comme

Name: Paul Allred

Location: Kaysville

Comments:

<Open House Comment>

32.2.13B

Our family is strongly in favor of the locally preferred alignment-Glovers Lane. We are pleased that the Glover option was shown to be the overall better option for the West Davis Corridor. UDOTs very careful and thorough study of the matter, following FHWA rules and guidelines, should be followed and approved for the official record of decision in spring of 2014. We specifically request that the Shepard Lane option be ruled out as a possible option for West Dacis due to its overall negative impact on neighborhoods, the environment, visual, noise and pollution impacts and economic factors. Our review of the EIS dovetails with UDOT's decision. We ask for that decision to be honored and solidified in the final outcome. We also request that due to the heavy emotional and economic impacts on the Glover Lane area, that generous compensation be offered to those homes and properties most impacted by the Glover option.

32.5.6A

Comment 294

Response Section in Chapter 32 ➥

Comment #: 294

Date: 6/17/2013

Source: Open House Comme

Name: Ernie & Theresa Hill

Location:

Comments:

<Open House Comment>

32.31D

This is a shame

Comment 295

Response Section in Chapter 32 ➥

Comment #: 295
Date: 6/17/2013
Source: Website
Name: Arlo Wing
Location: Syracuse

Comments:

32.2.13G I am a Syracuse resident that will be directly impacted by option B. Specifically the proposed interchange at Antelope Dr and Bluff Rd. I am concerned about the way this interchange is currently proposed in that it will almost completely surround two schools, where many of the children walk to school or are driven in private vehicles. There are also children that walk past this school to the public school located to the west. It also cuts what should have been a city soccer park (as per Syracuse City Master Plan) in half with, for lack of better terms, an abomination of an interchange. And why are you cutting this open space in half? Open space is at a premium along the Wasatch Front. It doesn't make sense to destroy this area with the proposed interchange.

32.12A It is stated that there are no sound walls proposed because there will be no noise impact. I disagree with that in that my home, which currently has no road behind it, will now have a road within a stones throw. It will go from a quite neighborhood to a neighborhood filled with the sounds of traffic. I would rather listen to the chorus frogs and pheasants rather than cars.

32.14.2G What about the impact to native wildlife in the area? There are numerous bird species that utilize the open space south of Antelope and west of Bluff. Chorus Frogs, Pheasant, Medowlarks, a multitude of raptors, Garter Snakes. These species will all be negatively impacted by this option.

32.2.13G While I understand that the Syracuse City Council prefers this route, the interchange design needs to be re-engineered to something that is more realistic than the horrible design that has been presented. It almost looks like someone sneezed on the drawing board and decided, "that looks good to me."

32.4C I also know that the farmers will tell you that farm ground in Davis County is unique and needs to be protected. The first developer that knocks on their door with the right amount of money will win them over. Don't let them fool you. I have seen it time and time again. Just how many of the farm lands are enrolled in conservation easements? Probably very few. Now if these property owners sign into easements that prevents development, then I might be a little more understanding but bottom line is, the ones that are screaming loudest probably don't want to do this either because they won't be able to sell their property when the right offer comes along.

32.2.13C 32.2.1A I respectfully request that, if and when the time comes, Option A be the selected route for the West Davis Corridor. Option B is a bad idea and will have a direct negative impact on more people in the long run. Better yet, work on the East - West corridors in Davis and Weber counties to alleviate congestion west of I-15.

Thank you for your consideration.

Comment 296

Response Section in Chapter 32 ➥

Comment #: 296
Date: 6/17/2013
Source: Open House Comme
Name: Connie Anderson
Location: Bountiful

Comments:

<Open House Comment>

32.31D I would love to see the West Davis Corridor go through it about time!

Comment 297

Response Section in Chapter 32 ➥

Comment #: 297

Date: 6/17/2013

Source: Email

Name: Stephanie Greenwood

Location:

Comments:

32.1.2A My name is Stephanie Greenwood, I am a resident and business owner in Davis County. I would like to express my concern over the proposed West Davis Corridor. I believe this to be an expensive and un-needed project that would threaten the serenity of the area, displace families, harm the wildlife and adjacent wetlands, risk the health of residents, and is contrary to the goals of UDOT.

32.1.2C According to the Clean Air Act "areas that do not meet air quality standards must develop plans and take actions to improve their air quality." The Wasatch Front is one of these areas. The job of UDOT is to decrease the amount of pollution, not encourage more traffic by building more freeways. The state has sunk millions of dollars in to the mass transit FrontRunner line which is highly under-utilized. Building the West Davis Corridor would discourage use this state-of-the-art, environmentally-friendly option that the state has invested in.

One of UDOT's objectives is to "improve regional mobility . . . by improving the connections between transportation modes such as automobile, transit, bicycle, and pedestrian travel . . . " The WDC does not meet this criteria and works against these objectives.

32.2.1G I encourage you to consider the Shared Solution that has been set forth. This project would save taxpayers millions of dollars, keep UDOT in compliance with the Clean Air Act, encourage mass transit, and better fits UDOT's goals. Additionally it would save the serenity of the area while still encouraging growth. It is a win-win for everyone.

Sincerely,

Stephanie Greenwood

Bountiful, UT

Comment 298

Response Section in Chapter 32 ➥

Comment #: 298

Date: 6/17/2013

Source: Website

Name: Brian Young

Location: West Point

Comments:

32.2.13J I owned a home in Glendora, CA
as close to the 210 fwy as the Legacy Hwy will be to my current home and had to move due to the noise and pollution and feel history repeating. Why not avoid upsetting me and all my neighbors on 4100 West by using the 4800 option which will avoid most homes. If not then I would request the same rules that apply to Legacy Pky, no trucks, 55 mph strictly enforced and silent pavement with nice landscaping and green belts with paved bike paths and parks along the way.

32.2.1H

Comment 299

Response Section in Chapter 32 ➥

Comment #: 299
Date: 6/17/2013
Source: Open House Comme
Name: Randal K Anderson
Location: Bountiful
Comments:
<Open House Comment>

32.2.13A

Yes. I am in support of the West Davis Corridor EIS team. I hope it goes through. Thanks you.

Comment 300

Response Section in Chapter 32 ➥

Comment #: 300
Date: 6/17/2013
Source: Email
Name: Jessica Endrizzi
Location: Farmington
Comments:

32.2.13C

DO NOT SEND A LETTER OF SUPPORT TO UDOT in this effort to ruin our community! Farmington residents do not want the West Davis Corridor sullying our air quality, endangering our children, and turning our community into a spaghetti bowl. Your constituents, neighbors, and friends oppose the West Davis Corridor in any location, even the one UDot claims will affect us the least.

Stand up for the people you are supposed to represent and OPPOSE this plan!

Jessica Endrizzi

Comment 301

Response Section in Chapter 32 ➥

Comment #: 301

Date: 6/17/2013

Source: Email

Name: Jim Maxwell

Location: Farmington

Comments:

Commissioners,

I was just made aware of the Commission's intention of submitting a letter of support to UDOT for the B-1 or Glover's Lane Option for the West Davis Corridor. This letter is to be approved at tomorrow's County Commission meeting.

32.31D As a resident of Davis county I strongly urge the Commission to at the very least remain neutral on the issue prior to hearing from county residents. It is my understanding that this letter of support was added to an Amended Agenda on 06/10 for the 06/11 County Commission Meeting. I do not see that this issue has been on the Commission meeting agendas since UDOT released the Draft EIS in May. Also, I do not see that the minutes from any of those meetings has been posted online, so I am unable to see that any resident provided comments to the Commision during the open forum of those sessions. As there has not been significant notice of your intent to provide this letter UDOT, there has not been sufficient opportunity provided to the county residents to inform your decision.

As the Public Comment period on the Draft EIS is open until August 23rd, there is no urgency for the Commission to submit comment at this time. Instead, there is time to provide opportunity for the communities impacted to provide feedback to the Commission at any of the scheduled Commission meetings prior to the closing of public comments.

Again, I strongly urge the Commission to delay providing comments to UDOT at this time.

Thank you for your attention to this matter.

Jim Maxwell

Comment 302

Response Section in Chapter 32 ➥

Comment #: 302

Date: 6/17/2013

Source: Open House Comme

Name: Cody Layton

Location: Salt Lake City

Comments:

<Open House Comment>

32.1.2A STOP the insanity! This is completely unnecessary and you know it!

Comment 303

Response Section in Chapter 32 ➥

Comment #: 303

Date: 6/17/2013

Source: Email

Name: Ingrid Griffee

Location: slc

Comments:

Commissioners:

32.11.1A

I understand that you are considering drafting a letter of support regarding the proposed West Davis Corridor. Utah Moms For Clean steadfastly opposes this project while the Wasatch Front continues to fail to meet EPA clean-air standards. The Wasatch Front became notorious this past winter, making headlines even internationally, for our terrible air quality. The Governor repeatedly told us that our cars were primarily to blame, and asked everyone to contribute to the solution by reducing our driving. Clearly, more highways will not contribute to healthier air for our families, and the pollution from this project will be felt most acutely locally in Davis County. I sincerely hope that you will reconsider any support for this project until such a time as we have reached attainment with clean and safe air standards. Thank you.

Sincerely,
Ingrid Griffee
Vice-President, Utah Moms For Clean Air

Comment 304

Response Section in Chapter 32 ➥

Comment #: 304

Date: 6/17/2013

Source: Open House Comme

Name: Lynette and Larry Elliott

Location: Farmington

Comments:

<Open House Comment>

32.2.13C

Make best decision for majority based on factual material and not emotion. Homes being lost is very emotional but it needs to be done. We all need to work together for the majority. I think Glover Lane is a poor choice.

Comment 305

Response Section in Chapter 32 ➥

Comment #: 305
Date: 6/17/2013
Source: Email
Name: Barbara Stevens
Location: Farmington
Comments:

Dear Commissioner,

32.31D I am a resident of Davis County, Utah and I just saw the AMMENDED meeting information late tonight. It appears highly suspect that an agenda item of this importance would be quickly added before citizens have a chance to see it. Sending, or even writing a letter of SUPPORT to UDOT for the WDC BEFORE citizens who elected you even have a chance to put in their public opinion seems unethical to me. UDOT has a saying on their website "Trust the Process"... well, it is very hard for many of us to trust this process because of incidents like this.

32.2.13C 32.11.1A 32.2.1A There are many citizens all throughout Davis County who are AGAINST option B-1 (Glover Lane Option) and for you to send a letter of support makes it APPEAR that we are for it! We have been bulldozed long enough in this process. We are making our concerns known and will continue the fight. The State of Utah is FAILING in protecting the health of all of us. The pollution levels are off the charts; enough that Utah Physicians for a Healthy Environment have been battling this problem because our elected government will not do it for us. OUR option is to build up mass transit and to make it economical and convenient. At the same time that the governor is asking us to drive less, he, and YOU are telling us to DRIVE MORE by supporting this freeway. You can't have it both ways! Why drive less if you are building a freeeway?? The Lung Association gave SLC an "F" grade a few months ago. If you don't change the input, the output will be the same.

32.1.2A The only reasons I can think of that would motivate people to build this freeway are the financial incentives they might receive in land development and tax revenues.... why else would anyone threaten citizens' health with building this massive freeway?

32.31D We are taking notes on who the people are who are truly representing their constituents. I hope that you will be fair in this process and NOT send that letter of support and remain NEUTRAL UNTIL the public has had a chance to voice their concerns.

Thank you for your attention to this matter,

Barbara Stevens

Comment 306

Response Section in Chapter 32 ➥

Comment #: 306
Date: 6/17/2013
Source: Website
Name: Kathleen Fowers
Location: Hooper
Comments:

32.2.13F We are very much in favor of the proposed B1/B3 route for the northern Legacy.

WEST DAVIS CORRIDOR

Comment 307

Response Section in Chapter 32 ➥

Comment #: 307

Date: 6/17/2013

Source: Email

Name: Jeanne Hauze

Location: FARMINGTON

Comments:

32.2.13C

Please do not support the West Davis Corridor freeway. As elected officials, representing "the people", perhaps we "the people" should have an opportunity to be a part of your decision. The people of Farmington, Kaysville and Syracuse have been very outspoken about their objections.

32.5.1A

32.11.1A

Since late 1990 we have been aware of the "Legacy Highway" PLAN. Many folks made life decisions based on the "PLAN". Now for some unknown reason, the Legacy Highway Extension, has become the West Davis Corridor Freeway. And, rather than using the designated right of way from Shepard Lane, the location is being changed to one more expensive, raised, and in the back yard of people who bought homes knowing the "highway" was located elsewhere. Meanwhile, UTA is giving out 2500 free passes to the public, to use for public transportation, as a means to encourage people to cut back on their driving because our AIR QUALITY IS SO TERRIBLE. According to todays article in the Tribune, "Salt Lake and Davis counties experienced 34 yellow and nine red air days last summer, and the Department of Air Quality estimates that one in three Utahans experience respiratory problems during poor air quality days". Given the fact that emissions are the greatest contributor to our air quality, and we are encouraged to drive less, why would any one support building more freeways?

We live in West Farmington for a reason. It is quiet, we love the view, the adjacent bird sanctuary, the opportunity to see baby horses born each year, and the convenience to necessary services. We love it here! We moved from the hills of Bountiful because of the increased street traffic noise, bus fumes and large of amounts of snow to deal with. At our age, 70 years old, we desired a quiet area.

32.2.13C

Who is behind all of this? Not the general population, therefore, it must be specific individuals who will benefit financially.

Talk to your constituents before you write letters of support on any issue, and make sure we have proper notice of items you are considering.

Thank you for your interest in this matter.

Cordially,

Jeanne Hauze, Farmington Utah

Comment 307 (continued)

Response Section in Chapter 32 ➥

Comment 308

Response Section in Chapter 32 ➥

Comment #: 308

Date: 6/17/2013

Source: Open House Comme

Name: Jennifer and Dennis Graves

Location: Farmington

Comments:

<Open House Comment>

32.2.3A This freeway makes an island out of much of Davis County home. Farmington is two narrow for 3 freeways. Keep this freeway out!

Comment 309

Response Section in Chapter 32 ➥

Comment #: 309

Date: 6/17/2013

Source: Website

Name: Alan B Dee

Location: Farmington

Comments:

32.2.1A The proposal to subsidize Frontrunner seems to me to be a better use of the money. However,I will argue that the train is already pretty full during peak hours. They would have to increase capacity, dual tracks, more trains. I don't think it would really subsidize Frontrunner until 2050.

Comment 310

Response Section in Chapter 32 ➥

Comment #: 310

Date: 6/17/2013

Source: Website

Name: Cory Jensen

Location: Syracuse

Comments:

32.8A
32.2.1A

By building any freeway we are going to significantly lower our tax revenues from the properties that are located along that freeway. This will lower the amount of money that we can spend on transporation in the future. We can take the money that would have normally been spent on this process and make Frontrunner and other UTA options more financially sound for the community. This would keep our property values high and bring more money in for future projects. Let's get off of the addiction that we have to oil and start making Utah a place that other states look to as an example of the future.

Comment 311

Response Section in Chapter 32 ➥

Comment #: 311

Date: 6/17/2013

Source: Website

Name: Angela Bowker

Location: Farmington

Comments:

32.2.13C

Grab any map of the Wasatch Front and you will see Farmington is the city with the least amount of usable land between the lake and the mountains. It is in fact the pinch point for all roads that come in and out of it.
Why it is that the city with the smallest amount of land out west be required to have the road out to its west at all? How will that benefit any Farmington resident? We already provided a place for Legacy through our beautiful City once and that should be all that should be required. To require our city to bear that burden again when it already has once just so the residents of Kaysville or others donâ€™t have to build the connection through their city is wrong. The cities that will benefit from western roads should bear the burden. We donâ€™t need the extra noise pollution to be spread out in more locations through our small city.

32.2.1G
32.2.13C

We do not want this nor need this especially off Glover Lane. Look at the other shared options available and keep this out of West Farmington. It provides nothing for our city nor our environment. It will go directly through a beautiful area that is home to Eagles every winter to spring as well.

Comment 312

Response Section in Chapter 32 ➥

Comment #: 312

Date: 6/17/2013

Source: Email

Name: Blythe Kasai

Location: Farmington

Comments:

32.1.2A
32.11.1A
32.2.13C

Please do not support the West Davis Corridor. There is no need for it and there are better ways to deal with the needs. As many no drive days as we had this winter there is absolutley no need for further pollution of this little bowl we reside in. Please do not allow money to be thrown money into destroying our air. This is an opportunity to take a stand for the future of Davis County and the future of Utah. Please do not allow this to happen. Allowing this will further divide the small community of Farmington, we already have the division of I-15 and Legacy, isn't that enough?

Please DO NO SUPPORT the West Davis Corridor!

Thank you for your time,
Blythe Kasai

Comment 313

Response Section in Chapter 32 ➥

Comment #: 313

Date: 6/17/2013

Source: Website

Name: Ann Gardner

Location: Farmington

Comments:

32.2.13C
32.31O

I have many questions, rather than comments.
There are some people that I would like to question as to their involvement with the decision making process. Stuart Adams and Brad Wilson.
I know that there was significant influence to the Layton Parkway project by both Senator Adams and Mr. Garn. How are Mr. Adams and Mr. Wilson involved in the process of the WDC. Both have much to gain from the project. Each either own properties along the route or are developing properties in the vicinity.
T

Comment 314

Response Section in Chapter 32 ➥

Comment #: 314

Date: 6/17/2013

Source: Open House Comme

Name: Fawn Barker Morgan

Location: Kaysville

Comments:

<Open House Comment>

32.31D

32.2.1A

For 30 years I have been active in UDOT public input. At that time UDOT planned to cut down the evergreens around our house to build an interchange. Those trees were all that stood between traffic elevated to the house level on an overpass* and my mother's asthma. The air quality has only become much worse. My son-in-law now drives for front runner which is underused. If the money planned for an elevated freeway would go towards making public transport more affordable, it would be more wisely, more healthfully spent.

*Highway 89 and 200 North

Comment 315

Response Section in Chapter 32 ➥

Comment #: 315

Date: 6/17/2013

Source: Website

Name: Boyd Davis

Location: West Point

Comments:

32.1.2B

32.30B

I support the highway. I thank UDOT for following the process and being extremely transparent. I believe the facts presented by UDOT in the draft EIS and that the purpose and need shows that the highway is needed.

Comment 316

Response Section in Chapter 32 ➥

Comment #: 316

Date: 6/17/2013

Source: Website

Name: Matt Taggart

Location: West Point

Comments:

I am not fighting the idea that the West Davis Corridor is coming through my property, but I would like it done responsibly and would like to show my preferences assuming it goes as planned.
1. Signage is reflective and not lighted as well as to the side of the road rather than going over the top of the road. I moved where I did to be on the bluff and would like to keep my view as unrestricted as possible.

32.2.8H

2. I currently have water on my property eight months of the year and I like having the reflection and the ice rink. I would prefer to have the road pushed west next to the Hooper canal and sell my property for a retention basin. Other neighbors also prefer this as well as the Hendry's to the North that would prefer to have the road slightly west of the current corridor.

32.31B

3. I hope that the corridor chosen will not cost an arm and a leg due to wetland litigation and need for mitigation of those wetlands. Also watching out for my own pocket I am hopeful that the wetlands on my property will be worth as much as if I filled them up and opted for grass.

I love West Point I am in awe of the beauty from my back door with the wildlife and the sunsets. I am understanding of the need and would like to make this option the best possible.

Thank you,

Matt

Comment 317

Response Section in Chapter 32 ➥

Comment #: 317

Date: 6/17/2013

Source: Website

Name: Craig Johnson

Location: Syracuse

Comments:

32.2.13G

I am deeply concerned about the B1 route as it goes through Syracuse between two tight neighborhoods and next to the Syracuse Arts Academy. The configuration in that area is messy and gives way to so many indirect impacts, such as view, noise, smells, and quality of life. There is also the Fire Station just west of the proposed corridor in which I feel impacts the saftey of Syracuse city eastward. To alleviate a lot of the concerns is to put the road back to the route that was previously an alternative that would extend further west before turning north to go adjacent to the Cook Property, west of the fire station and going north to eventually connect to the north part of the routes. When this route was on the table as an alternate there wasn't the contention and concern amongst the residences of Syracuse, I heard it as I am on the city council. This would alleviate the congestion around the Syracuse Arts Academy, alleviate the many many many indirect effects on peoples lives with a freeway directly between two neighborhoods and open up routing for the fire station in reaching its customers within the city. Avoid the mess of the B1 route and look back to the solutions provided by the previous route adjacent to the Cook property. People's lives are much more precious than other elements causing the road to be moved to the B1 route. Further west would be better than the B1 route or as my comment alludes to back the alternate adjacent to the Cook Property, west of the Syracuse Fire Station.

32.2.8E

Thanks for your consideration.

Comment 318

Response Section in Chapter 32 ➥

Comment #: 318

Date: 6/17/2013

Source: Open House Comme

Name: Angela Davis

Location: Farmington

Comments:

<Open House Comment>

32.2.13C

32.2.1G

This option is not the best nor is it the preffered option. Continuing with this option would negatively impact the community with its noise, pollution, and complete disregard for the wetlands. It would destroy valuable, beautiful trails and the home to many wildlife. Not to mention that people won't use it becausae they are too scared to drive on a raised freeway in the winter during a heavy fog. UDOT this is not a good idea. Please work with us and not against us to find a shared solution. Focus on getting people to use the public transportation already in place instead of encouraging people to drive by building another road.

Comment 319

Response Section in Chapter 32 ➥

Comment #: 319

Date: 6/17/2013

Source: Website

Name: Becky Brooks

Location: Clearfield

Comments:

32.2.13A

I agree we need the roadway, and I like the B1 proposal you favor. Information has been out there for more than 15 years stating the roadway was proposed to follow Bluff Rd through Syracuse and West Point. Don't rock the boat and change it up now. Thank you.

Comment 320

Response Section in Chapter 32 ➥

Comment #: 320

Date: 6/17/2013

Source: Website

Name: Shane & Julie Ann Prescott

Location: Farmington

Comments:

32.2.1H

If this road is pushed through this road needs to be locked in at two lanes, 55 miles per hour with no expiration date, no trucks over certain axles and no air brakes, noise reducing asphalt one ,ile before and after each established city, sound walls and a fugutive dust plan, enforceable with comtact numbers to call for a response 24/7, like hill afb has.

Comment 321

Response Section in Chapter 32 ➥

Comment #: 321

Date: 6/17/2013

Source: Website

Name: Thomas Denos

Location: Syracuse

Comments:

32.2.8I

32.2.13F

If this roadway goes through it would be more benificial and less of an impact for more west davis county residents if the existing bluff road was widened and lenghthened. There are areas of bluff that used to be road that are no longer road. It would be nice if they were roadway once again. West Davis residents would gain a roadway with this option. In addition, the intersection of bluff and antelope is a common area for collisions. Using this area as a freeway with limited access instead of a roadway with 2 way stops would dramatically cut down on auto accidents. I have seen MANY accidents near antelope and bluff in the 11 years I have lived in Syracuse. Using the 4000 W area as the new road would cut through an existing neighborhood, tear down homes and take away a surface road that residents use to access main thouroghfares. All that without a replacement or addition of a new roadway for surface traffic. More residents would be negatively impacted if the further west area was used for the roadway. Thank you for listening to all comments.

Comment 322

Response Section in Chapter 32 ➥

Comment #: 322

Date: 6/17/2013

Source: Website

Name: keri

Location: syracuse

Comments:

32.2.13G I strongly oppose the location of the west davis corridor. I know children who attend Syracuse Arts Academy who have health issues such as asthma who would be strongly affected by the pollution. My daughter is scheduled to attend school there this fall and I worry about her health. Why should these kids be subject to the extra noise and pollution because of a road? And I would love to know of your plans to help out the traffic problem the Arts Academy has at the end of school every day. If the road is SO busy already at that time, the extra traffic because of this road is going to make it SO much worse.

32.2.1A I understand roads are important. I understand a lot of people are moving to northern utah. but why can't we work with the roads we have? what about working with the UTA and getting more bus routes or lowering the cost of the front runner passes? I know many people would take the front runner if it wasn't so expensive.

32.1.2C There is just so little farmland in Davis County anymore... let's work hard to maintain the beauty of this county!!!

Comment 323

Response Section in Chapter 32 ➥

Comment #: 323

Date: 6/17/2013

Source: Website

Name: Angela Austin

Location: Farmington

Comments:

32.2.13B I wanted to let you know that I support the decision that UDOT has made in choosing the Glover's Lane route. I live very close to where the Shephard Lane option would be and I feel that there wasn't enough room for that kind of highway in the area. I am sympathetic to those who will lose homes and property in the building of this road, but feel that the Glover's Lane impacts fewer people and wildlife. Thanks

Comment 324

Response Section in Chapter 32 ➥

Comment #: 324

Date: 6/17/2013

Source: Website

Name: Cathy Welch

Location: Hooper

Comments:

32.2.13A

Although I prefer that we invest more funding for public transit and programs/technology to reduce pollution from transportation, if the road must come I strongly agree with the locally (UDOT) preferred route. It has less impact to my community of Hooper and West Haven. It also is closer to the route that home owmers have been told to prepare for the last decade plus. I strongly object to the more westerly routes because of the proximity of the Great Salt Lake and the associated wetlands and wildlife. From the charts in the EIS, the UDOT preferred route also has much less impact to our valuable farmland. In almost every category, the easterly route that stops at 5500 South has the least impact.

Comment 325

Response Section in Chapter 32 ➥

Comment #: 325

Date: 6/17/2013

Source: Website

Name: Greg Senkel

Location: Syracuse

Comments:

32.5.6A
32.2A
32.31K

I respectfully request that funding for the West Davis Corridor arrive in a timely fashion. I am listed under the Draft EIS as a Relocation. I understand the need for expanded transportation in West Davis County and support this measure. However, I am concerned that lack of timely funding will hold my family hostage in our home for an unspecified length of time (possibly longer than 10 years). With my house in the highway zone, I believe this will adversely impact my ability to sell my house in the future. Therefore, I respectfully ask the State Legislators, Transportation Commissioners, and any other entity with control or influence over the "purse strings" of the West Davis Corridor Project to ensure timely funding, so families in my situation will be able to move forward with their lives and not be held hostage in their own homes. Thank you for your time and consideration into this matter.

Very Respectfully,
Greg Senkel

Comment 326

Response Section in Chapter 32 ➥

Comment #: 326

Date: 6/17/2013

Source: Website

Name: Kim

Location: Hooper

Comments:

32.2.3A
32.2.13A
32.2.1A

First let me just say that I am adamantly against having a freeway come through Hooper at all. However, of the options given, I prefer the orange track.
I recommend you strongly consider moving the corridor further West to 5900 W. where there is significantly less population. I do not believe that people in West Roy would choose to take a congested I-15 AND fight the HAFB traffic just because it is 1 additional mile (approx) from the corridor than what you are already planning. Do you honestly expect me to believe you have a "model" that fits all of that?

32.8A

I didn't build a house in Hooper 3 years ago because I wanted to be closer to the cows! I moved to Hooper to be away from freeways and the rat race in general.
And don't try to tell me that it won't decrease my property value, 10 homes in my neighborhood have gone up for sale in the last month alone, which, I don't have to tell you, DECREASES PROPERTY VALUE!!!
I may seem emotional to you, that's because I am. This is a business decision for you, but to me, this is very personal! Think how you would feel about your own quiet neighborhood being invaded, wouldn't you be emotional too?

Comment 327

Response Section in Chapter 32 ➥

Comment #: 327

Date: 6/17/2013

Source: Website

Name: Justin Anderson

Location: hooper

Comments:

32.2.1A

I am in favor of none of the options or alternatives suggested. I am, however in favor of using existing roads and infrastructure, widening roads, frontrunner, etc. I feel like option b is being rammed down our throats.

Comment 328

Response Section in Chapter 32 ➥

Comment #: 328

Date: 6/17/2013

Source: Website

Name: Patrick Feeney

Location: Hooper

Comments:

32.2.13A
32.2.3A
32.2.8J
32.1.2A
32.2.1A

A lot of information given. The best option would be Alternative B or nothing. There isn't a real point to Alternative A. The only people who would use that section between 5500 S. (Alt. B) and 4000 S. (Alt. A) would be citizens of Hooper and maybe some in West Haven.
So, why not end the road at 5500 S. and give the option to round it off eventually and hook it to I-15 at the west gate of HAFB? It seems to make more sense in both the short term and the long term.
A bigger question to consider is do we really think there will continue to be limited use of mass transit to the point where we need to add 4 more lanes of highway from West of Ogden to Salt Lake? Regardless of the study, it seems illogical to suggest we would need to nearly double traffic lanes into SLC. The more cost-effective way would be to build up mass transit, making it more affordable by improving on accessiblity to more people.

Comment 329

Response Section in Chapter 32 ➥

Comment #: 329

Date: 6/17/2013

Source: Website

Name: Melissa Acker

Location: Syracuse

Comments:

32.12A
32.5.4A

The proposed B1 corridor is roughly 118 ft. from the edge of my house (not property) to the beginning of pavement for the corridor. I am EXTREMELY concerned over the lack of privacy and noise due to the extreme close proximity of the freeway to my property. To offset the close location I would like a sound wall for noise reduction and privacy. If this is not possible, I would like to have some form of landscaping to act as a buffer for the corridor. I have a young son who loves to play in our back yard and throws things over the fence, such as balls and toys. I am concerned over his safety when playing in the back yard. I am exremely shocked at how close this is to my property. A soundwall is necessary for my neighborhood which is close in location to the corridor.

32.10D

As a resident, I frequently use the trail system located behind my house and along bluff road. Currently the trail heading south circles around Jensen Pond. In the proposed B1 route, I am concerned over loosing the continuous loop of the trail system that circles around the Pond and meets up with Gentile then circles back on Bluff road. I frequently use this route and do not want to see it closed off. I would like to have the trail remain on a continuous route. This trail is loved and used by many Syracuse City residents, including myself and my family. Please consider my requests for maintaining the privacy and safety of my home in Syracuse.

Comment 330

Response Section in Chapter 32 ➥

Comment #: 330

Date: 6/17/2013

Source: Website

Name:

Location:

Comments:

32.2.13A

I think you have done a great job researching the best possible route for the new road. You have selected a route which has a low impact on people's homes. There is no way you could totally avoid affecting everyone. I have been listening to the people in the meeting and some of them are people outside of the affected area who just want a stage to promote their agenda. Almost everyone I have spoke with about the road is in favor of it. Even people who will lose property understand. I have read the right of way documents and I feel that those affected will be compensated. Please go forward with the plans as soon as possible. Thank you again for all your hard work.

Comment 331

Response Section in Chapter 32 ➥

Comment #: 331

Date: 6/17/2013

Source: Website

Name: Karen Ball

Location: Farmington

Comments:

32.1.2A

32.2.1A

32.2.3A

I simply implore you to find another way!!! This road is neither wanted nor needed, we have enough roads! What we need are more creative ways to use the roads we already have, and more access to affordable public transportation. This road may help the people in the northern end of West Davis county, but what happens when it joins up with I-15 in Farmington? More bottleneck than ever, that's already the problem, the bottleneck in Southern Davis County is horrendous!!! Give us some express lanes through all of Davis County. Let's let Legacy Highway be utilized more. Give us more train stations and bus access. This corridor will not solve the problem, the bottleneck will still be there and you will mess up all of WEst Davis county completely, especially Farmington where they won't even be able to use the road, what the heck is that all about??? Good grief, you don't have to be a brain scientist to realize that this is not a smart solution. This sounds more like OBamacare than anything, a quick answer without thinking it through, and everyone pays for a few to benefit, it's ridiculous! Please don't build this road, we DON'T WANT IT!!! Find another way.

Comment 332

Response Section in Chapter 32 ➥

Comment #: 332

Date: 6/17/2013

Source: Website

Name: Elisabeth & Mark Taylor

Location: Farmington

Comments:

32.2.3A
32.8A
32.2.13C
32.2.1A

Do NOT go forward with this travesty that you are attempting to enact against Farmington City as well as others. We have worked hard to have the wonderful community that we have and WE pay a dear PREMIUM to live wehre we do so that our commute isn't longer, living in houses that are more costly paying higher and higher taxes and with your horrible exapnsion plan you are going to rip apart the fabric of our community, incredibly handicap our financial futures (severe housing depreciation with a LOUD, polluting freeway right above our heads in our backyards!) jeopardizing our health as well as that of our helpless children. Killing a protected environment all for your monetary gains. There are incredibly BETTER alternatives to pursue yet you take the road of less cost to you to the cost and detriment of those of us who work hard, honest days and do not deserve what you play God and decide to do to us. This is a travesty and you are shameful to do this to our large communities! We will fight you tooth and nail on this! This is OUR lives you are messing with for no damn good reason!!!

Sincerely,
Mark & Elisabeth Taylor
(and all residents within a 5 mile radius of us, and I dare say every other person your ridiculously uninformed plan

Comment 333

Response Section in Chapter 32 ➥

Comment #: 333

Date: 6/17/2013

Source: Website

Name: Doug Stoddard

Location: Farmington

Comments:

I attended the hearing in Farmington on 6/11/13 and listened for about an hour and 1/2 (until I couldn't stand it any more) as people from the Quail Creek subdivision praised your decision to recommend alternative B1 (Glover Lane) route. They went on and on about how they moved here because of the Open Spaces and the wonderful views, neighbors, etc. They talked about how dreadful it would be if they were separated from the friends they have made, the diseases that would overtake their community if they were forced to live so close to a road, and lots of other heart wrenching stories. You were either there or have read their comments, so you know what I'm talking about (if it is true that you actually read all these).

Do I sound like I am against B1? My angst with their comments was not so much that they supported your decision, but that they could in one sentence say how much they loved the open country that they moved to and in the next tell you that they are happy that you are going to take more open country (besides the 'open country' they built their houses on) to build a road.

Now it sounds like I'm an environmentalist. I'm neither an environmentalist nor opposed to B1. I want to speak for the farmers, ranchers and 'open space' land owners. Those who's families have owned the land for a hundred years or more and are now being treated like their land is less valuable than homes that have been occupied for less than a few years. I would love to see homes taken out before using up more open land, but I do understand how most people feel differently especially when its their home your talking about. But wherever this road ends up we can't forget that just because there isn't a home being destroyed, someone is impacted. A home owner can build a new home. You can't build land.

32.5.6D

Any land owner who's land will be taken for this project should be compensated for what their land could be. If there were no road, what is this land worth to a developer? Some of this is prime Davis County land. People would (and do) pay good money for a lot in these areas. This is not just land. It has value that I'm afraid you aren't considering it.

If you read all that, I appreciate it. Thank you.

Comment 334

Response Section in Chapter 32 ➥

Comment #: 334

Date: 6/17/2013

Source: Website

Name: Sally Pietsch

Location: Syracuse

Comments:

I attended the open house and meeting on June 12, 2013 and came away with more questions than answers. The people we talked with in the open house were not able to answer specific questions and the meeting format gave no answers.

We live at [redacted] in Syracuse. I would like to know how we will have access to a road based on plan B. Will I lose more of my pasture for access than I am already losing to relocate Bluff Rd? Will Antelope Road be widened to the south or to the north of the current road or will the widening take place on both sides of the current road? How far away does the road have to be from the house? Will they offer to buy all of the property or just the part that will be used for Bluff Rd?

32.5.6A

I find this whole process to have disrupted our lives. We bought the property for the horse pasture and now find we may lose it. The value of our home and property has decreased since the start of the project. Several of our neighbors have tried to sell, but no one wants to buy property that they don't know for sure what is happening with it.

I would like a different solution. I believe in more mass transit, less development, and better use of the mass transit we now have. Periodically I use front runner and an astounded that tickets are never collected.(No wonder that it is not self-sustaining!) We will never have a viable system if it does not run all the time.

32.2.1A

I would urge you to look at some other alternatives

Comment 335

Response Section in Chapter 32 ➥

Comment #: 335

Date: 6/17/2013

Source: Website

Name: Rick Smith

Location: Layton

Comments:

There is no access onto the Glover Lane westerly option. Another interchange is needed. Glover Lane or Clarke Lane.

32.2.13C

There should be another interchange between the Glover Lane connection and the Kaysville 200 North interchange. Ideas are the south end of Angel Street and the proposed Shepard Lane route since there will be a future arterial road there.

32.24A

The future Shepard arterial and the I-15 interchange at Shepard should be cleared through this environmental process so the work is not duplicated in the next few years. This interlink makes sense to do both now and when constructed.

32.5.5B

Make sure that the impacts to existing utilities are included in project costs. For example the Hooper Canal, Hooper Water, WBWCD-Layton Canal, and D&W pressure line in Cold Springs Rd.

32.2.2F

West Point City should have an interchange. (SR-107:300N? or at new 193 extension 200S/700S.)

Comment 336

Response Section in Chapter 32 ➥

Comment #: 336

Date: 6/17/2013

Source: Website

Name: Kristina Allison

Location: Farmington

Comments:

32.2.1A

Effective public transportation IS the answer to THIS problem. It's what sustainability experts were recommending when we wanted to build Legacy highway. We need a new transportation model in Utah! I just returned from Europe and it is SO civilized. We got everywhere we wanted to be by bus, boat, train, and plane! You can get almost anywhere quickly, affordably, and efficiently without polluting the environment this way! Building more roads creates toxic emissions. America prides itself on its autonomy but there's a big price tag to our lifestyles and the big cars/SUV's we drive and we're paying for it with our health and our children's ability to have a world they can thrive in instead of one that creates cancer and many other diseases related to toxic chemicals in our air and water.

Comment 337

Response Section in Chapter 32 ➥

Comment #: 337

Date: 6/17/2013

Source: Website

Name: Randall Pinson

Location: Farmington

Comments:

To whom it may concern,

32.2.1A

I am writing to let you know that I believe that this new freeway lacks the kind of innovation and creativity that I have seen in different transit systems across the country. Although, the plans and decisions have been laid out in a very public manner, it has become clear that public sentiment about this project is the furthest concern from UDOT. Most people I talk to are saying, why fight it because they are going to do it anyway. In the era of 'Government knows best', steamrolling of the plans for this project reek of inside business deals and politics. Why not involve the people and private smart transit organizations footing the bill for this transit option to help design a sustainable alternative? The Front Runner has been one step forward in smart transit for the Wasatch Front. But it seems like we have gone back in time on the new plans for the South Davis Freeway. People are no longer excited by the idea of sprawling concrete mass. Can we not do something more creative/effective?

Comment 338

Response Section in Chapter 32 ➥

Comment #: 338

Date: 6/17/2013

Source: Website

Name: Marsha Brekke

Location: Farmington

Comments:

32.2.13C

32.11.1A

32.31L

I'm beside myself at the idea that UDOT is even contemplating building a new freeway in Davis County. The negative impacts are numerous. They include: environmental impacts on the Buffalo Ranch public trails; the wetlands of the GSL; the added smog to the already deadly inversion issue; sound pollution to our neighborhood not to mention the high cost of such a project. I thought the governor and UDOT were pushing LESS driving because of our air pollution and yet UDOT is contemplating this. Where is the logic? And where is the money going to come from? The Federal Government is not in any position to hand out 80 million plus and to my knowledge neither is UDOT. Our taxes which are already too high, will be raised to fund this unnecessary project. PLEASE rethink your decision to move forward on this project. It's not good for our community AND the State of Utah.

Comment 339

Response Section in Chapter 32 ➥

Comment #: 339

Date: 6/17/2013

Source: Website

Name: Dennis Hooper

Location: Woods Cross

Comments:

32.1.2B

32.2.13A

The expansion of the West Davis Highway into Weber County in needed. Future growth in population in both Davis & Weber Counties makes in necessary. It is better to build in NOW than wait for more development that would make it necessary to remove even more homes. Thank You!

Comment 340

Response Section in Chapter 32 ➥

Comment #: 340

Date: 6/17/2013

Source: Website

Name: Gene Done

Location: Farmington

Comments:

32.2.13B

I wish to state my support of the Glover Lane option as UDOTâ€™s preferred option for the WDC in Davis County. I feel that this option strikes the best balance between community, traffic, environmental, and economic concerns. The Glover Lane option impacts the fewest number of residents and is less expensive than the Shepard Lane option. The Glover Lane option also removes traffic from the already congested I-15 corridor through Farmington and Kaysville, and provides an alternative route in case of emergencies.

32.30B

As a resident of Farmington, living close to Shepard Lane, I have participated in the neighborhood working group meetings. I appreciate UDOT establishing these working groups, the time it has taken to keep us informed, allowing us to have input into the process, and giving us a forum to voice our concerns.

Comment 341

Response Section in Chapter 32 ➥

Comment #: 341

Date: 6/18/2013

Source: Open House Comme

Name: Angela Gee

Location: Farmington

Comments:

32.2.13C
32.5.1A
32.2.13C
32.24A
32.30C
32.2.13I

This option is not of benefit to Farmington. There are 2 schools being built along this route. People chose to move here rather than Kaysville because they had the freeway and signed papers saying they knew. Developers were told. We will have property values decrease while Kaysville people who got cheap land because the freeway was in their backyards will have their values increase. The raised route impacts EVERY home in West Farmington by blocking all views. This is a complete reversal of plans that affects ever yone in West Davis County that chose to stay away from the original designed route. Your cost analysis is not accurate because of the Shepard Lane connection that will be built regardless. The maps are 2008, the "locally preferred" route is only preferred by those along the original route. This is disingenious.

Comment 342

Response Section in Chapter 32 ➥

Comment #: 342

Date: 6/18/2013

Source: Open House Comme

Name: Leslie and Joel Cook

Location: Farmington

Comments:

32.2.13C
32.31O
32.5.1A

We have owned our property for approximately 20 years. It has always been on the master plan (for as long as I know) that this corridor exhange was palnned for the Kaysville option. I am sickened that under handed decisions (politics) played into the accepted decision. It is my understanding that people who bought property in Kaysville (along the corridor option for a reduced amount) signing a contract knowing it might affect their home. It is not our FAULT! STOP the freeway in the backyard of Farmington. We have enough interchanges - let another community share the road surface!!

Comment 343

Response Section in Chapter 32 ➥

Comment #: 343

Date: 6/18/2013

Source: Open House Comme

Name: Leslie and Joel Cook

Location: Farmington

Comments:

32.5.1A

The Kaysville/Farmington master plans have had the interchange at Shepard. Those folks built their homes on a fault and now you want to change an earthquake. More money, more cost, more traffic and Kaysville still has only one exit. waste, waste, waste. THat is why we built commuter rail.

Comment 344

Response Section in Chapter 32 ➥

Comment #: 344
Date: 6/18/2013
Source: Open House Comme
Name: Katrina, Mike, & Dallin Woolley
Location:
Comments:

32.2.13B

Glover's Lane option is the right choice. no need to move TRAX and cause expense.

Comment 345

Response Section in Chapter 32 ➥

Comment #: 345
Date: 6/18/2013
Source: Open House Comme
Name: Andreas Kalt
Location: Farmington
Comments:

32.2.3A
32.1.2A

Was it by deisgn to pit neighborhood against each other? it seems that way. The solution is not to build a road that no one wnats. Is it true that by 2040 that this highway will be underutilized? Lets stick to Gov Hibberts plan of smart growth not stupid growth. Look forward to your response.

Comment 346

Response Section in Chapter 32 ➥

Comment #: 346

Date: 6/18/2013

Source: Open House Comme

Name: Laralynn Clark

Location: Farmington

Comments:

32.5.6A
32.5.6D

I am a long time Farmington resident. I live in my grandparents home. My mother was born in her grandparent's home. My parents own land that was passed on to them by her parents. All of that land will be taken or impacted by the Glover's Lane Option. They have raised 12 children on an educator's salary. They had hoped to be able to leave a legacy fortheir children and grandchildren. They had hoped that some of their children could have raised their families on the land in West Farmingotn. For more than 10 years they have wanted to find a way to develop their property and have not been able to.
My biggest concern is that the property owner's will not be fairly compensated for their land. THey should be compensated at prime Farmington real estate value!!

Comment 347

Response Section in Chapter 32 ➥

Comment #: 347

Date: 6/18/2013

Source: Open House Comme

Name: Lyndon Johnson

Location: Syracuse

Comments:

32.2.1B

On Southe end - suggestions - why not go further down and exit past centerville, bountiful traffic bottleneck? environment - I understand - but should an explosion/problem occur - Davis County is cut off from going south. Future suggestions - put pillars in Great Salt Lake build freeway on top and join with I-80 making exits onto Legacy, I-15, etc. Just a thought. Thanks for your time.

Comment 348

Response Section in Chapter 32 ➥

Comment #: 348

Date: 6/18/2013

Source: Open House Comme

Name: Ashley Rich

Location: Farmington

Comments:

32.2.1A
32.2.1B
32.18A

We are in NO WAY in agreement with the West Davis Corridor. UDOT should be able to figure out an alternative that can update existing roads without destroying new areas. If there is no alternatives AT LEAST keep the freeway away from my property line. PLEASE consider pushing the road PAST the power lines in order to at least maintain a SMALL part of our "country" feel and BEAUTIFUL (NOT MODERATE-as stated in teh proposal) views.

Comment 349

Response Section in Chapter 32 ➥

Comment #: 349

Date: 6/18/2013

Source: Open House Comme

Name: Jana Leavitt

Location: Kaysville

Comments:

32.30C

First of all the maps are so inaccurate at this open house. THere are so many homes that will be affected with WDC. Get it right and get your numbers right before making a decision.

Comment 350

Response Section in Chapter 32 ➥

Comment #: 350

Date: 6/18/2013

Source: Open House Comme

Name: Jana Leavitt

Location: Kaysville

Comments:

32.1.2A, 32.11.1A, 32.2.13C

What is the need for a freeway out West. Our state is one of the worst air polluted states. WE do not need any more pollution that will effect each of us - our health and a wide spread of disease. Hazardous to our health.

Exaust all the options - cost, environment. Pollution, wildlife, wetlands, deadly winds, and fog through Farmington. You get an "F" for your effort in finding other options.

32.2.1A, 32.2.13C

Consider other options - like the Front Runer or double staking I-15. Make the Frontrunner more economical for riders. We need to take what we have and widen I-15 and Legacy. DO NOT ring it all the way west.

32.14.2B

Please take into consideration the wildlife, trails and wetlands that will be destroyed if this freeway goes in. The bald eagle migrate every year to Glover Land and in our back yards. THey are the State Bird and are a beautiful part of our state.

Comment 351

Response Section in Chapter 32 ➥

Comment #: 351

Date: 6/18/2013

Source: Open House Comme

Name: Rise Johnson

Location: Syracuse

Comments:

32.2.1B, 32.4A, 32.2.1J

As a Syracuse resident I don't want the highway running through our Jenson Park. Suggest south of Gentile. How do the farmers feel about this. It cuts right through their farms, what are they going to live off of?It only takes me 10 minutes to get to I-15 as it is. I don't want a highway in my back yard. WHy not lower the cost of the frontrunner so more people can ride and make it more accesable. You keep telling us to use public transit we don't need more Freeways.

32.1.2A

Where the highway conects to I-15 is already a bottle neck "Bountiful and Centerville. This will make it worse.

Comment 352

Response Section in Chapter 32 ➥

Comment #: 352

Date: 6/18/2013

Source: Open House Comme

Name: Lyndon Johnson

Location: Syracuse

Comments:

32.1.2A
32.2.1A
32.2.1B
32.2.1A

Try Again - you get an "F" for your efforts. Update your Study. All this highway will do is increase bottleneck southbound in moring commute! How about widening what is already there? Going across Great Salt Lake? Double stacking I-15? Do both - Widen and double stack I-15. Make frontrunner head WEst? Bring more Trax lines West instead of Highway? Please let me know! Thank you!

Comment 353

Response Section in Chapter 32 ➥

Comment #: 353

Date: 6/18/2013

Source: Open House Comme

Name: Jennifer Lowe

Location: Farmington

Comments:

32.2.13C

I am very concerned about the new Elementary School being built on Glover Lane. The highway seems far too close to it for the safety of our kids - pleaseRETHINK your plan for the corridor. I would love more info on this matter as well as emergency access to homes near Glover Lane. ie: Shirley Rae! Thx

Comment 354

Response Section in Chapter 32 ➥

Comment #: 354

Date: 6/18/2013

Source: Open House Comme

Name: Kim Crowley

Location: Farmington

Comments:

32.5.1A

32.2.13C

Building Freeway down Glover Lane is not the solution. Since Shepard Lane has been in teh panning for 20 years and Farmington has built city around this planning then Shepard Lane should be the route. Those ten houses down Shepard Lane already kenw a freeway was going to be built. This sounds fishy. Who really is behind this. Maybe a senator? congressman? Building road down glover is only a SMALL difference. I wonder in poluution and congestion.

Comment 355

Response Section in Chapter 32 ➥

Comment #: 355

Date: 6/18/2013

Source: Open House Comme

Name: Gaylynn, Tyler, and Emily Hammond

Location: Kaysville

Comments:

32.2.13B

I am in support of UDOT's decision to chose the Glover route. I am so happy that UDOT carefully examined the comments of residents, updated research and information obtained by environmental experts, and hazards and costs in constructing a complex freeway system that did not provide a true alternate route. WE are grateful that our families and neighborhoods iwll be spared from the devastating affects that would have resulted from chosing the Shepard route. Although approximately 1.6 more acres of wetlands will be taken with the Glover route, it is comforting to knwo the management of Farmington Bay actually reported an increase ot the water foul habitat after the Legacy Highway was opened. I believe that you have chosen the route that will create the least impact to the environment and humans. It will also have far reaching positive affects because it will allow for growth and safety well into the future. We no longer have to worry about any foreseen or unforeseen disaster bottlenecking up in our neighborhood. Thank you!

Comment 356

Response Section in Chapter 32 ➥

Comment #: 356

Date: 6/18/2013

Source: Open House Comme

Name: Ron and Anne Davenport

Location: Kaysville

Comments:

32.5.1A
32.2.13B

I hve hard rumors that a new homeowner in Quail Crossing (I was original home owner of Woodside) was told or signed disclosure that I knew that a freeway was going to be built. That isn't so. I never signedor saw any such disclosure when I had my home built some 8 years ago. I suppor the decision to have Glover Lane option. There is less impact on our children, homes. Thank you.

Comment 357

Response Section in Chapter 32 ➥

Comment #: 357

Date: 6/18/2013

Source: Open House Comme

Name: Chelsie, John Kraczek

Location: Farmington

Comments:

32.2.13C

I am a young woman who live sin Farmington. I have looked at the various plans and the plan for the freeway to go behind our hosues in and near the wetlands. In no way benifits those who live through this area. It decreases our property value, passes near and touches homes, makes our 2 shcools near by the planed freeway less effective, hurts our health, harms our hearing and destroys various habitats. We as humans have eaten up the land animals are forced further and further into "sanctuaries" but its not a sanctuary if you welcome home sign comes in the form of a truck, car, bus, jeep and so forth. The effect of road kill alone is immense! If we are mowing into this wildlife area to keep people (who knew hwen they bought their hoems that a freeway may be put in) in their homes. We are again killing and wasting what little land that the animals have left. I don't want to have to walk out my front door (and where I once hiked to find peace and life and hope and strength) I find there i just soot muck fog pollution inversion and so on. Not only will it hurt and kill animals it will hurt and (diseases cuased by polution will) ill people too. Say no to Glovers lane routs!

32.5.1A
32.14.2A
32.11.1A

Comment 358

Response Section in Chapter 32 ➥

Comment #: 358

Date: 6/18/2013

Source: Open House Comme

Name: Tom Hacking

Location: Farmington

Comments:

32.2.8K

Would it be possible to move the overpass from Tippits (in Farmington) and dead end that orad and move the overpass ot 950 West? That way the through traffic will go behind the houses and not in front.

Could the interchange be moved farther south that come soff of I-15 and LEgacy to below the wetland area and follow the xisting road on 950- West and the railroad? Because that is arleady existing the impact should be less, right? or does that count as new construction and new impacts because it is a new road? Anyways, if that interchange were farther south it would be less impactful on business and homes that are already there. Thanks for the time. Tom

Comment 359

Response Section in Chapter 32 ➥

Comment #: 359

Date: 6/18/2013

Source: Open House Comme

Name: Chelsie, John Kraczek

Location: Farmington

Comments:

32.14.2B
32.31B

The southern crossing of Glovers Lane and Farmington Creek in the proposal crosses important Bald EAgle Habbit and impacts the edges of Farmington Bay Bird Refuge. It looks like a difficult sell to the army core of engineers adn will clearly be a national fund raising project and marketing campaign fodder. For Sierra Club and the Friends of the Great Salt Lake, who last year successfully blocked Great Salt Lake Minerals from expansion even though it ment Millions in Revenue to the state.

32.2.13C

It seems like an inland corridore would be more cost effctivie and have at least some chance of passage.

32.1.2A

Also if we are unwilling to expand I15 and Legacy through Centerville, the traffic from North and South will still have no real solution. Why waste taxpayer money on this route.

Comment 360

Response Section in Chapter 32 ➥

Comment #: 360

Date: 6/18/2013

Source: Open House Comme

Name: Renee Kraczek

Location: Farmington

Comments:

32.2.13C

I believe that the glovers lane option has severe impacts. I do not think all impacts have been fully considered! These are the facts I see. If wetlands eem to be such an issue this option goes through 1/2 acre of setlands. If we are worried about animals and environment cutting up the access onemore time seems to cause problems and loss of teh continuity for ecological growth. Also the habitat and humans are affected by different kinds of polution. I note chemical polution, sound polution, light and sight polution. Another question is I was here when all that land was under water west of the ranches has the impact of the possibility of floodinb been counted into the possible costs. another huge impact is the cost as I understand it the shepard land interchange was double the cost of glovers lane. Why? If the fill dirt is teh highest cost of the whole freewya why choose the glovers lane rought and is that going to create more maintenance for this rought in the future. I can forsee the failure to recognise future or collateral impacts of this option as a critical issue.

1. Collateral impact to plants animals and humans possible higher maintenance costs, possible flooding. I believe the possible impacts unaccounted for far outweight any posible impacts of the Sheperd Lane option.

Comment 361

Response Section in Chapter 32 ➥

Comment #: 361

Date: 6/18/2013

Source: Open House Comme

Name: Kim Samuelson

Location: Centerville

Comments:

32.2.13C
32.2.8K
32.1.2B

There needs to be good access to this new road from Glover Lane area so that people can use it.
Move the road south packs farm and storage sheds - who's more important people or mosquitoes? We need more N/S freeway.
The Davis County road should be the one to be open and have access to their road at that point.

Comment 362

Response Section in Chapter 32 ➥

Comment #: 362

Date: 6/18/2013

Source: Open House Comme

Name: Brittany Brown

Location: Farmington

Comments:

32.2.1J
32.2.1H
32.2.13C

Absolutely a solution needs to be made whether it be the billions used for West Davis Corridor put towards public transit making it be a less expensive alternative or a "West Davis Corridor" put through the backyards of peoples homes. Please make it like Legacy 55 MPH, trails, landscaping, sound walls, quieter pavement. I am not for the Glover option it will impact not only people but wild life. I have seen bald eagles flying overhead when on the trails in West Farmington. It is NOT the safest alternative either. Every morning when I get up in fall thru early spring the fog is so dense you can not even see the house next to you at times. Putting a road at all in West Farmington will be suicide for amny people especially if there are not law speeds put in place. I hope that you truely value every opinion thrown your way because I promise those on Shepard are not the only impacted and I hope that you don'ta llow Oakridge Country Club to corrupt your judgement-by throwing money our way because I have heard from them, themselves, thats exactly what happened...

Comment 363

Response Section in Chapter 32 ➥

Comment #: 363

Date: 6/18/2013

Source: Open House Comme

Name: Vicki Tumia

Location: Farmington

Comments:

32.2.13C
32.2.3A

As a resident of FArmington, I DO NOT want this freeway built. It does not benefit our community in any way. In fact, its harmful with the increase in pollution noise, destruction of the lands used by wildlife. I will actively protest and vote against anyone who is in favor of building this road. I realize there are those who stand to profit, but those people do not have the good of Farmington at heart. I want to hear ALL the data, where it came from, what studies were used to change the numbers in each subsequent proposal to make this seem like a good idea. Someone is adjustig the data to say what he wants it to say. It's NOT FAIR. DO NOT BUILD THIS ROAD.

Comment 364

Response Section in Chapter 32 ➥

Comment #: 364
Date: 6/18/2013
Source: Open House Comme
Name: Emma & Chris Demille
Location: Farmington
Comments:

32.2.13C
32.11.1A

This was not the original plan. It destroys many peoples yards. It is super loud. it adds a lot of polution in the air and is bad for everyone. It is dangerous for kids when it is right near your neighborhood. No one wants this. It is tkaing away our play areas. THERE IS TOO MUCH POLUTION!!!

Comment 365

Response Section in Chapter 32 ➥

Comment #: 365
Date: 6/18/2013
Source: Open House Comme
Name: Bryan Webb
Location: Farmington
Comments:

32.2.13B

I support UDOT's decision to NOT select the Shepard option for the WDC. All the best options favor the Glovers lane choices .It is a true latenrative route to I-15, less homes will be impacted, it costs less, etc.

Comment 366

Response Section in Chapter 32 ➥

Comment #: 366

Date: 6/18/2013

Source: Open House Comme

Name: Chelsie, John Kraczek

Location: Farmington

Comments:

32.2.13C

The Glovers Lane option is next to so many homes. It will not just affect hte 30 or so homes allong Shepards Lane (which will be slightly effected anyway) But it affects the hundreds of homes boxed in by a freeway.Property value goes down. And health issues go up.

Comment 367

Response Section in Chapter 32 ➥

Comment #: 367

Date: 6/18/2013

Source: Open House Comme

Name: Mark & Cheryl Lewis

Location: Farmington

Comments:

32.2.13C
32.2.1A

I do not support the Glover Lane option, I can't see building this totally so far away from the existing corridor, and impacting future schools, fowl, etc. I thik there has not been enough study on mass transit or other options for building this freeway in the first place. Thank you.

Comment 368

Response Section in Chapter 32 ➥

32.2.13C
32.2.1B

Comment #: 368

Date: 6/18/2013

Source: Open House Comme

Name: Mark & Cheryl Lewis

Location: Farmington

Comments:

I do not support the Glover Lane option which afffects many more families, land, schools etc., and will cost millions more. WHy can't they take itw ay out west and elevate it so it doesn't affect wetlands? or families?

Comment 369

Response Section in Chapter 32 ➥

32.2.3A
32.1.2A
32.2.3A

Comment #: 369

Date: 6/18/2013

Source: Open House Comme

Name: Jodi Riedthaler

Location: Bountiful

Comments:

I don't think the corridor should be built at all. The communities already in place have no need for it - and the aniticipated need can be reduced by limiting devlopment in an area already short on land. This land is vital wetland and farmland, it is a rural community that wants to stay that way. Don't build the road at all!