

## Comment 736

Response  
Section in  
Chapter 32



32.5.6A

Comment #: 736

Date: 8/12/2013

Source: Website

Name: Gordon Wilkey

Location: Farmington

**Comments:**

My only suggestion is that if you ruin someone's life by putting your highway thru their backyard, you should compensate them well for it.

## Comment 737

Response  
Section in  
Chapter 32



32.2.8F

32.31D

Comment #: 737

Date: 8/12/2013

Source: Website

Name: Jay and Sue Stuart

Location: Syracuse

**Comments:**

We want to thank Randy for meeting with our neighbors at the Carter Haacke House. We would also like to reiterate that we prefer the first option that you met with us about. That is connecting with Antelope by going thru Huckleberry subdivision. This would help us, and also our neighbors on the north side of Antelope to have much better access to travel east into Syracuse shopping areas. In that Antelope road going west from 2000 west will need to expand, this would serve all of the community better. You will eventually have to buy out some of the homes on the north side of the road anyway to accomplish the expansion of Antelope. Please also consider talking to your UDOT counter-parts about temporarily putting a stop light at the intersection of Bluff and Antelope. If the new highway is going to be a few years away, the safety of the community will be served by the stop light. Thank you for your consideration.

## Comment 738

Response  
Section in  
Chapter 32



Comment #: 738

Date: 8/12/2013

Source: Website

Name: Terry Palmer

Location: Syracuse

**Comments:**

I try to look at things how they would impact me if I were living on the Bluff. I do not like the concept of stepping out my front door and looking at a freeway. My two biggest problems with the freeway are: The houses along Bluff should either be taken out or a wall should be protecting them from the view of the freeway. The second problem that I see is the exit at 1700 should be changed where it would be less cumbersome. It can be done.

32.18A

32.5.6A

32.2.13G

## Comment 739

Response  
Section in  
Chapter 32



Comment #: 739

Date: 8/12/2013

Source: Website

Name: Victoria Cramer

Location: Bountiful

**Comments:**

I am absolutely against adding more freeways to Davis County. We have TRAx, Legacy and I-15. The pollution is bad as it is and somebody is eager to put more pollution in the air? This is an outdated approach. Put more public transportation there if there is a real need for extra transportation.

32.2.3A

32.11.1A

32.1.2A

32.2.1A

## Comment 740

Response  
Section in  
Chapter 32



32.2.13B

Comment #: 740

Date: 8/12/2013

Source: Website

Name: Craig Wilson

Location: Kaysville

**Comments:**

I'm so glad you listened to the input of the community for the southern options. Glovers Lane is so much better than Shepards Lane. Thanks for making that your preferred option!

## Comment 741

Response  
Section in  
Chapter 32



32.31F

Comment #: 741

Date: 8/12/2013

Source: Website

Name: Kristen Mitchell

Location: Syracuse

**Comments:**

Just wondering when the final decision will be made on the route for the road. One of the plans impacts my property.  
Please let me know,  
Kristen Mitchell

## Comment 742

Response  
Section in  
Chapter 32



32.10G

Comment #: 742

Date: 8/12/2013

Source: Website

Name: Noah Steele

Location: syracuse

### Comments:

The Syracuse Community and Economic Development Department suggests adding a .03 mile portion of trail along the north edge of the preferred route between the intersection of 1000 W and Bluff Road and the intersection of Bluff Road and Gentile. If added, this short segment would make it easier for trail users to travel east. The way the current trail is drawn on the map on your website, if a trail user accessing the trail at 1000 w and Bluff Road wanted to travel east on the trail, the user would have to first travel west all the way up to Jensen park and then down to Gentile adding a full mile and half distance to the trip. We recognize that there is a trail connection along Gentile on the south side of the alignment but we feel it is important to have a trail on both sides in that short .3 mile stretch.

## Comment 743

Response  
Section in  
Chapter 32



32.14.3C

32.2.1F

32.5.6A

32.11.2A

32.1.2A

32.11.1A

32.8B

Comment #: 743

Date: 8/12/2013

Source: Website

Name: Sandy Walker

Location: West Point

### Comments:

My home has been identified as being in the preferred route for the West Davis Corridor. It is located on 5 1/4 acres and is on wetlands. I believe you need to do further studies, and I think it will show the property as wetlands. I was present when your contractor came out to survey the property and he walked the property, drew on maps, but never took samples. My neighbors received a report back on their results, but I received nothing. My property is home to thousands of geese, ducks, frogs, turtles, etc. throughout the year. I usually pull an average of 18-20 trash bags of cattails and frag from my flower beds. We put an asphalt driveway on the side of our house and behind our house, and behind our house the asphalt road collapsed due to an underground river, and had to be replaced with concrete. When I purchased this property, I understood I was purchasing wet lands and agreed to not make any changes in the back, so that wild life would have a place to eat, rest, etc. Look at the maps from over the years. I went to my first meeting 30 years ago when it was called the Legacy Highway, and was told to relocate from Bluff Road. I asked UDOT officials if this property would be safe from their highway plans, and I was told it would be, as a different route was in place for the past 100 years. Before I hired a contractor 9 years ago, I again checked with all officials and got the same answer. My husband and I have saved our entire life to build our dream home, and we looked and haven't found a home anywhere to compare to it. We have had lots of offers from real estate companies wanting to purchase our home, and we have turned them down. Our children want to inherit our home. We started the Davis Co. Jr. Livestock Program years ago, and know most of the 100 year old farmers, and their children want to sub divide their property for subdivisions. We were not lucky enough to inherit any property, and have had to work for everything in life. I don't want to see anyone lose their property, and I wouldn't wish this on anyone. The air quality along the Wasatch Front is the worst in the nation several months out of the year, and I personally have developed lung problems and asthma due to the air quality. I think building another road is unnecessary, and would ruin the Wasatch Front's already poor air quality, especially when more subdivision are built. We are already asked to drive less, and on water restrictions. When I have gone to your official public comment meetings, each time I go I get different answers. When I call or e-mail I receive no replies. I now understand why so many people in America distrust the government. I run a business out of my home, and I know I wasn't counted as businesses when you did your studies. I would love to receive an answer back to my response from the federal government. Thank you for taking a minute to read my input. Sincerely, Sandy Walker



## Comment 744

Response  
Section in  
Chapter 32



Comment #: 744

Date: 8/12/2013

Source: Website

Name: Suzanne Stensaas

Location: Salt Lake city

**Comments:**

Two main issues:

1. This proposal is in direct conflict with state and local efforts to preserve wetlands, a migration corridor for birds, and open space.
2. Another highway will lead to increased urban development and sprawl and bring more pollution from polluters.

This road is not needed. Mass transit that is reasonable and frequent is needed.

32.14.3A  
32.14.2A  
32.24J  
32.23A  
32.11.1A  
32.1.2A  
32.1.2C

## Comment 745

Response  
Section in  
Chapter 32



Comment #: 745

Date: 8/12/2013

Source: Website

Name: Judy Berg

Location: Syracuse

**Comments:**

My home address is [REDACTED] in Syracuse (just off Bluff Road). Please tell me how my home will be affected by the West Davis Corridor.

32.5.6A

## Comment 746

Response  
Section in  
Chapter 32



32.2.6E  
32.2.1F

Comment #: 746

Date: 8/12/2013

Source: Website

Name: Lynn Stoddard

Location: Utah

**Comments:**

Please use the Sheperd Lane alternative by narrowing the roadway to go through the place the city already saved a place for it. It will destroy fewer homes and cost less.  
Thanks,  
Lynn Stoddard

## Comment 747

Response  
Section in  
Chapter 32



32.30A

32.2.13G

32.12A

32.11.1A

32.2.3A

32.2.1A

Comment #: 747

Date: 8/12/2013

Source: Website

Name: Julene

Location: Syracuse

**Comments:**

At this point in time I am really doubtful that any comments will do any good. I honestly think that you have had the route along Bluff road one of your favorites for a long time. I just enjoy my home and try to remember how we started here. Thanks to my husbands grandfather, we acquired a piece of the family farm to build our home. We felt so fortunate to be able to live on the farm but our hopes and dreams of being to be able to retire here and enjoy our home gets dimmer every day. We have struggled to get our home paid off so when we retire, we will be able to live a comfortable life, and that, too is diminishing. I understand that people don't really matter in this whole process. If you are an animal or a farmer, then you have everything going your way. It is just mind boggling to think that a road is going to split a community, add to noise and air pollution, and disrupt many lives. I say leave us alone. Use the money to fix the roads and bridges that are already in much need of repair. Let's get more tax and front runners going. Oh well, you will do what you want anyway.

## Comment 748

Response  
Section in  
Chapter 32



Comment #: 748

Date: 8/12/2013

Source: Website

Name: Gary Litster

Location: Farmington

**Comments:**

I understand that no matter where this highway is placed some one is going to be unhappy. everyone is happy until it's placed in their back yard. I am very fortunate that this will not effect my home. i believe that the main consideration is what it will do to Farmington City over all. I strongly fees that A3 or A4 is the best option for our city as a whole. If this highway is brought through Glover Lane it will create a island that will effect the entire city not just the immediate home owners.

32.2.13D

32.2.13C

## Comment 749

Response  
Section in  
Chapter 32



Comment #: 749

Date: 8/12/2013

Source: Website

Name: Elliott R. Mott

Location:

**Comments:**

Western Davis and Weber Counties should be preserved as agricultural farm/ranch lands. Any effort to facilitate the area's development and urbanization -- such as would be the case by expanding Legacy Highway north -- is wrong headed. Emphasis, instead, should focus on active transportation alternatives not new road construction. In sum, Western Davis and Weber Counties need to remain rural, agricultural ranch lands. No to Legacy Highway expansion.

32.3D

32.2.1A

32.2.3A

## Comment 750

### Response Section in Chapter 32



Comment #: 750

Date: 8/12/2013

Source: Website

Name: Elisabeth Taylor

Location: Farmington

#### Comments:

32.31D

Farmington Elections are being held this week. My husband and I, as well as many more residents I dare say, will be voting into office the candidate who is expressing the strongest repulsion to your heinous plan for our community.

32.2.13C

You've likely guessed that this will be the case. But in case you hadn't- just know we will not let this go. You already placed a heinous net of road monstrosities in our community, it is absolutely unfair for you to desire to do so again with no other options considered to ruin what little beauty there is left of our community.

I sincerely hope we get the right man in office to fight you to the death on this issue.

Regards,  
Elisabeth & Family  
Farmington, UT

## Comment 751

### Response Section in Chapter 32



Comment #: 751

Date: 8/12/2013

Source: Website

Name: Emilie Harker

Location: Kaysville

#### Comments:

32.30A

32.2.1B

32.2.2B

32.2.3A

This whole process has been a huge disappointment. I am tired of being told that we are to "feel" like you are listening. You are not listening. You have out-sourced your listeners to check off the listening box. We do not want the highway in our backyard. Our neighborhood of Sunset Equestrian Estates (and it is big) does not want the highway where it is proposed. You never gave us any other options. You said that we could choose east of the poles or east of the poles. If you were to consider west of the poles, you might have some supporters, but as it stands right now, we vote for the "no build" option. Sorry, but our kids and our health are more important to us than anything else on your agenda.

## Comment 752

Response  
Section in  
Chapter 32



32.31F

Comment #: 752

Date: 8/12/2013

Source: Website

Name: Dan G. Cook

Location:

Comments:

I have been hearing about what you are going to do for over thirty years. When are you going to actually do something?

## Comment 753

Response  
Section in  
Chapter 32



Comment #: 753

Date: 8/12/2013

Source: Email

Name: David Millheim

Location: Farmington

Comments:

<Dave wrote Randy, cc: Kris Peterson, Scott Harbertson 7/30/13><See letter on next page, titled UDOT Letter\_Farmington City\_7-30-13>

Randy, you are getting the attached via snail mail but I wanted to give you a heads up. Please verify receipt and approval as soon as practical as I have to schedule a Council meeting accordingly.

Thanks

Dave Millheim  
City Manager

## Comment 753 (continued)

Response  
Section in  
Chapter 32



### FARMINGTON CITY

SCOTT C. HARBERTSON  
MAYOR  
JOHN BILTON  
CORY R. RITZ  
CINDY ROYBAL  
JIM TALBOT  
JAMES YOUNG  
CITY COUNCIL  
DAVE MILLHEIM  
CITY MANAGER

July 30, 2013

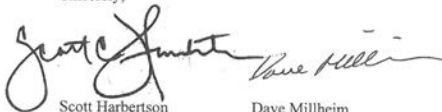
Randy Jefferies  
Utah Department of Transportation  
166 W Southwell Street  
Ogden, Utah 84404

Dear Randy,

As you know, the deadline for submittal of comments on the DEIS is August 23, 2013. Staff, the City Council, Mayor and members of our community have been very involved and engaged in our review of the DEIS. However, the fact that the review period includes most of the months of July and August, which are traditional vacation months, is hampering our review efforts. As you also are aware, certain aspects of the DEIS do not easily lend themselves to review by laypersons, so the City has decided to engage the services of several consultants to assist us. They are now onboard, but have advised us they need additional time to fully complete their effort.

For these reasons, we ask you to formally extend the time within to submit comments from Farmington City until September 4, 2013, to also take into account the Labor Day Holiday. This will help ensure a detailed and helpful set of comments from the City.

Sincerely,



Scott Harbertson  
Mayor

Dave Millheim  
City Manager

cc: Carlos Bracerias  
Kris Peterson

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## Comment 754

Response  
Section in  
Chapter 32

Comment #: 754

Date: 8/12/2013

Source: Email

Name: John Mister

Location: Syracuse

### Comments:

I know the people involved with this process are doing what they are tasked to do but having grown up in the Chicago suburbs, I have seen expansion and the following congestion alleviation methods time and again. All of them have appeared to cause further traffic and expansion of the suburban communities. This process is detrimental to a "green" policy for residents to try and live close to where they work. Daybreak seems to have a good thing going on with a non-driving community plan, at least when at home. We do not really have any plans for such a thing whether in community planning or in this road development. By making a new and large road, this is promoting further driving and living farther away from your place of employment. I think with an attempt to cut greenhouse gases and fossil fuel consumption from the federal government, this makes little sense, excepting that commuters will have a shorter commute, at least in the short term. Every time they developed a new roadway in Chicago to ease congestion, it works for a short while and then it became just another road that got overused. I watched as towns overtook farms and the urban sprawl went from 20 miles away from the city center to 50 or more and I have no idea what it has become now. I don't think this is the best opportunity for growth and the public transportation route should be the most promising avenue to try and aid in reduction of traffic and promote a lesser reliance on fossil fuels. I can only hope the federal government sees this the same way and does not fund this massive effort. My father was a train conductor and this was an excellent way to get down to the city and back daily. It eased roadway traffic and was relaxing to sit and read the paper, eat or probably surf and network online nowadays. They had an extensive network of commuter lines to spread out all over the suburbs in 7 different lines or so. You could get all around the area on the commuter trains. Once downtown, the elevated trains were pretty handy as well as the bus lines. I am not sure if this was all very cost-effective, seeing the near insolvency of Chicago, but it was a step in the right direction.

### Some other thoughts:

- Would there be delays to fire service when the road cuts off some folks around 3000/Antelope and elsewhere, I suppose? That could be a big issue that would probably not be the case should the road go much farther westwards.
- So the trucks will be on the road eventually just like Legacy will have? That reduces the "bonus" of having a new roadway only for commuter travel. Again, farther west will make it only by houses if folks choose to buy/build there and not getting dropped in where houses already exist, at least in such a grand fashion as I am sure there are some existing houses by the farther west area but not as many will be affected by this development.

## Comment 754 (continued)

### Response Section in Chapter 32

32.31H

32.2.13G

32.23A

32.2.1A

32.1.2C

32.2.13G

32.4C

32.2.13G

32.1.2C

- I saw the choice was a \$5m difference on some guidance, which is really a rounding error in such numbers. That is like a 1% difference in \$500M so that is not even a possibly determining factor.

- I heard 40% more traffic by picking Bluff Road instead of 4000W. That seems pretty one-sided. Maybe for the existing folks but I would imagine as the road is decided, housing communities go where the road goes and others will move to it, making a movement of housing and commuters accordingly. As the population grows and moves, which is eternal, they will go closer to this new road, if that is what they want to use to make their daily commute, or in a bad way, they will move further North knowing they can use this road for their commute and get further out of the city, a BAD thing for "green" initiatives. Any planning is subject to current and "guessed" or extrapolated data. Any development plans will be changed if the road is announced. Farms will sell out and houses will go where the road goes. The same will happen with industry facilities. Trucks will come and clog the other roadways until the new road is cleared for traffic. As folks move into an area, businesses will come and will need resupply.

- Is this even worth \$500M? That is a huge amount of money and maybe a new rail line this direction would be cheaper? What does that cost? Maybe more but would it reduce congestion and/or commuters? That really should be the end goal if we are to ever get out from under Middle Eastern oil dependency. It seems a waste of taxpayer dollars so those that waste fuel can continue to do so through excessive driving to work and back.

- I know I am biased but a further western roadway makes more sense to me as the data that determines the road can be read any way a person in whatever position they want to go thinks it states. If this road was in front of your home, I think you would feel the same way, if you could honestly put yourself in the position of homeowners that will look at the road way, get ousted for the road or get averted from their current roadways, especially given the housing history. With my current house value, having bought in 2009, I am still somewhat upside down and cannot just sell and move elsewhere without giving someone money and my house so I can leave and start from scratch again.

- I am sure wherever the road goes, regardless of studies and research done, farmers will see the money and tilt the scale towards selling the land for development. That would happen wherever the cost of the land increases. Farming slowly moves out or sells out and development moves in to surround housing areas.

There are probably many, many more reasons others can think of why this is a bad idea for the Bluff Road selected area for the corridor. I just cannot believe this is the best solution, regardless of facts given to me. Farther west gets folks closer to Antelope Island and the lake. Getting further away from current subdivisions seems logical as they bought without having a roadway and so do not expect to have one. Going further west makes those that buy/build there more likely to do so in order to use this roadway.

The main, overarching thought is that this goes against green initiatives. I just cannot believe we are going to use massive public funds to promote the further use of petroleum products and not the minimization of it. True, this causes a more effective commute, thereby saving some energy; nevertheless, this will cause more to actually get on the road and drive as it will be easier for them.

## Comment 754 (continued)

### Response Section in Chapter 32

John Mister

## Comment 755

Response  
Section in  
Chapter 32



32.5.6G

Comment #: 755

Date: 8/12/2013

Source: Email

Name: James Armstrong

Location:

Comments:

Hello,

I am trying to find out who I can talk to about out property that is affected by the West Davis corridor project. I live at [REDACTED] West point. Our home is one of the homes in the path of the project. I work for an out of state company and will be transferring back to Washington state before the buy out process is scheduled to happen. So my wife and I would like to talk to someone about the possibility of selling the house to UDOT earlier.

Thank you

Jim and Nancy Armstrong

## Comment 756

Response  
Section in  
Chapter 32



32.7E

Comment #: 756

Date: 8/12/2013

Source: Email

Name: Kevin C and Rebecca Jacobson

Location: Farmington

Comments:

Has it been considered the bottle neck that is currently occurring along Centerville I-15 and will get worse with the proposed solutions for WDC EIS?

Are alternatives being considered to mitigate potential gridlock in the Centerville area of I-15?

Regards,

Kevin C. Jacobson  
Farmington, Utah 84025-5061



## Comment 757

Response  
Section in  
Chapter 32



32.2.1B  
32.2.2B

Comment #: 757

Date: 8/12/2013

Source: Email

Name: Matthew & Amy McReynolds

Location: Kaysville

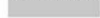
**Comments:**

Dear WDC EIS Team,

I would like to issue this formal comment on the most recent corridor maps. The new maps appear to indicate that the new corridor seems to take a turn closer to my home and my neighbors' homes instead of staying on a straight course. I live on Equestrian Parkway on the west side of Kaysville. The new corridor proposal appears to be plenty clear of most homes in west Kaysville, till it approaches our street and becomes uncomfortably close to our homes and looks to endanger our neighbors' backyards. I strongly urge you to push it further west of Equestrian Parkway, specifically placing the corridor on the west side of the power lines. I've driven through many roads in Louisiana in the bayous and marshes and I have no idea why these wetland issues in west Kaysville tend to be protected like gold mines. I wouldn't have built my house had I known a new highway was going in between my house and the power lines. I can't understand why the priority seems to be minimizing cost or minimizing impact to wetlands and not on the quality of life that I paid for before our city's master plan became challenged, which as I understand the corridor was far west of our homes originally.

Thank you for your consideration.

Matt McReynolds



## Comment 758

Response  
Section in  
Chapter 32



32.2.13B

Comment #: 758

Date: 8/12/2013

Source: Email

Name: Sidney and Natalie Soria

Location:

**Comments:**

My husband sent an e-mail previously but I wanted to also voice my approval and appreciation for the recommended Glover's Lane option. We live in a neighborhood on the North Side of the Hunter's Creek subdivision that would have been dramatically affected with a freeway coming into the neighborhoods. As much as I regret the news for our friends near Glover's Lane, there will be less impact since more of that area is farmland and has less direct impact on neighborhoods.

Thanks

Natalie Soria

## Comment 759

Response  
Section in  
Chapter 32



Comment #: 759

Date: 8/12/2013

Source: Email

Name: Tena Colombel

Location: Kaysville

**Comments:**

I am a resident of West Kaysville who lives on Wellington Dr. I would like to voice my continued support for the Glovers Lane option and keeping the Legacy/West Davis corridor separate from I-15 except for connecting pieces. I believe this will avoid the bottlenecks that would be created by having a "collector" where both freeways merge and would keep traffic from both freeways relatively separate and prevent accidents from shutting down all north-south bound traffic.

Thanks for your consideration,

Tena Colombel

[Redacted]

[Redacted]

32.2.13B

32.2.6A

## Comment 760

Response  
Section in  
Chapter 32



Comment #: 760

Date: 8/12/2013

Source: Email

Name: Pat & Thomas Young

Location: Syracuse

**Comments:**

The WDC placed NEXT to Bluff Rd. in Syracuse is absolutely ridiculous. Go out through the fields, it only affects the open property of a few people instead of hundreds of families living along Bluff, let alone the noise and pollution placed in their lungs everyday.

Solution: Improve Hwy. 89-it already has the right-of-way, people bought and built their homes along that route knowing of traffic and noise. It will be a 2nd alternative through the area and connects to all major routes in Ogden.

Pat Young

32.2.13G

32.2.1B

32.2.1D

## Comment 761

Response  
Section in  
Chapter 32



32.31D

Comment #: 761

Date: 8/12/2013

Source: Email

Name: Jesse Fruhwirth

Location: Salt Lake City

Comments:

If you are the people who oppose building the road, you should be more explicit about that.

## Comment 762

Response  
Section in  
Chapter 32



32.30A

Comment #: 762

Date: 8/12/2013

Source: Email

Name: Dr. Gerald Rampton

Location: Mapleton

Comments:

Dear UDOT,

Your web site says "we" can comment now during the "draft" EIS. However, your study team will not be responding to our requests? Further, it says your study team will respond to "every comment" in the FINAL EIS document? How, and why, can your team respond to our initial concerns? Especially, if you plan to answer our every single initial comment in the Final EIS document (In other words-after the fact)?

Makes NO SENSE!!!!!!

Jerry Rampton

## Comment 763

Response  
Section in  
Chapter 32



32.2.13A

Comment #: 763  
Date: 8/13/2013  
Source: Website  
Name: Wayne  
Location: Farmington

Comments:  
I agree of the initial decision of the route choosen.

## Comment 764

Response  
Section in  
Chapter 32



32.2.13B

32.1.2B

32.2.13B

32.5.6A

Comment #: 764  
Date: 8/13/2013  
Source: Website  
Name: Jeffrey Valentin  
Location: Farmington

Comments:  
As a resident of Farmington, and someone who lives near Shepard Lane, I was very interested in whether the Glover's Lane or the Shepard Lane option would be chosen. I was very pleased last month that the Glovers Lane option has been initially chosen as the option.  
  
I support the West Davis Corridor because I beleive it will be needed as the Wasatch Front grows over the next 30 to 40 years. Mass-transit option are a great approach as well but I do not beleive, based upon everything I have seen and read, that mass-transit alone will solve the eventual transit problems that the Wasatch Front will experience. In my opinion, this is why the West Davis Corridor is needed.  
  
With that said I support the choice of the Glovers Lane option for several reaons which are as follows: (1) this option is significantly cheaper which is a must given the budgetary problems faced by the nation, (2) having driven Glovers lane and Shepard lane several times, the impact to Glovers lane will not be close to the overall impact of Shepard Lane which has several more houses and the Oakridge CC, and (3) the intent of the West Davis Corridor was to provide a more western route to get north to south (and vice-versa), the Glovers lane option fullfills that intent, the Shepard lane option does not.  
  
As difficult as this process has probably been for UDOT, I am glad that UDOT chose the approach (Glovers lane) that is far more practial, economical, and will really be needed for Utah in 30 years. Finally, I hope UDOT is able to fairly compensate everyone impacted by the Glovers lane option because I also feel sympathy for those folks even though it is for the greater good.

## Comment 765

Response  
Section in  
Chapter 32



32.2.13B

Comment #: 765

Date: 8/13/2013

Source: Website

Name: Tom Frasure

Location: Farmington

**Comments:**

the Glovers lane option makes the most logical sense for the goals of Legacy Highway. I am glad the study supports what I feel is the best option for our transportation.

## Comment 766

Response  
Section in  
Chapter 32



32.2.13C

32.2.1G

32.14.2A

Comment #: 766

Date: 8/13/2013

Source: Website

Name: Leslie John

Location: farmington

**Comments:**

I feel sick to my stomach every time I think about the west davis corridor coming down glover lane. There are SO FEW places of refuge in this busy county - places where I can take my children to see nature - to get away from the busyness of the wasatch front. I was on a run out by the bird refuge yesterday and saw a flock of over 80 pelicans, several hundred seagulls and 100's of other birds. Please - please consider the shared solution proposal. Our children need these lands more than we could ever possibly know. This is so much more important than too many cars on a road.

## Comment 767

Response  
Section in  
Chapter 32



32.2.13A  
32.1.2B

Comment #: 767

Date: 8/13/2013

Source: Website

Name: Russell Arave

Location: Clinton

Comments:

Hi,

I am in favor of the current Legacy Highway route and and exited to hopefully see it finally approved.

It is long overdue and will be a very valuable traffic artery in northern Davis County.

Russell Arave  
Clinton, Utah

## Comment 768

Response  
Section in  
Chapter 32



Comment #: 768

Date: 8/13/2013

Source: Mailed In

Name: Howard and Anne Stoddard

Location: West Point

Comments:

<See mailed-in letter on next page, titled Letter\_Howard Stoddard\_8-10-13.pdf>

## Comment 768 (continued)

Response  
Section in  
Chapter 32

32.2.1F

32.2.10

*Copy*

*Howard F. Stoddard*

*Aug. 10, 2013*

*Dept of Transportation  
Mr. Randy Jeffries and Staff  
28 N. Dot.  
166 W. Southwell St.  
Ogden, UT 84401*

*Dear Group Leaders,*

*As you are nearing the final stages of the West Davis Highway thru West Point City, I submit the following:*

*Having been a member of Mayor Jay F. Blake Staff in the 1990's thru 1989, we studied a route thru the City at the request of U. S. D. T. at that time. The route along the Bluff was planned and several parcels of land has been purchased by Davis County Council of Government and U. S. D. T.*

*This route has been kept open thru the administration during the 1990's and other administrations up to the present that has been encouraged to stay and built along the bluff route from 700 South thru 1800 North. There is only one home on 800 North that planned to be taken, rather than your plans to take out Farms, Homes, Sheds and some businesses that will cost additional amounts to that of our plan.*

*As on behalf of Mayor Blake administration and mine, we encourage and strongly support the original route be adopted by your original group.*

*Sincerely,  
Former Mayor of West Point  
Howard F. Stoddard*

## Comment 769

Response  
Section in  
Chapter 32

Comment #: 769

Date: 8/14/2013

Source: Email

Name: Robert Stewart

Location: Denver

Comments:

<See email attachment on next page, titled 00769\_DOI\_West Davis Corridor DEIS-4(f).pdf>

PLEASE ACKNOWLEDGE RECEIPT BY REPLY TO THIS MESSAGE

The Department of the Interior's comments on the subject document are attached.

If you require paper-copy or word-processor version, please so advise.

Robert F. Stewart  
Regional Environmental Officer  
Office of Environmental Policy and Compliance  
U.S. Department of the Interior



## Comment 769 (continued)

Response  
Section in  
Chapter 32



### United States Department of the Interior

OFFICE OF THE SECRETARY  
Office of Environmental Policy and Compliance  
Denver Federal Center, Building 67, Room 118  
Post Office Box 25007 (D-108)  
Denver, Colorado 80225-0007



August 14, 2013

ER-13/0343

James Christian, Division Administrator  
FHWA Utah Division  
2520 West 4700 South, Suite 9A  
Salt Lake City, UT 84118

Dear Mr. Christian:

The Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation for the West Davis Corridor Project in Davis and Weber Counties, Utah and offers the following comments.

#### DRAFT ENVIRONMENTAL IMPACT STATEMENT COMMENTS

##### General Comments

The US Fish and Wildlife Service (USFWS) is a cooperating agency on the West Davis Corridor (WDC) project and appreciates the extensive coordination with the Utah Department of Transportation (UDOT) and the Federal Highway Administration (FHWA). We acknowledge the effort UDOT has made to maintain the flow of information and dialog throughout the planning process, and appreciate the opportunities provided throughout the NEPA process to provide technical assistance relative to fish and wildlife issues.

USFWS's involvement in this project stems from their interest in ensuring that project planning is done in a manner that retains the important wildlife values of the Great Salt Lake (GSL) ecosystem. The GSL ecosystem is an irreplaceable and inimitable resource due to its location within an arid region, large size, diversity of habitats for migratory birds, and the sheer number of birds, estimated at 7.5 million per year (UDNR 2013). Located approximately midway through an avian migration route between northern Canada and South America and located between the arid desert to the west and rugged mountains to the east, the GSL and its associated wetlands become a vital bird staging area in an otherwise arid region. The importance of the GSL ecosystem to wildlife on a national and international level is well documented.

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## Comment 769 (continued)

Mr. James Christian

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The GSL is part of the Western Hemispheric Shorebird Reserve Network (WHSRN), a distinction afforded to only seven areas in the lower 48 states (Manomet 2013). To meet requirements of the WHSRN, an area must support more than 20,000 shorebirds, or 5% of a flyway population. The GSL ecosystem easily exceeds the WHSRN standards, with impressive numbers of Wilson's phalarope (500,000; largest staging concentration in the world), red-necked phalarope (240,000), American avocet (250,000; exceeds any other wetland in the Pacific flyway), black-necked stilt (65,000; exceeds any other wetland in the Pacific flyway), and marbled godwit (30,000; the only staging area in the interior USA) (Paul and Manning 2002). Waterfowl populations are equally impressive with the GSL ecosystem providing sufficient habitat to support 75% of the western population of tundra swans and 25% of the continental pintail population (UDWR 1997). In addition to shorebirds, waterbirds, and waterfowl the GSL wetlands and associated uplands provide habitat for a diverse array of wildlife species. One of the nation's largest populations of wintering bald eagles is located at Farmington Bay (Oring et al. 2000).

The GSL ecosystem includes the saline open waters as well as the surrounding freshwater marshes, wet meadows, seasonal wetlands and playas, uplands, and agricultural fields. Wetlands of the GSL ecosystem account for approximately 75% of the wetlands in the state of Utah; wetlands comprise only 1.5% of Utah's total land area. Up to 90% of bird use associated with the GSL is concentrated along the eastern shore due to the variety of habitats present.

These areas provide nesting habitats for many species as well as critical resting and feeding grounds for enormous numbers of migrating birds. Uplands associated with wetlands and riparian areas provide critical nesting habitat for shorebirds and waterfowl. Hayfields are used by shorebird species as foraging sites (e.g., long-billed curlew and killdeer) and for nesting (e.g., killdeer, Wilson's phalarope, and long-billed curlew) (Oring et al. 2000). The mosaic of uplands and wetlands is of great value to the GSL's wildlife.

Overall, the GSL ecosystem provides unique and important values to migratory shorebirds, waterfowl, and other wildlife. The proposed alignments for the WDC traverse and border some of the last undeveloped and unprotected habitats on the eastern shore. These areas would be impacted by the roadway and would be vulnerable to future development. It is critical that UDOT and FHWA recognize the irreplaceable resource of the GSL ecosystem; select the least damaging alternative; design, construct, and operate the facility such that the impacts are minimized; and fully mitigate the direct, indirect, and cumulative impacts of this project.

##### Comments on Build Alternatives

The DEIS proposes two main alternatives (A and B), each with two options in the south and two options in the north, creating a total of eight alternatives. All build alternatives would cause significant, permanent impacts to the wetland and wildlife resources associated with the GSL ecosystem.

We note that a local coalition has proposed another alternative which has been termed the "Shared Solution." We encourage UDOT to fully vet this alternative as it did with all 23 preliminary alternatives, and to provide its agency resources to further develop and assess its

32.14.2H(1)

32.14.2H(2)

32.14.2H(3)  
32.2.1G



## Comment 769 (continued)

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32.14.2H(4)

32.14.2H(5)

32.14.2H(6)

Mr. James Christian

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details. Should this Shared Solution alternative be viable and meet the project purpose and need, it would broaden the range of alternatives and could provide an alternative with fewer impacts to wetland and wildlife resources. We support further development of this alternative.

The alternatives proposed in the DEIS all share the alignment in Layton and Kaysville where the corridor traverses immediately adjacent to important shore line habitats including the Great Salt Lake Shorelands Preserve (Preserve); there is no alternative alignment presented for this shared segment that may be less environmentally damaging. If a new corridor is determined necessary, it is imperative to analyze all direct, indirect, and cumulative impacts of the alternatives, select the least damaging alternative, and fully mitigate all unavoidable impacts.

Of the build alternatives evaluated in the DEIS, we believe Alternative B would have the least overall (direct, indirect, and cumulative) impact to wildlife and wildlife habitat. The Alternative B alignments are generally further from the Great Salt Lake shore land habitats, including the high-value Preserve. While Alternative B would directly impact more wetlands, these wetlands and the wildlife habitat they provide are generally already more fragmented, surrounded by more development, and of lesser wildlife value than those of Alternative A. We believe that the EIS's wildlife habitat quality assessment, habitat fragmentation analysis, and buffer zone analysis support this conclusion. For example, a comparison of the Alternatives A (Table 14-17) and B (Table 14-31) from Gentile Street (where they diverge) northward reveals approximately twice the amount of high value habitat within 393 meters (1,300 feet) of Alternative A (191 acres) versus Alternative B (98 or 73 acres, depending on the northern option). We believe the wildlife buffer zone analysis would more clearly highlight the difference if it were conducted to a distance of 1,200 meters (3,937 feet) (a distance supported by current road ecology science, as discussed below under *Indirect Impacts to Wildlife Habitat*). The GSL shore lands extending to the west of Alternative A rate nearly exclusively as high value habitats, whereas the habitats adjacent to Alternative B in Syracuse are more fragmented, impacted by surrounding development, and largely low or medium value.

Of the southern options for Alternative B, we believe the Glovers Lane alignment (Alternatives B1/B2) would cause greater impacts than Shepherd Lane (Alternatives B3/B4) due to indirect impacts to the high value shore land habitats of Farmington Bay west of the Glovers Lane. We can compare the Glovers Lane and Shepherd Lane options using tables 14-31 and 14-37; habitat value for the southern segment ("S. Terminus to Central Davis Sewer Treatment Plant") are identified as low, medium, and high quality. These tables show the Shepherd Lane alignment to have 323 acres of medium and high value habitats within 393 meters (1,300 feet), while the Glovers alignment, adjacent to Farmington Bay, has 830 acres of medium and high value habitats within 393 meters (1,300 feet). Again, if the buffer zone analysis were extended to 1,200 meters (3,937 feet), we believe the difference between the two options would be even clearer. The Farmington Bay Waterfowl Management Area (FBWMA) lies within 140 meters at its closest point to the Glovers Lane alternative, while the Shepherd Lane alignment is over 3,000 meters from the FBWMA; we believe the Glovers Lane option would significantly impact the habitat value of the FBWMA. In addition, the shore land habitats north of the FBWMA and west of and immediately adjacent to the Glovers Lane alignment are primarily high value and would incur substantial impacts from a new road corridor. The floodplain impacts similarly

## Comment 769 (continued)

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32.14.2H(7)

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show a large difference (201.2 acres for Glovers Lane and 61.8 acres for Shepherd Lane), illustrating the proximity to the lake shore of the Glovers Lane alternative.

Of the northern options for Alternative B, the more western alignment, 4800 West (Alternatives B2/B4), approaches within approximately 720 meters of high-value shore land habitats, which would result in greater indirect impacts to the shore land habitats than the more easterly 4100 West alignment (Alternative B1/B3), over 1,400 meters from the high-value shore land habitats. Because the DEIS buffer zone analysis extends only to 393 meters (1,300 feet) it does not reveal this difference; if it extended to 1,200 meters (3,937 feet), the indirect impacts to the high-value shore land habitats would be properly illustrated. The 4100 West (Alternatives B1/B3) has 4 more acres of direct wetland impacts (14.7 versus 10.4), but these wetland habitats lie in a more fragmented and suburbanizing environment. Because the shore lands of the GSL are a unique and irreplaceable resource, we recommend prioritizing the protection of these habitats and selecting the alignment that is furthest from the GSL shoreline.

We recommend that the FEIS extend the wildlife buffer zone analysis to a fourth zone, extending 1,200 meters from the roadway edge. USFWS initially agreed with the WDC team to limit the buffer zones analysis to 393 meters (1,300 feet) on the premise that a greater distance would create overlapping zones between the alternatives, "washing out" the differences, and making a comparison of alternatives less clear. This agreement was made despite the evidence in the road ecology literature that indicates wildlife impacts occur to a much further distance. However, now that they have reviewed the analysis based on 393 meters (1,300 feet), USFWS concludes that it does not provide a satisfactory evaluation of habitat impacts, and thus recommend a larger fourth zone be incorporated to more clearly depict and compare the indirect effects to wildlife associated with each alternative. We recommend a fourth zone extend to 1,200 meters because many studies (Van der Zande et al. 1980, Findlay and Houlihan 1997, Green et al. 2000, Milsom et al. 2000, Forman et al. 2002, Eigenbrod et al. 2009) conclude that highways impact wildlife impacts at that distance or beyond (see *Indirect Impacts to Wildlife Habitat*, below).

#### Comments on Locally Preferred Alternative

The DEIS presents Alternative B1 as UDOT's Locally Preferred Alternative. This alternative proposes the WDC follow the Glovers Lane option in the south, the more easterly Alternative B alignment through Syracuse, and the 4100 West option in the north. From the action alternatives presented in the DEIS, we believe UDOT's selection of Alternative B in Syracuse and the 4100 West option to the north would be less damaging to the Great Salt Lake shore land habitats than other alternative alignments.

However, we conclude that the Glovers Lane option would be significantly more damaging to GSL shore land wetland and wildlife habitats than the Shepherd Lane option. Glovers Lane would result in the construction of a 4-lane freeway adjacent to the lake shore which would permanently and irreparably degrade the wildlife values of the shore land habitats, including those of the FBWMA and habitats to the north of the FBWMA and west of the alignment.

We do not believe that Alternative B1 is the Least Environmentally Damaging Alternative under Section 404 of the Clean Water Act. We therefore recommend UDOT reconsider the selection

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of the Glovers Lane option and encourage UDOT and the FHWA to select the Shepherd Lane option.

### Indirect Impacts to Wildlife Habitat

Our greatest concern with this project regards the indirect impacts to the wetland and upland wildlife habitats of the GSL shore lands. The DEIS describes some of these impacts, leaves some unaddressed, and abstains from making any substantive conclusions regarding permanent degradation of the habitat or effects to the wildlife community structure that will likely result from this project. Moreover, the DEIS does not provide any commitment to mitigate for the impacts to this unique resource. We recommend the FEIS contain a more comprehensive analysis of the indirect effects, discussing all potential factors, evaluating their effects both individually and cumulatively, and drawing conclusions based on the best available science.

Many published studies have investigated the effects of roads on wildlife populations, the substantial majority concluding some level of negative effects of roads. While each study is specific in its geographic region, habitat, focal species, and particular study design, several themes have emerged from the body of science that has developed through the years.

At UDOT's request, USFWS conducted a review of the road ecology literature, compiled an annotated bibliography, and extracted the studies most applicable to the WDC project (in terms of similar habitat types, species, and traffic volumes) in order to provide a better understanding of the best available science on the subject. They submitted a white paper to UDOT and FHWA, *Indirect Effects of Roads to Wildlife* (USFWS 2013), which provided their review of the literature, conclusions regarding the best available road ecology science, and recommendations for conducting an indirect effects analysis that would quantify impacts and calculate compensatory mitigation.

As part of the analysis in the white paper (USFWS 2013), USFWS found several recent literature reviews and meta-analyses (statistical analyses of the cumulative data) which aggregate the results from many studies and are helpful in assessing the "body of science" on the subject. These reviews strongly support the conclusion that roads have indirect effects on wildlife (Table 1).

**Table 1. Road ecology literature reviews and meta-analyses.**

Citation	Species	Study Conclusions
Benitez-Lopez et al. 2010	birds & mammals	Meta-analysis of 49 studies of 234 mammal and bird species: bird populations decline within 1 km of roads and other infrastructure and mammals decline within 5 km.
Fahrig and Rytwinski 2009	birds, amphibians, reptiles, mammals	Review of the empirical road ecology literature found 79 studies examining 131 species. Negative effects were concluded for 114 species; positive effects for 22 species; and neutral for 56 species. Amphibians and reptiles show mostly negative effects. Birds showed mainly negative or no effects. Positive effects generally found only for species which can avoid on-road mortality and are attracted to roadsides for food or

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		lack of predators.
Reijnen and Foppen 2006	breeding birds	Review of 18 studies concludes negative impacts of road traffic on breeding bird species density far outweigh positive impacts. - Approximately 50% species have reduced abundance near roads with traffic volume similar to the West Davis Corridor (22,000-30,000 vehicles/day). - Approximately 40% of breeding bird species in open habitats have reduced abundance.
Rytwinski and Fahrig 2012	birds, amphibians, reptiles, mammals	Meta-analysis of 75 studies identifies common traits of species most affected by roads: - Wide-ranging large mammals with low reproductive rates; - Mobile birds w/ large territories; - Herptiles (especially frogs and toads); - Slow-moving species that are attracted to roads; - Species that are disturbed by traffic.

In summary, USFWS found the best available science, documented in published, peer-reviewed studies, supports the following conclusions:

- Species richness (number of species), abundance (number of individuals), nesting density, and nesting success decrease with proximity to a road. Habitat close to roads is less favorable for a variety of activities, including nesting and foraging.
- The degree and distance of effects to wildlife species increase with higher traffic volumes and tend to be greater in open habitats than in forests.
- All taxa are affected, including birds, herptiles (amphibians and reptiles), mammals and plants. While not every species is affected negatively, literature reviews indicate the majority of species experience neutral or negative effects.
- Causal factors vary, and may include noise, light, and visual disturbance; on-road mortality; movement barriers; habitat degradation from pollution, invasive plant species, decreased water quality; and edge effects.
- Some species appear more abundant near roadways, but experience higher mortality or reduced reproduction rates which create an ecological "sink" for the population.
- Although not all species are negatively affected, the loss of habitat and habitat use for even a portion of species create changes in community composition, prevalence of "urban-adapted" species, the loss of more sensitive, disturbance-intolerant species, and decreased species diversity.

We conclude that the construction of the WDC, a new 4-lane freeway adjacent to the GSL shore lands would have significant, irreparable impacts to the wildlife populations that rely on those habitats, would substantially degrade the value of that habitat, and would permanently alter the composition of the wildlife community in the area. These impacts would extend large distances



## Comment 769 (continued)

### Response Section in Chapter 32



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from the road, over a kilometer for many species, with substantial effects to the GSL shore land wildlife communities.

The DEIS does not make the same conclusions. The DEIS describes several indirect effect factors, including fragmentation, collision mortality, noise disturbance, water pollution, and artificial light disturbance. It does not, however, address many other important factors including weed introduction, movement barriers, visual disturbance, roadway avoidance, or edge effects. All direct and indirect effects should be included and evaluated in the FEIS and appropriate minimization and mitigation measures incorporated as feasible into roadway design, construction, and operation. USFWS offers their continued assistance in developing these measures.

The DEIS provides a substantial discussion of the impacts of noise on wildlife, relying largely on the Legacy Avian Noise Research Program (LANRP) findings. We have several concerns regarding the extent to which UDOT bases its conclusions on the LANRP findings and reference The Nature Conservancy's report (*Review of the "Legacy Avian Noise Research Program: Final Report"* [Cavitt 2013]) for details of the study's limitations, difficulty in controlling variables, and inconclusive findings. Further, the LANRP Final Report was never published, and thus never went through the rigorous peer review process required of all scientific journal publications. We therefore conclude the indirect effects analysis relative to noise should not be based on the LANRP, but instead on the existing body of peer reviewed, published science. We recommend the FEIS accordingly reduce its discussion of the LANRP, particularly relative to substantive conclusions on the effects of noise based on the LANRP Final Report.

The DEIS does not properly evaluate the combined effects of the indirect effect factors. The DEIS discussion addresses indirect effect factors individually, describing impacts and identifying measures by which the impacts of each could be reduced. Fragmentation, collision mortality, noise disturbance, water pollution, and artificial light disturbance are each specifically discussed. Ultimately the DEIS discounts any overall negative impact on wildlife communities by addressing each factor only individually, describing its effects, how they would be mitigated, and concluding its impacts are insignificant. However, the literature is clear that there are a variety of causal factors that can act synergistically to cause wildlife to avoid roadways and adjacent habitats. Accordingly, we recommend the FEIS take a more comprehensive approach to the indirect effects analysis, evaluating every factor specifically and all cumulatively with respect to habitat impacts.

USFWS is working with UDOT to address these concerns through efforts of the WDC Wildlife Working Group, comprised of UDOT, Utah Division of Wildlife Resources, Utah Reclamation, Mitigation, and Conservation Commission, Environmental Protection Agency, and the Corps of Engineers. This group seeks common ground regarding the analysis of indirect impacts to wildlife habitats and the mitigation of those impacts. We continue to encourage UDOT to understand the irreplaceable value of the GSL ecosystem and to ensure that all impacts to this unique resource will be fully mitigated. Should the group successfully define an approach to indirect effect analysis and mitigation that is acceptable to the participating agencies, we recommend UDOT and FHWA incorporate these findings into the FEIS.

32.14.2H(9)

32.14.2H(10)

## Comment 769 (continued)

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#### Specific Comments

**Sec. 14.3.1.1, Methodology for Assessing Wildlife and Habitat, p.14-7** – As USFWS has commented previously, the Western yellow-billed cuckoo requires large tracts of riparian habitat, creating an unusually high standard for the habitat assessment. While a tract of riparian habitat may not be of suitable extent or quality for the cuckoo, it may provide good lowland riparian habitat for a suite of other avian species. Riparian habitats support a greater variety of wildlife than any other habitat type, provide critical nesting and foraging habitat for migratory birds, and yet comprise the smallest percent of habitat type in Utah. We are concerned that this may have resulted in riparian habitat being under-ranked and therefore undervalued within the study area. We recommend that all riparian areas, regardless of their score in the habitat assessment, be avoided to the extent possible, and unavoidable impacts be replaced or restored with an equivalent or greater acreage.

**Sec. 14.3.1.1, Methodology for Assessing Wildlife and Habitat, p.14-8** – As USFWS has commented previously, we question the merits of averaging the habitat assessment scores within a given parcel, rather than using the highest single-species score. Essentially, if the parcel provides excellent habitat for a particular species, then it is excellent habitat and should be scored accordingly.

**Sec. 14.3.1.2, Threatened, Endangered, and Sensitive Species, p.14-20** – The DEIS narrowed the geographic scope of analysis for potential Threatened/Endangered/Sensitive (T/E/S) species to the WDC study area; previously USFWS understood the analysis area to be the Ecosystem Impact Analysis Area (EIAA). The WDC study area is too narrow a focus for determining potential for T/E/S species occurrence within the study area based on Natural Heritage data elemental occurrences. Because birds and many mammals are sufficiently mobile, the WDC study area has not previously been extensively surveyed, and the WDC team did not conduct surveys within the study area for this project, we believe the FEIS should re-broaden its scope to the EIAA to determine the potential for T/E/S species occurrence. We believe this was what was originally intended, but for some reason did not occur.

**Sec. 14.4.1, Habitat Degradation, p. 41-31** – Much of the available scientific literature is focused on noise impacts of highways to wildlife. However, there are an increasing number of studies that identify other causes for wildlife road avoidance such as lights, vehicle movements, pollution, and mortality (Green et al. 2000, Mumme et al. 2000, Ingelfinger and Anderson 2004, Coffin 2007, Kocielek et al. 2011, Summers et al. 2011, Dietz et al. 2013). As discussed in the *Indirect Impacts to Wildlife* section above, we recommend the FEIS take a more comprehensive view toward discussion of the factors that lead to habitat impacts adjacent to roads. In addition, the DEIS (last paragraph of this section) states: "...species responses to the potential degradation factors appear to vary widely..." This is quite inconclusive and non-committal; we recommend the FEIS include a more definitive statement: "there is substantial scientific evidence to show that negative effects from roadways extend to many species well beyond the roadway itself."

**Sec. 14.4.3.3, Legacy Parkway Avian Study, p.14-42** – The title of this section is somewhat misleading, as it was not limited to the Legacy Parkway area and it was not a broad avian study but was focused only on the effects of noise. We recommend the section be re-titled.

32.14.2H(11)

32.14.2H(12)

32.14.2H(13)

32.14.2H(14)

32.14.2H(15)

## Comment 769 (continued)

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32.14.2H(16)

32.14.2C  
32.14.2H(17)

32.14.2H(18)

32.14.2H(19)

32.14.2H(20)

32.14.2H(21)

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**Sec. 14.4.3.3, Legacy Parkway Avian Study, p.14-43** – The Legacy Avian Noise Research Program report does not conclude a “very weak” relationship (the p-value is actually cited as being 0.000), as the DEIS states. Rather, the report says, “...the relationship between species diversity and highway noise was significant...as was the relationship between species richness and noise.” The report actually does not discuss whether the relationship was positive (greater diversity and richness with higher noise levels) or negative (lower diversity and richness with higher noise). We recommend the FEIS more accurately report the conclusion of the Legacy noise study.

**Sec. 14.4.3.3, Comparison of Noise Data between the WDC and Legacy Parkway, p.14-43** – The DEIS states that noise levels from the WDC would be similar to those of Legacy Parkway; however, Legacy Parkway was constructed with quieting pavement, trucks and trailers are not allowed to use the Parkway, and the speed limit is reduced to 55 miles per hour. The FEIS should identify these differences. We also recommend UDOT commit to a similar construction material that would similarly reduce the WDC noise levels.

**Sec. 14.4.3.3, Comparison of Noise Data between the WDC and Legacy Parkway, p.14-44 and 14-45** – It cannot be said that the Legacy Report found that Legacy Parkway “...caused only one instance of negative noise effects and caused many neutral or positive noise effects on wildlife in the areas adjacent to Legacy Parkway.” The report itself warned that the “analyses...are inconclusive” and that “inferences about highway noise on the effects (sic) of both avian abundance and nesting success should be treated cautiously...” We recommend that statements regarding the Legacy study’s conclusions be more carefully reported.

**Sec. 14.4.3.3, Summary of WDC Noise Levels and Potential Effects, p.14-45** – The Legacy Avian Noise Research Program report does not conclude a “very weak” relationship (the p-value is actually cited as being 0.000), as the DEIS states. Rather, the report says, “...the relationship between species diversity and highway noise was significant...as was the relationship between species richness and noise.” The report does not discuss whether the relationship was positive (greater diversity and richness with higher noise levels) or negative (lower diversity and richness with higher noise). We recommend the FEIS more accurately state this conclusion of the Legacy noise study.

**Sec. 14.4.3.7, State of Utah Sensitive Species, Table 14-11, p.14-52 and 14-53** – The geographic scope of analysis is too narrow and should include past observances of species within the broader Ecosystem Impact Analysis Area. In addition, it is unclear why the table indicates “no impact” for bald eagle when the species is seasonally prevalent within the study area and a nest exists in the Ogden Bay Waterfowl Management Area. We recommend the footnote be removed and the table be adjusted to show that impacts to bald eagles are likely to occur.

**Sec. 14.4.3.7, General Discussion of Impacts to Sensitive Species, p.14-54** – We recommend UDOT determine if the bald eagle nest site in the Ogden Bay Waterfowl Management Area is within one mile of any construction activities. Construction activities should occur outside of the one mile protective buffer or avoid the bald eagle nesting season (January 1 – August 31). In addition, if the nest is within one mile, the FEIS should discuss the potential impacts to this nest

## Comment 769 (continued)

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32.14.2H(22)

32.14.2H(23)

32.14.2H(24)

32.14.2H(25)

32.14.2H(26)

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site, including the potential for nest abandonment, loss of foraging resources, and highway mortality of fledgling eagles.

**Sec. 14.4.3.7, General Discussion of Impacts to Sensitive Species, p.14-54 and 14-55** – This section contains many references to a “WDC wildlife survey crew,” a misleading title given that there were not any wildlife surveys conducted. We are guessing this crew might have been the “WDC wildlife habitat assessment crew.” Also several of these species have had species occurrences within the EIAA, a more appropriate geographic scope to consider when evaluating the potential for occurrences within the project area. As commented previously, we recommend the scope be broadened to include the entire EIAA.

**Sec. 14.4.3.8, Impacts to Conservation Areas, 14-57** – The DEIS conclusion regarding noise levels and the associated impacts to avian species should not be based entirely on the inconclusive results of the Legacy Avian Noise Research Program, given the body of peer-reviewed science available on the subject. Further, the Legacy report does not conclude a “very weak” relationship (the p-value is actually cited as being 0.000), as the DEIS states. Rather, the report says, “...the relationship between species diversity and highway noise was significant...as was the relationship between species richness and noise.” The report does not discuss whether the relationship was positive (greater diversity and richness with higher noise levels) or negative (lower diversity and richness with higher noise). We recommend the FEIS more accurately state this conclusion of the Legacy noise study and re-evaluate the applicability of the study’s results to the WDC project.

**Sec. 14.4.4.1, Alternative A1, Wildlife, Habitat Loss, p.14-60** – It is unclear why the DEIS focuses on the value of habitats only for nesting or “other reproductive uses” when the GSL ecosystem habitats are of equal, if not greater, value for migratory stopover (feeding and resting) habitat. We recommend the FEIS broaden the discussion here and in each of the corresponding alternatives’ Habitat Loss sections.

**Sec. 14.4.4.1, Alternative A1, Migratory Birds, p. 14-65** – Noise is but one of a variety of factors which could cause a reduction in habitat quality near the roadway; it is unclear why only noise is mentioned here. We recommend the FEIS also identify and evaluate the other potential factors that diminish habitat quality near roads, including on-road mortality, light and other visual disturbance, and habitat degradation from pollution, invasive plant species, decreased water quality; and edge effects. In addition, the document incorrectly states impacts “... would affect individual birds but not affect bird populations.” Bird populations (defined as a group of individuals of a given species using the same area of habitat) in fact would be affected by the WDC roadway disturbance if they abandon use of an area. We recommend the text in the FEIS be modified to reflect this population-level effect. These comments apply to each of the corresponding alternatives’ Migratory Birds sections.

**Sec. 14.4.7, Recommendations to Minimize Growth Impacts to the Ecosystem, p.14-110** – The purpose of this section is unclear, as UDOT is not proposing or recommending any action but merely providing information. We support the dissemination of this information; however this section is insufficient. We recommend UDOT take a more active role toward guiding the future growth that will be induced by the construction of the WDC. By creating the



## Comment 769 (continued)

### Response Section in Chapter 32

32.14.2H(27)

32.14.2H(28)

32.14.2H(29)

32.27B

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infrastructure for growth (i.e., the WDC), UDOT takes a large amount of responsibility for where and how quickly that growth will occur. We recommend UDOT take an active role in facilitating “smart growth” principles; partnering on “smart growth” conversations, workshops, and planning efforts; and incorporating “smart growth” components into the road design (e.g., locating interchanges and designing access to direct intelligent development and promote natural area protection).

**Sec. 14.4.6.1, Mitigation Measures for Impacts to Wildlife and Wildlife Habitat** – We have several comments in this section:

- Impacts to Nesting Birds, page 14-106 – We recommend UDOT determine whether the bald eagle nest site in the Ogden Bay Waterfowl Management Area is within one mile of any construction activities. Construction activities should occur outside of the one mile protective buffer or avoid the bald eagle nesting season (January 1 – August 31). In addition, if the nest is within one mile, the FEIS should adequately discuss the potential impacts to this nest site, including the potential for nest abandonment, loss of foraging resources, and highway mortality of fledgling eagles.
- Noise Impacts, page 14-107 – Noise impacts to habitat will not be limited to the Preserve, as indicated in the DEIS. Other noise-affected areas would include the shore land habitats to the south and west of the Glovers Lake alignment, northwest of the Central Davis Sewage Treatment Plant, and east of Howard Slough WMA. The statement “...other land... is either suburban land or farmland that has marginal or no wildlife habitat” is inaccurate. These areas were mostly assessed as high quality habitat with some medium and medium-high quality parcels. The FEIS should identify and evaluate all areas impacted by noise from the WDC.
- Vegetation, page 14-108, 6<sup>th</sup> bullet – We recommend UDOT commit to mitigating all impacts to lowland riparian habitats, a rare and important habitat type for a diversity of wildlife. Where losses are permanent, riparian habitat should be re-established elsewhere at a minimum 1:1 ratio or enhanced at a minimum 3:1 ratio.

#### SECTION 4(f) EVALUATION COMMENTS

##### Wildlife/Waterfowl Areas

##### Great Salt Lake Shorelands Preserve

The Great Salt Lake Shorelands Preserve (Preserve) would be impacted, directly and indirectly, by all action alternatives, more so by Alternative A which traverses a greater extent of the Preserve boundary. The draft Section 4(f) evaluation proposes a *de minimis* determination for the Preserve, with compensation proposed only for the 17-18 acres of Utah Reclamation, Mitigation, and Conservation Commission (URMCC)-owned parcels that would be directly impacted by the roadway. A *de minimis* determination can be made only if, after minimization and mitigation measures are employed, there are no adverse impacts to the features, attributes, or activities of the Preserve.

## Comment 769 (continued)

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32.27B

32.27C

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The proposed mitigation is inadequate to compensate for the impacts of the WDC project for two reasons. First, the Preserve lands were acquired by URMCC in conjunction with The Nature Conservancy (TNC) to ensure an ecologically whole unit and should not be treated separately; impacts to or fragmentation of the TNC portions impact the function of the Preserve unit as a whole. We recommend FHWA and UDOT consider the entire Preserve property, not just the publicly-owned parcels, when determining measures to minimize harm.

Second, UDOT and FHWA propose to compensate only the direct impacts of the roadway without considering the substantial permanent indirect impacts to habitat quality that result from a new freeway on the Preserve’s northern boundary. We refer to our comments in the *Indirect Effects to Wildlife Habitat* section earlier in this letter. Thus, the wildlife habitat values would need to remain the same as the current baseline. We recommend UDOT and FHWA consider both direct and indirect impacts to the Preserve when determining measures to minimize harm in order to achieve a *de minimis* determination.

##### Farmington Bay Waterfowl Management Area

The Farmington Bay Waterfowl Management Area (FBWMA) would be impacted by the action alternatives utilizing the Glovers Lane option (A1, A2, B1, and B2). The alignments would lie approximately 465 feet from the northern edge of the FBWMA at the closest point. The impacts to wildlife habitat would be indirect, and would affect the features, attributes, or activities of the FBWMA. We refer to our comments in the *Indirect Effects to Wildlife Habitat* section earlier in this letter.

FHWA and UDOT made the preliminary determination that the WDC would not adversely affect the FBWMA. This determination was based on the presence of Glovers Lane and a transmission line between the Glovers Lane alignment and the FBWMA, and that there would be no direct use of the property. The size and traffic volume of the proposed WDC facility, however, far exceeds that of the existing Glovers Lane, with impacts to the FBWMA’s habitat values correspondingly much greater. In addition, a new freeway facility in such proximity to the FBWMA would introduce a suite of impacts very different from that of a transmission line, including: noise, light, and visual disturbance; habitat degradation from pollution, invasive plant species, and decreased water quality from winter salting operations, contaminants, and trash; on-road mortality; and barriers to movement. These impacts would cumulatively lead to the loss of habitat value on the FBWMA.

We recommend UDOT and FHWA consider the indirect impacts and the loss of habitat value to the FBWMA in the Section 4(f) Evaluation. The proposed Glovers Lane alignment would adversely affect the activities, features, or attributes of the FBWMA. A *de minimis* determination could likely be made with appropriate mitigation.

We concur that there is no feasible or prudent alternative to the use of wildlife/waterfowl areas under Preferred Alternative selected in the document. While a variety of mitigation measures are included in the 4(f) evaluation, there is no documentation that the “officials with jurisdiction” concur in them or the proposed *de minimis* findings. In addition, we note (Section 27.7) that

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additional consultation and coordination with these officials is ongoing. Accordingly, we cannot at this time concur that all measures to minimize harm to wildlife/waterfowl resources have been incorporated into the project. We would be willing to reconsider this position at such time as the officials' concurrences in both proposed mitigation and *de minimis* findings have been obtained.

#### Historic Properties

32.27E

We acknowledge that this project will have adverse effects to historic properties. Further, we understand that UDOT is preparing a Programmatic Agreement (PA) or a Memorandum of Agreement (MOA) in consultation with the Utah State Historic Preservation Office and consulting to minimize these adverse effects. Although the document does not contain a draft MOA, measures to minimize harm are identified elsewhere in the document. These measures, as well as any other measures as needed, should be incorporated into the MOA.

32.27F

Following our review of the Section 4(f) Evaluation, we concur that there is no feasible or prudent alternative to the use of historic properties under Preferred Alternative selected in the document. Contingent upon execution of the MOA amongst the consulting parties, we would also concur that all measures have been taken to minimize harm to these resources.


#### Parks and Recreation Areas

32.27G

We concur that there is no feasible or prudent alternative to the use of park and recreation areas under Preferred Alternative selected in the document. While a variety of mitigation measures are included in the 4(f) evaluation, there is no documentation that the "officials with jurisdiction" concur in them or (with one exception) the proposed *de minimis* findings. In addition, we note (Section 27.7) that additional consultation and coordination with these officials is ongoing. Accordingly, we cannot at this time concur that all measures to minimize harm to park and recreation resources have been incorporated into the project. We would be willing to reconsider this position at such time as the officials' concurrences in both proposed mitigation and *de minimis* findings have been obtained.

We appreciate the opportunity to review this document and provide these comments. Should you have questions about waterfowl/wildlife comments, please contact Betsy Herrmann, Fish and Wildlife Service, at (801) 975-3330 ext 139. Please direct comments related to historic properties and park/recreation areas to Cheryl Eckhardt, National Park Service, at 303.969.2851.

Sincerely,



Robert F. Stewart  
Regional Environmental Officer

cc:  
SHPO-UT Cory Jensen (coryjensen@utah.gov)  
UDOT Brandon Weston (brandonweston@utah.gov)

## Comment 769 (continued)

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## Comment 770

### Response Section in Chapter 32



Comment #: 770

Date: 8/20/2013

Source: Email

Name: Fred Adler

Location: Salt Lake City

#### Comments:

32.14.2A

32.1.2A

I am writing to express my concern and very strong opposition to the West David Corridor freeway. The plan would effectively destroy Farmington Bay and the GSL Nature Center, ruining one of the best locations for hunting, birdwatching, and education in the whole state, and for an unnecessary and expensive freeway.

I remember when the Legacy Parkway was built that it was to serve as a barrier to protect the wetlands beyond. Although I didn't believe that, I am shocked that this "worst-case scenario" plan has re-emerged.

32.2.1G

32.14.3A

The Shared Solution is a the right approach -- more cost-effective and far less environmentally destructive in both the long and short term. Remember the doctor's motto: "First, do no harm". With 90% of the wetlands already gone, let's save some of Utah's great natural heritage for the future, and for the present.

sincerely,  
Fred Adler

[Redacted Signature]

## Comment 771

### Response Section in Chapter 32



Comment #: 771

Date: 8/20/2013

Source: Email

Name: Brent & Kitty Stoddard

Location: Clearfield

#### Comments:

In the Ogden Standard Examiner newspaper dated August 13, 2013, it stated that the preferred alternative for the West Davis Corridor will cost 587 million dollars and take 26 homes, 5 businesses, and 110 acres of prime farmland.

32.2.1F

I would like to suggest that we go back to the original proposed corridor plan in West Point City from 700 South to 1800 North that goes right along the bluff. If this original proposed plan was adopted there would only be 1 home impacted on 800 North and no businesses or prime farmland. For the rest of West Point City Corridor this would be the least expensive, most economical plan and less disrupting of properties through West Point City.

32.2.10

In support for the original corridor plan some properties have been purchased. These properties were purchased with the intent of using them as a right-of-way for the corridor. As a result following the original plan is the most economical and logical preferred plan to use through West Point City.

Respectfully,

Brent W. Stoddard

[Redacted Signature]



## Comment 772

### Response Section in Chapter 32



32.1.2A  
32.2.1A  
32.2.1J  
32.14.3A  
32.11.1A  
32.2.1G

Comment #: 772

Date: 8/20/2013

Source: Email

Name: Nancy Howard

Location: Salt Lake City

#### Comments:

Spending \$600,000,000 of taxpayers money on the proposed West Davis Freeway could be put to better use maintaining roads and highways, and subsidizing public transit rather than develop an unnecessary freeway.

Destroying miles of wetlands, displacing peoples homes, and adding to our already bad air quality is poor use of tax payers money. Please support the Shared Solution for the sake of all Utah citizens.

Thank you.

Nancy Howard--Salt Lake City, UT 84108

## Comment 773

### Response Section in Chapter 32



32.2.13C  
32.2.3A

Comment #: 773

Date: 8/20/2013

Source: Website

Name: Sara Rasmussen

Location: Farmington

#### Comments:

We are not happy about the West Davis Corridor. It's going to be built just down the street from us and we are not looking forward to the noise and the lights and the traffic And the pollution. We moved to Farmington because it's quiet and the air is cleaner, etc. Please don't build it!

## Comment 774

Response  
Section in  
Chapter 32



Comment #: 774

Date: 8/22/2013

Source: Website

Name: katie

Location: west valley

**Comments:**

i don't agree with the project for the main reason it takes away the natural habitat of many types of birds including the barn owls which could get hit or ran over.plus it takes away their homes and food supply and that's how many animals and birds become extinct!plus that's where the barn owls breed and make families. Think about it, how would you like it if your home was destroyed and you had NOWHERE to live or call homeand NOWHERE to get food!

32.14.2A  
32.14.2P

## Comment 775

Response  
Section in  
Chapter 32



Comment #: 775

Date: 8/20/2013

Source: Website

Name: Clint Jeffs

Location: Syracuse

**Comments:**

Quick question - I was informed that information on your site says that there will be no restrictions on the "West Davis Corridor" i.e. It will be 65 MPH and allow semi-trucks. I know it is early in the process and a lot can/will change in the future but can you help me find the needle in the haystack. Can you provide a URL on your site that talks about the Potential restrictions or that there will be no restrictions.

32.2.1H  
32.2.2A

## Comment 776

Response  
Section in  
Chapter 32



32.2.1G  
32.2.1J

Comment #: 776

Date: 8/20/2013

Source: Website

Name: Rebecca Larson

Location: Farmington

**Comments:**

I am in support of the "Shared Solution" I would like to see more funds put into updating/reinforcing the existing interstate structure. Making mass transit more affordable and a desired alternative to driving, and creating/reinforcing walk and bike paths.  
Thank you!

## Comment 777

Response  
Section in  
Chapter 32



32.2.8F  
32.2.13G

Comment #: 777

Date: 8/20/2013

Source: Website

Name: Dale Rackham

Location: Syracuse

**Comments:**

If the plan is to run Legacy aside Bluff road in Syracuse and terminate the access from Bluff Road to Antelope (1700S), I suggest that 2750W be made a thru street to Antelope. Living on 2750W I would prefer it not be a thru street but for the good of the neighborhood it is necessary and should happen. Also, I am not for putting Legacy next to Bluff as I can see it causing issues with emergency services getting to the east part of Syracuse.

## Comment 778

### Response Section in Chapter 32



Comment #: 778

Date: 8/20/2013

Source: Website

Name: Sandra Williams

Location: Syracuse

#### Comments:

I was stunned to find out that UDOT chose the route along Bluff Rd. as the option for the freeway. I can't believe that you would think that putting a freeway right down the middle of so many homes and right next to a school would be the best option. It's obvious to me that money is more important than the health of Utah's citizens. There is no way that you can justify this route. No possible way to convince me that causing cancer and lung damage to so many people is worth the money you're saving. There are over 1000 children that go to Syracuse Arts Academy and hundreds of homes along this route with thousands of people in them. You know the risks to their health. I've sent you the data, but apparently we regular citizens don't matter. Farmland is more important than living, breathing human beings, I guess. I'm only hoping that the federal government is smart enough to disagree with you, but I have serious doubts about that. I would ask you to reconsider, but I have a feeling that the powers that be don't really care about us. Rich businesses and wealthy farmers have seen to that.

32.2.13G

32.11.2A

32.2.13E

32.30A

32.31O

## Comment 779

### Response Section in Chapter 32



Comment #: 779

Date: 8/20/2013

Source: Website

Name: James Greer

Location: Farmington

#### Comments:

I live in farmington Utah and I am very disappointed with the option on the west side of farmington being so close to the houses when there is plenty of space between the so called wet lands and the real wetlands out passed the powerlines. Please look harder at moving this road farther west or use the other option that moves the road between Kaysville and farmington.

32.2.8D

32.2.1B

## Comment 780

Response  
Section in  
Chapter 32



32.14.2B

**Comment #:** 780

**Date:** 8/20/2013

**Source:** Website

**Name:** Brett Neville

**Location:** farmington

**Comments:**

I have read the wildlife impact statements but I do not see anywhere on how the eagles will be affected. The new freeway will go through their roosting areas and will disturb their flight patterns. Will they not use Farmington Bay anymore? Will legacy and now another road will they go further west so we cant enjoy them? What is the expected death rate from automobiles? How will the road affect their food source? Will a road further north not affect them as much? Are their flight patterns monitored currently? How about their roosting areas? Can a Farmington Bay site manager write a letter saying they do not think the road will affect the eagles or other wildlife?

## Comment 781

Response  
Section in  
Chapter 32



32.14.2A

32.2.1A

**Comment #:** 781

**Date:** 8/20/2013

**Source:** Website

**Name:** Spencer Smith

**Location:** Holladay

**Comments:**

I am a 12 year old boy scout. I am very interested in protecting nature and wildlife in our area. I love to study birds and especially enjoy visiting Farmington Bay to see all the different species there. I am worried about this road and the damage it will do to the habitats of the barn owl and other birds. I know that we need to have good roads and safe travel, but I hope that we can create roads in a way that wont hurt our precious wildlife. Please find a way to use existing roads rather than intruding on open spaces where damage will be done to innocent animals and birds.

## Comment 782

Response  
Section in  
Chapter 32



32.2.3A  
32.14.2A

Comment #: 782

Date: 8/20/2013

Source: Website

Name: Kendall Robins

Location:

Comments:

Please do not build a new highway through sensitive wildlife habitat. Barn Owls need their habitat protected, for example.

## Comment 783

Response  
Section in  
Chapter 32



32.2.13B

32.2.6A

32.2.13B

Comment #: 783

Date: 8/20/2013

Source: Website

Name: Bryan Webb

Location: Farmington

Comments:

Having reviewed the draft EIS in great detail, I am pleased that Udot's preferred route is the Glover Lane option. Having the road go through Shepard lane makes absolutely no sense. You would have dissected an existing neighborhood and caused a great safety dilemma. In addition, the entire purpose of this road is to be an alternative to I-15. By running the road parallel to I-15 how is this a viable alternative? Any major issue along that path of road would cause traffic to come to a complete stand still. Not to mention having 2 major interchanges within 1/2 mile of each other. The section between the Shepard interchange and the Park Lane interchange would be a nightmare. I'm pleased the study verified these same concerns and made the logical decision to move the road south and west.

## Comment 784

Response  
Section in  
Chapter 32



32.2.1B

Comment #: 784

Date: 8/20/2013

Source: Website

Name: Renee McLendon

Location: Clinton

### Comments:

One comment I have is that I think it would be okay to have the route farther west even though as of now, there is wildlife there. Down the road, the likelihood of the wildlife staying there will decrease because the owners of the land will sell because their children will not want to be farmers and so we will end up looking back and thinking, "It could have been done there, after all." It will keep the highways or busyness in town down quite a bit. Don't need more traffic. There's enough of that already. Thanks so much for your time.

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32.1.2A  
32.2.1A  
32.2.1C  
32.11.1A  
32.31B  
32.310  
32.23A  
32.310  
32.2.1A  
32.1.2A  
32.11.1A  
32.310  
32.2.13C  
32.31C  
32.5.1A  
32.2.3A  
32.30C

## Comment 785

Comment #: 785

Date: 8/20/2013

Source: Website

Name: deborah drain

Location: Salt Lake City

### Comments:

I would like to express my opposition to the West Davis Corridor. It is not a Corridor, it is a highway. To try to pass this off as something other than it is by using the term corridor is disingenuous. The data presented do not support the need for another north/south corridor, now or in the long-term. What is truly required, like the rest of the valley, is adequate east-west connectivity to Legacy or I-15. This can be accomplished by improving the existing infrastructure to include more effective intersections that allow for effective traffic flow, flexible lane use during rush hour traffic, and traffic light coordination, and working with local communities on appropriate road way planning. To promote more driving, while the Wasatch Front has some of the worst air in the WORLD and to not include any viable study regarding public transportation is irresponsible. In addition, the cost of the roadway is biased low. It does not include the "hidden" costs of highway construction. Legacy Highway costs were many, many millions of dollars more than what was proposed, the same is true of the proposed West Davis Corridor. It seems that the whole intent of this highway is to support the interests of land developers who will stand to profit from the highway thru additional commercial development; development of farmlands and open space which are irreplaceable, let alone the destruction of irreplaceable and critical wetlands. I think that UDOT succeeded where they most intended by dividing the communities who are most impacted by this roadway. Instead of working with the communities to develop a master plan that is of benefit to all, one that includes effective public transportation and improvements to the existing infrastructure to support east-west traffic flow. Why in the world would UDOT propose to spend \$100 of millions of dollars on a roadway that is not needed and that will only increase pollution is mind boggling. It would seem that there is a huge conflict of interest at the bottom of this decision, one that allows a few individuals to profit significantly from the decision to the detriment of the community. The question begs to be asked, why would UDOT work so hard to placate a golf course.... What does that have to do with anything. A golf course is not critical natural infrastructure, one could argue that in the desert it is an environmental abomination. And why, please tell us, was development allowed to occur along the original route? Was that the intent all along.... to force the highway to the west so that additional development could occur by those few who stand to reap financial benefits? The whole plan for the highway is bad; the EIS is not well done, the maps were not even updated to reflect current land use. I cannot imagine the tax payers of UT paying for such a poor work product. Shame on UDOT for such short sighted, poor planning.

## Comment 786

### Response Section in Chapter 32



Comment #: 786

Date: 8/20/2013

Source: Website

Name: Russell Fisher

Location: Farmington

#### Comments:

32.2.13C

It seems patently apparent that much of the city of Farmington is opposed to the proposed corridor. The reason is also clear. The proposed change will have a detrimental effect on the city and its residents.

32.31D

The state has done an excellent job with UTA access to this and other northern communities up to Ogden. It is a forward-thinking plan to use buses and trains to achieve commuter needs rather than freeways and highways.

32.2.1A

Los Angeles is the iconic example of what happens when a city uses freeways to attend to commuter needs. Communities are cut off, pollution increases, and the landscape is blighted. Problems simply get pushed down the line, and travelers pay for it with bad air and terrible commutes for years into the future.

Freeways are an excellent way to connect states, but not commuter cities. Instead of using public transportation to propel growth, and economic prosperity along the Ogden to Provo metropolitan area, we are at risk of destroying near cities to Salt Lake at the expense of future residents of far cities.

Like in previous years, Money magazine has just ranked Farmington as the 14th best small city to live in the United States. That is the best in Utah and third best in the entire US West.

32.31D

Deseret News also noted that "Farmington's wildlife also drew some attention in July when the Great Salt Lake Nature Center at Farmington Bay was named first in Utah for USA Today's Best Wildlife Viewing Places."

32.5.2C

32.14.2A

That Nature Center is right in the path of this proposed highway. What a shame to even consider this.

32.1.2C

We can do better than this. When the Governor talks about the successes of Utah, particularly with the goals in public transportation and the environment, I can only assume he doesn't know about this proposal.

## Comment 787

### Response Section in Chapter 32



Comment #: 787

Date: 8/21/2013

Source: Email

Name: Dale Rackham

Location: Syracuse

#### Comments:

Jennifer,

32.12A

During one of the meetings the noise level for the WDC was discussed and it was stated that the anticipated noise level is below the standard required for sound walls. When I asked what the anticipated sound level was in dB I was told to refer to the EIS. I looked but was unable to find the sound level nor what is level is required for a sound wall, do you know what the levels are?

Thanks,  
Dale



## Comment 788

Response  
Section in  
Chapter 32

Comment #: 788

Date: 8/27/2013

Source: Mailed In

Name: Michael C. Weland

Location: Salt Lake City

Comments:

<See mailed in comment on next page, titled URMCC Letter\_8-14-13.pdf>

Response  
Section in  
Chapter 32

32.27H

## Comment 788 (continued)

UTAH RECLAMATION  
MITIGATION  
AND CONSERVATION  
COMMISSION

230 South 500 East Suite 230 Salt Lake City, UT 84102-2045  
Phone: (801) 524-3146 -- Fax: (801) 524-3148

COMMISSIONERS  
Jody L. Williams, Chair  
Don A. Christiansen  
Brad T. Barber  
Dallin W. Jensen

August 14, 2013

Mr. Randy Jeffries  
UDOT West Davis Corridor EIS  
466 North 900 West  
Kaysville, UT 84037

Subject: Mitigation for WDC Impacts to the Great Salt Lake Shorelands Preserve

Dear Mr. Jeffries:

In discussing with you the potential impacts of the proposed West Davis Corridor (WDC) on the mitigation and conservation program of the Utah Reclamation Mitigation and Conservation Commission (Commission), one of the major points we have made is that, pursuant the ecosystem standard in the Commission's enabling Act (CUPCA), the Federal investment in The Nature Conservancy's Great Salt Lake Shorelands Preserve (Preserve) is in an entire ecological unit for conservation of shore land habitat, not just in Great Salt Lake wetlands generally. The only way to maintain the ecological integrity of the Preserve (in the face of the various direct, indirect and cumulative effects on the Preserve's ecological functions) is for UDOT to acquire, restore, and enhance the ecological functions and values on the remaining in-holdings we have specified, as well as implement the other measures we identified to address water control, access, light, noise, trespass, etc..

Quoting and paraphrasing from the Administrative Draft Environmental Impact Statement, our main argument is as follows:

Section 4(f) authorizes the Secretary of Transportation to approve a transportation project requiring the use of a publicly owned wildlife area only if . . . the project includes all possible planning to minimize harm to the wildlife area. The requirements related to minimal impacts to a Section 4(f) resource shall be considered to be satisfied if the Secretary of Transportation determines that a project will have a *de minimis* impact on the area. The Secretary of Transportation may make a finding of *de minimis* impact only if the Secretary has determined the project will not adversely effect the resource and the finding of the Secretary has received concurrence from the officials with jurisdiction over the wildlife area.

Administrative DEIS, pp. 27-2, 27-3 [Emphasis added]

## Comment 788 (continued)

Response  
Section in  
Chapter 32

32.27H

The resource that will be impacted is a critical ecological unit of remaining GSL shorebird habitat. The possible significant effects on that ecosystem have been or will soon be documented, as well as the mitigation measures required to have minimal impact (see our previous letter to you of January 26, 2012, attached). The Federal entity with jurisdiction over the wildlife area is the Mitigation Commission. The Mitigation Commission will not concur with a finding of *de minimis* impact unless the Transportation project commits to implement the mitigation measures identified by the Commission.

Our legal counsel, the Department of the Interior Office of the Regional Solicitor, has confirmed that (1) the Commission's legal authority is to invest in an ecosystem and not just GSL wetlands in general; (2) the determination of what mitigation is necessary to produce minimal impact to that ecosystem is within the authority of the Commission and not Transportation; and (3) the mitigation requirements to protect the Federal investments made under the Reclamation program are in addition to any regulatory requirements under the Clean Water Act or any other Federal law or regulation.

We propose that the legal counsels and staffs for our respective agencies and The Nature Conservancy meet to discuss the legal authorities for achieving the required mitigation so that the mitigation requirements and process can be described in the Draft Environmental Impact Statement that will be published for public review and comment.

Thank you again for your dedicated efforts to fully protect the Preserve as you carry out your very difficult task of balancing conflicting interests.

Sincerely,



Michael C. Weland  
Executive Director

Enclosure

cc: John Steiger, DOI Acting Regional Solicitor  
Chris Montague, The Nature Conservancy

## Comment 788 (continued)

Response  
Section in  
Chapter 32

### UTAH RECLAMATION MITIGATION AND CONSERVATION COMMISSION

230 South 500 East Suite 230 Salt Lake City, UT 84102-2045  
Phone: (801) 524-3146 – Fax: (801) 524-3148

COMMISSIONERS  
Jody L. Williams, Chair  
Don A. Christensen  
Brad T. Barber  
Dallin W. Jensen  
James Karpowitz

January 26, 2012

Mr. Randy Jeffries  
UDOT West Davis Corridor EIS  
466 North 900 West  
Kaysville, UT 84037

Subject: Great Salt Lake Shorelands Preserve

Dear Mr. Jeffries:

We appreciate the time and effort you and your team have given to coordinating the NEPA planning for the proposed West Davis Corridor in order to minimize adverse impacts on the Great Salt Lake Shorelands Preserve. As we prepare to meet next week to discuss possible mitigation for the impacts of proposed project, and to begin to come to closure on the preparation of a Draft EIS, we feel it necessary to clearly state the nature of the Federal interests that could be significantly impacted.

The Central Utah Project Completion Act of 1992 established the Mitigation Commission and authorized the acquisition of wetland habitats around the Great Salt Lake. The Commission immediately recognized that the greatest value for Federal taxpayers would be obtained by entering into a partnership with The Nature Conservancy of Utah in its Great Salt Lake Shorelands Preserve. Over 20 years ago, TNC had the foresight to establish the Preserve to conserve this critically important and internationally significant habitat to protect it from encroaching development. After millions of dollars of private and public investment, the value of the Preserve has increased greatly as more and more shoreland habitat around the Great Salt Lake has undergone conversion to other uses. Ideally, all development would have recognized the investments in the Preserve and avoided any encroachment within its boundaries. Instead, development continued to move toward the Lake without preserving a buffer zone for public utilities such as pipelines and highways, and now UDOT is faced with the unenviable task of trying to avoid impacts to both the Preserve and to land development that has occurred in the last several years.

In each of our meetings with your team, we have been faced with incremental encroachments of various corridor alignments into the Preserve, some with significant impacts, such as the loss of agricultural acres that comprise a critical feeding area. Since the Commission's investments have been intended to make up for losses of wetlands resulting from construction and operation of Federal Reclamation projects in Utah, complete avoidance of any impact on Federal ownership would be justified and defensible on public policy grounds. However, we have been

## Comment 788 (continued)

Response  
Section in  
Chapter 32

32.27H

willing to consider some impact to the Preserve based on assurances that mitigation would be provided.

As we have stated repeatedly, the Preserve is a dynamic natural ecosystem that must be viewed as a single management unit. Its value, and the impact of the highway corridor, cannot be calculated on an acre-by-acre basis. The Federal government would not have invested millions of dollars in mitigation and conservation of isolated parcels of habitat; the benefit to the Federal government is in conserving and maintaining the full ecological value of the entire Preserve. We believe that acquisition of all privately owned lands and associated water within the Preserve that are west and south of the proposed corridor, including several parcels within the northern boundary of the Preserve, would provide appropriate and justified mitigation. We are confident that your NEPA analysis will also document the impacts to the Preserve not only of the lost acreage that will be taken for the corridor, and the ecological and management functions those lands provide, but also the lost water from surface and storm runoff and the impacts to water quality throughout the Preserve resulting from the corridor itself. In addition, the indirect impacts resulting from land development at interchanges and along the corridor should also be described in the NEPA document. As we have also discussed, the NEPA analysis should also address impacts on the ecology and management of the Preserve from air quality, light and noise pollution, and increased trespass concerns.

Thank you again for your dedicated efforts to protect the Preserve as you carry out your very difficult task of balancing conflicting interests.

Sincerely,



Michael C. Weland  
Executive Director

cc: Chris Montague, The Nature Conservancy

## Comment 789

Response  
Section in  
Chapter 32

Comment #: 789

Date: 8/27/2013

Source: Mailed In

Name: Korry Green

Location: Hooper

Comments:

<See mailed in comment on next page, titled Hooper\_City\_Letter\_8-13-13.pdf>

## Comment 789 (continued)

Response  
Section in  
Chapter 32

32.1.2B

32.2A

32.7A



### HOOPER CITY INC.

5580 West 4600 South  
Hooper, UT 84315

Phone: (801) 732-1064 Fax: (801) 732-0598  
E-mail: hoopercity@hotmail.com Website: hoopercity.com

West Davis Corridor  
466 North 900 West  
Kaysville, UT 84037

August 13, 2013

Committee Members,

I first would like to acknowledge the great effort and planning that has gone into the development of the West Davis Corridor project. I also would like it known that we agree that there will be a need for an alternate transportation route. I also acknowledge the chosen "preferred" route could be a viable solution to that transportation need. I thank you for your continuing efforts in this undertaking, as the citizens of Hooper and many others will benefit from the completed project.

As members of our City Council and I have expressed in a few public meetings, we do have some concerns in how the terminus/collector of the corridor project will impact Hooper. Considering West Davis Corridor will end in Hooper and also the planned SR37 (4000 South) widening to four lanes from SR108 (Midland Drive) west to 5100 West in Hooper, and also feeding into the widened 4000 South is SR134 (4700 West) which is also planned to be widened to four lanes, a tremendous amount of traffic will be funneled in and out of Hooper. Now consider connecting these four lane, high traffic state roads on the north, and West Davis Corridor on the south, is Hooper's rural 5100 West street.

5100 West is a very rural road. It has minimal pavement with narrow shoulders, most of it is without curbing. Trees and utility poles along with open drain and irrigation ditches closely line the street. Families reverse out of their driveways onto this road for commuting. It commonly has bikers, walkers and joggers sharing this small roadway. Placing high traffic hubs at both ends of this rural street could prove to be disastrous. Corridor planners assure me that their "traffic models indicate that the road can handle it." This however, I believe, is beyond logic. I built my own "traffic model," pictured here, in hopes that a more logical perspective might be applied to the project.



Representing the best interests of Hooper citizens, we highly recommend and hope that the West Davis Corridor be continued to SR37. 5100 West should be improved and widened to at least a three lane traffic pattern. This will better protect the safety of our people as well as those who commute through Hooper. Also Hooper's resources and ability to maintain our traffic infrastructure will also be less stressed from this increased traffic. Please consider these recommendations in your final planning.

Thank you for your consideration,

Korry Green, Mayor

## Comment 790

Response  
Section in  
Chapter 32

Comment #: 790

Date: 8/27/2013

Source: Mailed In

Name: David Bird

Location:

Comments:

<See mailed in comment on next page, titled DEQ\_Letter\_8-21-13.pdf>

## Comment 790 (continued)

Response  
Section in  
Chapter 32



State of Utah  
GARY R. HERBERT  
Governor  
GREG BELL  
Lieutenant Governor

### Department of Environmental Quality

Amanda Smith  
Executive Director  
DIVISION OF ENVIRONMENTAL  
RESPONSE AND REMEDIATION  
Brent H. Everett  
Director

ERRC-119-13

August 21, 2013

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

**Re: West Davis Corridor Project Draft Environmental Impact Statement, Davis and Weber Counties, Utah**

Dear Mr. Jefferies:

The Utah Department of Environmental Quality, Division of Environmental Response and Remediation (DERR) has received your request of May 15, 2013 for input regarding the above referenced project.

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

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

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

Sincerely,



David Bird, Environmental Engineer  
Division of Environmental Response and Remediation

DGB/eds

cc: Lewis R. Garrett, A.P.R.N., M.P.H., Director, Davis County Health Department  
Gary House, B.S., M.P.H., Director, Weber-Morgan Health Department

195 North 1950 West • Salt Lake City, UT  
Mailing Address: P.O. Box 144840 • Salt Lake City, UT 84114-4840  
Telephone (801) 536-4100 • Fax (801) 359-8853 • T.D.D. (801) 536-4414  
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32.17A

## Comment 791

Response  
Section in  
Chapter 32



Comment #: 791

Date: 8/27/2013

Source: Mailed In

Name: Roberta Fletcher

Location: Salt Lake City

Comments:

<See mailed in comment on next page, titled Roberta\_Fletcher\_Letter\_8-13-13.pdf>



## Comment 791 (continued)

Response  
Section in  
Chapter 32



August 13, 2013

Roberta Fletcher

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

Dear To Whom It May Concern:

Salt Lake is my home. I call it my home because I have a place where I can rest, where I can buy food, even grow food. Salt Lake is where my job is, where I make a living.

I competed with other people to acquire my job and to find a place to live. People in Salt Lake compete with each other all the time. Likewise, The Great Salt Lake is the "home" for millions of birds [as well as many other animals] that compete with each other for food, nesting areas, and places to rest.

But now our species is threatening to compete for their living space. We are threatening to destroy their "homes". Who knows how many birds would be affected by the West Davis Corridor and everything that comes with it?

If we build this new road, we add more air pollution and noise pollution for ALL living beings. Moreover, we would be building right through their food supply, rest areas, and nesting sites. In effect, these animals would not be able to "make a living".

These animals cannot stand another "assault" on this vital, life-giving Lake. They have a right to be there, whenever they are there; it is their "home", and they deserve to "make a decent living" from it.

32.14.2A

32.11.1A  
32.12A

32.14.2A

1

## Comment 791 (continued)

Response  
Section in  
Chapter 32



32.2.1G

It makes much more sense to pursue the ideas suggested in the *Shared Solutions* initiative. Re-designing roads to ease congestion and incorporating more public transit is going forward, not backwards. I use public transit and I ride a bicycle to work.

32.2.3A

Building this corridor is an expensive, polluting, wasteful and unimaginative idea. When are we going to stretch our thinking and learn to start building in a pragmatic, sustaining, healthy, and inspiring way?

32.14.2A

There was a reason that this lake and surrounding marshlands was designated a part of the *Western Hemisphere Shorebird Reserve Network* in 1992. Let's not make any of these birds "homeless" by cutting into their living space, the same "space" that has revitalized and enhanced my life for more years than I have spent anywhere else on this earth.

Thank you for your time.

Sincerely,

*Roberta Fletcher*  
Roberta Fletcher

2



## Comment 792

Response  
Section in  
Chapter 32



Comment #: 792

Date: 8/27/2013

Source: Mailed In

Name: Steve A. Hiatt

Location: Kaysville

Comments:

<See mailed in comment on next page, titled Kaysville\_City\_Resolution\_8-20-13.pdf>

Response  
Section in  
Chapter 32



32.2A  
32.2.13A

## Comment 792 (continued)

RESOLUTION NO. 13-8-1

SUPPORTING THE WEST DAVIS CORRIDOR DRAFT ENVIRONMENTAL IMPACT STATEMENT.

WHEREAS, the West Davis Corridor Draft Environmental Impact Statement and Section 4(f) Evaluation has been prepared by the U.S. Department of Transportation, Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT); and

WHEREAS, UDOT has identified a locally preferred alternative in the preparation of the West Davis Corridor (WDC) Draft Environmental Impact Statement (Draft EIS) and Section 4(f) Evaluation;

BE IT RESOLVED BY THE CITY COUNCIL OF KAYSVILLE CITY, UTAH:


Kaysville City has been very involved in the environmental review process and fully supports the findings and conclusions in the Draft EIS and Section 4(f) Evaluation.

Kaysville City fully supports the identification of Alternative B1 as the locally preferred alternative, as further refined, because it locates the transportation facility beyond Kaysville City's growth boundary and projected service area, fits well with the City's land uses and land use plans, maximizes the use of private property and the human benefits while minimizing the adverse impacts to the natural environment. Alternative B1 is the transportation solution that will have the least amount of impact to the natural and human environment while providing the most regional mobility benefit.

APPROVED AND ADOPTED this 20<sup>th</sup> day of August, 2013.



ATTEST:

  
Linda Ross  
City Recorder

  
Steve A. Hiatt  
Mayor

## Comment 793

Response  
Section in  
Chapter 32



Comment #: 793

Date: 8/27/2013

Source: Email

Name: Vern & Kathy McInelly

Location:

Comments:

00793

<See accompanying photos on next page, titled 00793\_Vern\_McInelly\_1 through 6>

<This comment was submitted through email by Melissa Day>

Subject:

To Whom it May Concern,

32.5.6A

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

32.5.6A

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

32.5.6A

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

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

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

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

1. A front view of our garage with two of our semi's

2. This is the North side of our garage and you can see our snowmobile trailer, with our tent trailer behind it. Also on the other side of the trailer is the tractor and behind that one of our boats.

3. This is where we park our 40 foot camp trailer, but is in the shop for some repairs so our boat is here

## Comment 793 (continued)

Response  
Section in  
Chapter 32



currently, and there is a flat bed trailer behind it.

4. This shows that the only way to park anything in this spot is to back it in from Antelope and we will no longer be able to do that, especially if you take 27 ft of our property.

5. This is the driveway to the garage showing how easy it is for us to pull right off of Antelope and pull in or pull a little forward and back in. (one of the main draws of our property to us because of our semi's)

6. This is showing how the property is lined up from the house to the garage and that we have it full of trailers etc. and remember we are missing our 40 ft camp trailer.

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

Vern & Kathy McInelly [REDACTED]

**Comment 793 (continued)**

Response  
Section in  
Chapter 32  
↪



**Comment 793 (continued)**

Response  
Section in  
Chapter 32  
↪





### Comment 793 (continued)

Response  
Section in  
Chapter 32  
↪



### Comment 793 (continued)

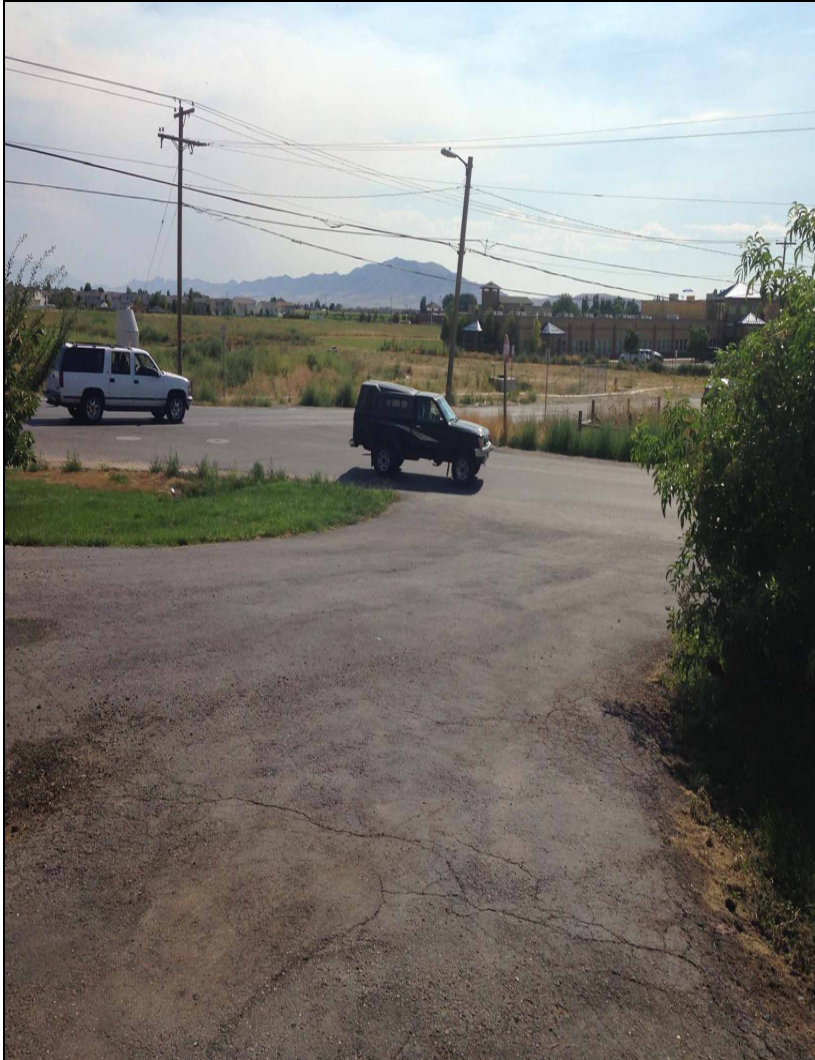
Response  
Section in  
Chapter 32  
↪





**Comment 793 (continued)**

Response  
Section in  
Chapter 32  
↪



**Comment 793 (continued)**

Response  
Section in  
Chapter 32  
↪



## Comment 794

### Response Section in Chapter 32



Comment #: 794

Date: 9/2/2013

Source: Email

Name: Cory Hunter

Location: Farmington

#### Comments:

32.2.13C

I would like to give my comments and voice my complaints and concerns about the west davis corridor, and more specifically the northern end of it. It does not make any sense to have this freeway continue west of Farmington and come to an end just after Glover Lane. This does not benefit any of the west Farmington Citizens and is a large amount of un-needed cost of additional freeway roads that are raised because of the flood levels. This freeway would run into legacy and would have to have created additional overpasses in order to connect to I-15.

32.31I

It makes complete sense to avoid all these extra cost and the cost of an exist/entrance on clark lane that has not been disclosed on the drafts but would undoubtedly happen because of Park Station and the gateway that this is designed to be. This would run a very busy road right in the heart of a neighborhood and community that once again does not want this nor need it, especially with an elementary school sitting right on this street. This would cause unnecessary disturbance and danger to the children that walk to school and the people that live there.

32.2.13D

32.5.1A

The alternative route that would head east/west just after Shepard lane makes much more sense from an economical and safety standpoint. The route has always been planned and designed to accommodate such a road and the homeowners were aware of this from the beginning. There are fewer homes and families that this would disrupt compared to the alternate route and the unmentioned clark lane exit. This route will get those from the Northwest to I-15 a lot quicker and easier and less costly in roads to construct. This would avoid the mess further south if it were to connect to legacy highway. They would still have the option to go on legacy with the already created on and off ramps at Park Lane but leave the majority of people on I-15 where they are wanting to connect to in order to get to SLC in the fastest way possible.

32.2.13D

It is clear that it would cost less in additional roads and construction to end the WDC just after Shepard Lane and it makes more sense to link it directly to I-15 right there with the options already created and available to use legacy highway, station park (UTA front runner access) then to extend it further west and south to Glover Lane. The disruption and impact is going to happen in either place and there would be less homes, families and environmental disruption at Shepard Lane compared to Glover Lane.

32.2.13C

Please make the right choice that makes the most sense, Glover lane is where this freeway should and needs to end.

Thank you for your time.

## Comment 795

### Response Section in Chapter 32



Comment #: 795

Date: 8/29/2013

Source: Email

Name: Florence Shepard

Location:

#### Comments:

<See email attachment on next page, titled 00795\_Florence\_Shepard\_8-29-13>

To Whom It May Concern

I previously mistakenly sent you an unedited copy of my comments. Please excuse my error and substitute this copy for the previous one

Thank you.

Florence R. Shepard, Professor Emerita



## Comment 795 (continued)

Response  
Section in  
Chapter 32



To: UDOT West Davis Corridor  
406 N. 900 W.  
Kaysville, UT 84037

From: Florence R. Shepard, PhD, Professor Emerita,  
University of Utah

Subject: Comments on the West Davis Corridor EIS

Date: August 23, 2013

32.2.3A

The West Davis Corridor (WDC) as proposed by the Utah Division of Transportation (UDOT) in its Draft Environmental Impact Statement (DEIS) is a project that should never be undertaken. If such a highway is built it will be blight on Utah as one of the most environmentally obscene and irresponsible projects to be proposed worldwide.

32.14.2A

The damage it will cause the east shore of the Great Salt Lake (GSL) ecosystem—a unique and strategically situated staging area for millions of birds each year—is a natural resource that is "irreplaceable and immitigable," as stated by the Department of Interior (DOI) review ER-13/0343, August 14, 2013. The comments in the DOI letter address in detail the findings of the United States Fish and Wildlife Service (USFWS) regarding the WDC DEIS. The interest and duty of the USFWS is to see that the important wildlife values of the Great Salt Lake (GSL) Ecosystem are retained. This report sets out in detail their comments on the DEIS in terms of insufficient research findings and methodology and lack of specific and cumulative impacts.

32.14.2H

The seriousness of the DOI/USFWS comments must be addressed by UDOT since we are dealing with an ecosystem that is recognized worldwide as significant: A rich and diversified wetlands and uplands, the GSL Ecosystem, uniquely situated in the center of an arid region of the continent, provides a staging ground for 7.5 million

32.14.2H

## Comment 795 (continued)

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Chapter 32



migrating birds each year. The GSL is one of seven areas in the lower 48 states designated as a part of the Western Hemispheric Shorebird Reserve Network. In addition the east shore mixed habitat supports 90% of the impressive numbers of breeding shorebirds and a large population of wintering bald eagles in the GSL ecosystem. The GSL ecosystem has worldwide significance.

My comments, rather than repeating specifics set out by the DOI/USFWS, deal with the value and significance of the East Shore GSL Ecosystem to the people and state of Utah:

32.14.2A

1. A price tag cannot be placed on the value of the GSL East shore, for it is priceless. It has taken millions of years to develop into one of the richest natural habitats in the world. A saltwater marsh between desert and mountains, a major flyway for millions of birds in their bi-annual migrations, it is too valuable to sacrifice for any reason. The birds, which have evolved their migratory pattern cannot adapt to such an intrusion and will die or become unproductive. And the richness of the environment for the many other creatures, which inhabit the shoreline, will likewise be diminished. (Ackerman, Frank and Lis Heinzerling, *PRICELESS, On Knowing the Price of Everything and the Value of Nothing*. New York: The New Press, 2004).

32.11.1A  
32.12A

2. Building such a highway without concern for the biophysical limits of the Great Salt Lake Valley and its communities is a measure of irresponsibility that is hard to imagine in an age when we should know better. Much more than the birds are at stake here. With every new road that is built, our children and adults will suffer from the air and noise pollution created. Air quality in the Salt Lake Valley has deteriorated to the extent that it has become national news. And anyone living in the valley for years, (I have lived here for 50 years) has experienced a steady decline in the air quality and concomitantly the quality of our lives and our physical wellbeing. If transportation improvements are

## Comment 795 (continued)

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Chapter 32

32.1.2C

needed, they should be directed away from independent vehicular travel to mass transit, for which we have invested in an infrastructure that can be expanded. Plans should not be made for only 5, 10 or 20 years hence but for hundreds of years in the future. We should constantly evaluate our plan on how we improve the quality of life for generations to come.

32.2.3B

3. Included in a "Do Nothing" alternative, the DEIS also included eliminating paths for walking, biking or riding horses. Why was such a proposal that is obviously manipulative suggested? The wonderful nature areas that have been conserved, the Great Salt Lake Shoreline Preserve and Farmington Bay Waterfowl Management Area together with the Nature Center for the education of children are also excellent areas for recreation for adults. Appropriate paths and observation areas should be developed further. These amenities should not be attached to a WDC alternative. Along the Great Salt Lake are areas where children can see and discover "the way the world was made." With such experiences they will grow into individuals who appreciate the gifts of the natural world and are dedicated to preserving them. We need carefully planned paths that can allow people to observe the wonders of the GSL Ecosystem without disturbing its integrity.

32.1.2C

32.14.2A

4. Neither a complete and methodologically accurate study of the East shore nor an accumulative assessment of the impacts of the proposed highway has been undertaken by UDOT. The United States Fish and Wildlife Service and the Utah Division of Natural Resources are the most informed sources of this information and their criticisms and assessments should be taken seriously and vital studies done.

5. Negotiated mitigation is often seen as a solution to environmentally destructive impacts. The meaning of mitigation has been culturally adapted to serve the needs of

3

## Comment 795 (continued)

Response  
Section in  
Chapter 32

32.14.2A

projects such as the WDC, which seriously damage the environment. The meaning of mitigate is to moderate unfavorable consequences. We should be clear that mitigation does not mean to restore a habitat to its original condition, which evolved over millions of years. Neither will developing sites somewhere else mitigate the damage done to the GSL Ecosystem. Bernie Krause, a nationally acclaimed scientist who has recorded the sounds of habitats around the world, has shown that restored areas may look the same but that they don't return to their original faunal richness. (Krause Bernie, *The Great Animal Orchestra* (New York: Little Brown, 2012.)

32.14.2H

6. The traffic on a major highway built through the breeding, nesting and migration staging grounds of birds presents two problems: noise, which interferes with life cycles of animals and mortality, collisions with animals flying or crossing over. Human caused noise, such as traffic, negatively impacts animals, which stage courtship and breeding and set up territories by vocalizing. This is true for many animals from frogs and birds to megafauna such as elk. In addition, the number of animals killed on a highway built through these habitats is of major concern and can't be mitigated with barriers, etc. The only solution is to build roads well away from the breeding and staging grounds, not through them.

32.2.1G

7. The Shared Solutions plan, a plan for boulevard development should be included as one of the alternatives presented in a revised supplemental DEIS. The plan would alleviate rather than increase congestion, as would a superhighway. Shared Solutions would enhance the small communities, not direct traffic to larger communities and Big Box Malls. Furthermore, Shared solutions would complement the mass transit system already set in place. Shared Solutions is indeed a smart solution to the problems of a growing population.

4

## Comment 796

### Response Section in Chapter 32



32.2.2M

32.310

**Comment #:** 796

**Date:** 8/29/2013

**Source:** Email

**Name:** Jay Ripley

**Location:**

**Comments:**

If you do decide to go through with the West Davis Corridor project draft, could you please consider having an exit at 2200 W in Layton instead of 2700 West? In doing this, you will be tying into an already exiting main road and lessen the impact of the farms, etc. I realize that Senator Adams and others would prefer it at 2700 West so it could benefit them financially, but please look at the benefit of all of the citizens here. I would not take the word or counsel from Layton City leaders as they are supportive of Senator Adams with this and other projects at the expense of the citizens.

Thank you,

Jay Ripley

## Comment 797

### Response Section in Chapter 32



32.2.1G

32.11.1A

32.1.2C

32.23A

32.14.2A

32.2.1J

**Comment #:** 797

**Date:** 8/29/2013

**Source:** Email

**Name:** Vivian Schneggenburger

**Location:**

**Comments:**

Please consider the Shared Solution option instead of building another expensive highway through the wetlands and uplands of Davis County.

Our poor air quality in the winter has made national headlines to say nothing of the high ozone levels we have in the summer. We need accessible quiet open spaces to renew our energy NOT more urban sprawl. This highway will affect homes and farms in the area as well as the birds. We've spent years building the Great Salt Lake Bird Festival which will certainly be impacted.

We need to encourage AFFORDABLE mass transit and walkable communities, not more driving!

Since April I have been doing bird surveys every two weeks on the property that will be affected and have seen many bird species that depend on this upland area for food, rest and nesting. Where will they go if this highway is built?

Please consider this carefully!

Vivian Schneggenburger, R.N.

## Comment 798

Response  
Section in  
Chapter 32



Comment #: 798

Date: 8/29/2013

Source: Email

Name: Greg Garner

Location:

Comments:

32.1.2B

Let me start by saying that I am a commuter for work and drive from Riverdale to Salt Lake daily. I think this project is a great idea, and could help the traffic situation dramatically. I am sure you already know that the traffic bunches up everyday heading northbound because of all the cars on the road. We desperately need this road built to help the flow of traffic, and give people an alternate route. Anyone that says the project is not need is wrong, and should take a look at what Legacy did for commuters. I have looked at both routes, and I do not have a preference on which route it takes, but the road is needed! In my opinion, this road could not be built fast enough, and will be a great asset to people who live in Roy, Clinton, Clearfield, Westpoint, layton, and Kaysville.

32.31F

## Comment 799

Response  
Section in  
Chapter 32



Comment #: 799

Date: 8/29/2013

Source: Email

Name: Stephanie Kezerian

Location: Farmington

Comments:

To Whom It May Concern:

32.310

I would just like to comment on the latest proposal for the Legacy corridor through Farmington. I am disappointed that it seems UDOT is trying to pit one side of our community against another. It seems to me that we should be working toward a solution that is better for everyone.

32.2.1J

My husband and I both commute to Salt Lake for work. We have calculated the cost of using public transportation, which is readily available to us in Farmington, and it is significantly more expensive to use UTA. To me, it would make more sense to work with existing public transportation and increase access and usability. I believe more people would use trains and buses if the schedules better aligned with the commuters needs and if it were less expensive. Why build another road to encourage people to drive more when we could better utilize the public transportation methods already in place. I have traveled to many big cities across the U.S. and public transportation is affordable and convenient, unlike here.

32.2.13C

I am also disappointed that UDOT does not seem to listen when our city counsel and mayor do not support their proposal. The planning commission has had a north bound legacy highway on the plans for many years and it does not ruin Glover Lane.

32.2.13C

I am not in support of another massive interchange system on the south end of Farmington. We do not need our city of be surrounded on the north and south by freeway exchanges.

32.2.13C

I also think that the citizens of Centerville should have a chance to comment on the impact to them that a massive interchange off the frontage road would affect them.

Thank you,

Stephanie Kezerian

[Redacted]

[Redacted]

## Comment 800

Response  
Section in  
Chapter 32



Comment #: 800

Date: 8/29/2013

Source: Email

Name: Stacey Cole

Location: Salt Lake City

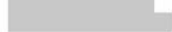
**Comments:**

Dear UDOT and West Davis Officials/Representatives,

I am strongly opposed to The West Davis Corridor plan. It will create increased air pollution, noise pollution and light pollution, and will cause damage to the wildlife. Why not choose to create ways to enhance existing roads and mass transit? This is what the Shared Solution is about and after listening to what they have to say, it makes better sense than the WDC.

The West Davis Corridor is a foolish way to spend tax payers money and will result in damage (not help) to our air quality, which is already a severe health concern for the citizens along the Wasatch Front.

Stacey Cole



32.2.3A  
32.11.1A  
32.12A  
32.14.2A  
32.2.1G  
32.11.1A

## Comment 801

Response  
Section in  
Chapter 32



Comment #: 801

Date: 8/29/2013

Source: Email

Name: Sindy Smith

Location:

**Comments:**

<See email attachment on next page, titled 00801\_Sindy\_Smith\_8-29-13>

West Davis Corridor Team,

The state comment regarding the West Davis Corridor is attached.

Please contact me if you have any questions concerning these comments.

Thanks,

Sindy



## Comment 801 (continued)

Response  
Section in  
Chapter 32



State of Utah

GARY R. HERBERT  
Governor

GREG BELL  
Lieutenant Governor

Office of the Governor  
PUBLIC LANDS POLICY COORDINATION OFFICE

KATHLEEN CLARKE  
Director

August 27, 2013

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

Subject: West Davis Corridor Draft Environmental Impact Statement  
RDCC Project No. 38680

Dear Mr. Jefferies:

The Public Lands Policy Coordination Office received the following comments from the Division of Water Quality and the Department of Agriculture and Food regarding the West Davis Corridor Draft Environmental Impact Statement.

### Department of Environmental Quality Division of Water Quality

The Division of Water Quality (DWQ) has reviewed the West Davis Corridor draft Environmental Impact Statement (DEIS) for the proposed corridor in western Davis and Weber Counties. This project has the potential to affect the water quality of the Great Salt Lake and several associated streams. DWQ respectfully requests the following specific provisions be addressed in the revised DEIS:

Chapter 13 Water Quality  
No suggested changes.

Chapter 23 Indirect Effects

Section 23.5 Potential Indirect Effects

- 1) Potential indirect effects should not exclude water quality, especially in the wetlands area.

32.23B

Response  
Section in  
Chapter 32

## Comment 801 (continued)

Randy Jefferies  
August 27, 2013  
Page 2

Chapter 24 Cumulative Impacts  
Section 24.4.3.1 Past Condition

32.24B

- 1) In this entire section, change any text that references the "(Division of Water Resources 2000a, 2000b, 2002) to the (Division of Water Quality 2000a, 2000b, 2002).

Chapter 25 Permits and Clearances

Section 25.2.2 Federal Permits, Reviews, and Approval

32.25A

32.25B

- 1) Move "Water Quality Certification 25.2.2" to Section 25.3. Section 401 Water Quality Certification is a State action, not a federal action.
- 2) Change language to state that **it is the applicant** for the federal permit that must obtain or apply for the Section 401 Certification, **not the USACE**. Please refer to the Clean Water Act, Section 401 Certification (a) (1).
  - (a) Compliance with applicable requirements; application; procedures; license suspension
  - (1) Any applicant for a Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may result in any discharge into the navigable waters, shall provide the licensing or permitting agency a certification from the State in which the discharge originates or will originate, or, if appropriate, from the interstate water pollution control agency having jurisdiction over the navigable waters at the point where the discharge originates or will originate, that any such discharge will comply with the applicable provisions of sections 301, 302, 303, 306, and 307 of this title.
- 3) It is anticipated that UDOT will need to obtain a UPDES General Permit for Construction Dewatering, Permit No. UTG070000. A fact sheet describing the permit requirements and application procedures are located on our web site <https://secure.utah.gov/stormwater/main.html>.

32.25C

Please contact Bill Damery at 801-536-4354 or [wdamery@utah.gov](mailto:wdamery@utah.gov) if you have any questions relative to these comments or requirements.

### Department of Agriculture and Food

The Department of Agriculture and Food (DAF) appreciates the opportunity to comment on the West Davis Corridor Alternatives. DAF supports the easterly route through Clinton and West Point, Alternative B1 and B3, over other alternatives. The capacity to grow vegetables in Utah is limited and the agricultural lands through Davis County are among the best in the state. With the population ever increasing, the need to produce food increases as well. The B alternatives, including the easterly route through West Point and Clinton, have far less impact to agriculture and prime soils. These are critical acres for the onion industry in Utah and many other farms. The western route would be destructive to working farms in that area.

32.2.13F

32.4E

32.4A

32.4E

These potential impacts are far greater than merely the footprint where the road is placed. It would impact access, irrigation, safety issues with farm equipment, as well as create small tracts of land with odd shapes, making it far less economical to cultivate. In addition,



## Comment 801 (continued)

Response  
Section in  
Chapter 32



32.4E

Randy Jefferies  
August 27, 2013  
Page 3

farms add value to wetlands. The farms located next to the wetlands along the Great Salt Lake provide tail-water from irrigation return flows, supply feed for waterfowl, and provide a buffer zone between wetland species and human development. Many acres of farmland have been protected west of Bluff Road through conservation easements and have been placed under Agricultural Protection Areas in an effort to secure the continuation of agriculture and food production.

The State of Utah appreciates the opportunity to review the West Davis Corridor Draft Environmental Impact Statement. Please direct any other written questions regarding this correspondence to the Public Lands Policy Coordination Office at the address below, or call Sindy Smith at (801) 537-9193.

Sincerely,



Kathleen Clarke  
Director

5110 State Office Building, PO Box 141107, Salt Lake City, Utah 84114-1107 - telephone 801-537-9801

## Comment 802

Response  
Section in  
Chapter 32



32.2.3A

Comment #: 802

Date: 8/30/2013

Source: Website

Name: Chris Stowell

Location: Bountiful

Comments:

The West Davis Corridor is a horrible idea. Utah is a beautiful place but if we keep compromising our wilderness for expansion it wont be beautiful anymore. Stop this idea.

## Comment 803

### Response Section in Chapter 32



**Comment #:** 803

**Date:** 8/30/2013

**Source:** Website

**Name:** Robert Berets

**Location:** Holladay

**Comments:**

I wanted to write to express my opinion that the West Davis Freeway should not be constructed. For starters, it costs way too much money, which could be used to improve and repair existing roads, Frontrunner service, etc. The freeway would destroy at least 7 miles of wetlands, which hundreds of thousands of bird species, as well as other animals, depend on for their very lives. The proposed freeway would also contribute egregiously to our already dire air quality problem, especially in the winter.

Thanks for your consideration.

Robert C. Berets

32.2.3A

32.2.1A

32.2.1J

32.14.3A

32.14.2A

32.11.1A

## Comment 804

### Response Section in Chapter 32



**Comment #:** 804

**Date:** 8/30/2013

**Source:** Website

**Name:** Carole Straughn

**Location:** Salt Lake City

**Comments:**

The Wasatch Front has a serious problem with air pollution. Our governor says we should be driving less. The WDC will only cause more driving and more pollution. We should not sacrifice homes and neighborhoods, wetlands that support the lives of the millions of birds that spend time in the Great Salt Lake area, and the lungs and health of a million people just to provide a short term profit for a few developers.

32.11.1A

32.2.2H

32.2.3A

## Comment 805

### Response Section in Chapter 32



32.2.3A  
32.11.1A

32.1.2A  
32.1.2J  
32.1.2G

Comment #: 805

Date: 8/30/2013

Source: Website

Name: Renae Widdison

Location: Salt Lake City

#### Comments:

As a 26 year old Wasatch Front resident, I'm appalled at the proposal for a new freeway in rural west Davis county. The Wasatch Front, like the rest of our planet, is finite. We have limited water and soil and our valley's pollution-trapping geography means we have limitations on how much poison we can pump into the air.

I want to live in this valley for a long time. I want to make it my home. But more highways, more sprawl, and civic leaders who are committed to churning all of our open space and agricultural land into subdivisions and parking lots are making it hard for me imagine my future here.

This road is not necessary. The future will be different from the past. I vote for more jobs in Davis county, shorter commutes for Davis county residents, subsidized transit trips, biking to school, form-based code on boulevard communities, housing choices. I vote for the Shared Solution. I urge UDOT to seriously study the Shared Solution alternative that dozens of community members have spent countless hours developing (because our state agency neglected to.) And then I urge UDOT to seriously rethink the logic of forever increasing capacity for single occupancy automobiles.

## Comment 806

### Response Section in Chapter 32



32.2.1A  
32.14.2A  
32.11.1A  
32.5.1D  
32.2.1G

Comment #: 806

Date: 8/30/2013

Source: Website

Name: Angie M Branch

Location: sandy

#### Comments:

I support a solution that keeps traffic away from the east side wetlands of the great salt lake.

I feel the west Davis corridor will drastically reduce the bird and wildlife populations, will increase air pollution, and negatively affect the families and neighborhoods in the area.

Please give greater consideration for the shared solution.

## Comment 807

Response  
Section in  
Chapter 32



32.14.2A

**Comment #:** 807

**Date:** 8/30/2013

**Source:** Website

**Name:** Tracie Kirkham

**Location:** Salt Lake City

**Comments:**

Dear UDOT,  
Thank you for your dedicated efforts on transportation issues in the Salt Lake /Davis County areas.

I am concerned about the loss of barn owl habitat that may come along with the West Davis Project. Please make specific changes to the project such that the barn owls will continue to thrive in this area.

Thank you,  
Tracie

## Comment 808

Response  
Section in  
Chapter 32



32.2.1H  
32.5.1D  
32.2.1A  
32.1.2G  
32.11.1A

**Comment #:** 808

**Date:** 8/30/2013

**Source:** Website

**Name:** Jenny Brady

**Location:** Syracuse

**Comments:**

I live in close proximity of the proposed west corridor road in Syracuse City. It is one thing to have a Legacy style freeway, but a large raised freeway is really concerning for our entire neighborhood's quality of life. It will forever our wonderful city for the worse. Please consider other options, like connecting to mass transit, that will reduce our poor air quality (since ours is one of yhe worst in the nation),impacts fewer homes and reduced environmental impacts.

Thanks for your time,  
Jenny Brady

## Comment 809

### Response Section in Chapter 32



Comment #: 809

Date: 8/30/2013

Source: Website

Name: Spencer Moffat

Location: Farmington

#### Comments:

I live within 1000 of the proposed West Davis Corridor alignment through Farmington. I appreciate UDOT's focus on planning for future growth and the requisite transportation infrastructure this requires, but I am concerned about the West Davis Corridor. I am most concerned with the alignment through West Farmington. Specifically, I am concerned about environmental effects of the road -- it's proximity to natural habitats and wetlands, contribution to pollution, and elimination of a conservation easement meant to protect sensitive areas that was recorded over Buffalo Ranches. We moved to the area on the account of open spaces and proximity to natural areas, and the commitment to protect them. I am disappointed to see these environmental assets disregarded in the name of purportedly saving money and pursuing the easy solution to accommodate future growth. The pollution (noise, air, and sound) created by the highway is a significant concern for me and my family. My preference is no roadway, and preservation of the existing assets in the area as they are. If a road is built I strongly urge UDOT to be sensitive to the environmental implications a road through the area will have. I hope UDOT will design a road that strikes a balance of distance between homes and environmentally sensitive areas, achieves minimal visual impact to homes (not built up high), uses quiet pavement and berms to minimize noise, and restricts speed and large trucks as well as advertising.

32.3C

32.12A

32.11.1A

32.2.3A

32.2.1H

## Comment 810

### Response Section in Chapter 32



Comment #: 810

Date: 8/30/2013

Source: Email

Name: Natalie Shurtliff

Location: Farmington

#### Comments:

I strongly oppose the freeway coming to West Farmington! I am frustrated that it was planned for up North and home owners were well aware that the freeway was planned for their area! Yet, plans changed and now, the freeway is coming to an area planned to include an elementary school, homes, and will go through land that will disturb wildlife and other beautiful areas. I moved to West Farmington to get away from the freeway and now I get to look out at a raised freeway with billboard signs?!?!?! NO!!!!!! We need to lower the cost of public transportation so more people will use that, decreasing the need for a new freeway to be built. If we want to encourage people to use public transit, building a new freeway is not going to help! If additional road space is needed, why can't we do as many other cities have done and make several lanes of traffic one direction during certain hours of the day and reverse it for the evening commute? This would help with the traffic, yet not require a whole new road. Making public transit more cost effective and using the roads we have more effectively, will eliminate the need for an additional freeway to be built west.

32.2.13C

32.5.1A

32.2.13C

32.2.1J

32.2.1P

32.2.1J

32.2.1A

## Comment 811

Response  
Section in  
Chapter 32



**Comment #:** 811  
**Date:** 8/30/2013  
**Source:** Website  
**Name:** suzanne McDougal  
**Location:** South Jordan

**Comments:**

32.14.3A  
32.14.2A

Please, please, please don't do this to the wetlands that are nationally known as a breeding/migration/feeding ground for some of our continent's most endangered and most beautiful species. I am not an "Environmentalist" I am just a person who cares that we still value life on our planet other than just human life. I wish I could send you pictures of some of the amazing things I have seen and experienced in and around Farmington Bay Migratory Bird Refuge and all of the wetlands that run along Legacy Freeway to the Willard Bay area. Bald Eagles have flown right over my head there. The Heron nesting platforms are a little microcosm of the way we interact.

Please use a solution that will preserve these wetlands. I promise you that it will be a huge loss for our children and grandchildren and their children if we don't.  
Thank you for your time.

## Comment 812

Response  
Section in  
Chapter 32



**Comment #:** 812  
**Date:** 8/30/2013  
**Source:** Website  
**Name:** Jeff Bilsy  
**Location:** Salt Lake City

**Comments:**

32.14.2A  
32.14.2H

The Great Salt Lake and its surrounding wetlands are tremendously important as breeding areas and stopover points for migrating birds. Utah has lost 90% of its wetlands since the 1800's. Wetlands provide vital ecosystem services and anything that jeopardizes remaining wetlands is unacceptable. Noise and light pollution disrupt bird breeding behavior. The wetlands of Farmington Bay and TNC's Shorelands Preserve, and groundwater movement that feed them, will be degraded. This will forever alter some of our favorite birding locations. Wintering raptor habitat along Glover Lane will be affected by the freeway. No degree of mitigation or creation of enhanced habitat will compensate for the permanent loss of this high quality, complex wetland mosaic which now exists along Farmington Bay and the GSL shoreline. I support the SHARED SOLUTION.

32.2.1G



## Comment 813

Response  
Section in  
Chapter 32



32.14.3A  
32.2.3A

Comment #: 813

Date: 8/30/2013

Source: Website

Name: Karin Kirchhoff

Location: Sandy

**Comments:**

We have so little wetlands and the birds are so crowded. I'm sure people can drive a little longer to the two other freeways already built. I just returned from Maine where the Puffins disappeared for 100 years and Alaska where the sea otters were almost hunted to extinction. Life is very limited without the full diversity that we have now.

## Comment 814

Response  
Section in  
Chapter 32



32.14.2A

32.2.13C

32.2.13D

Comment #: 814

Date: 8/30/2013

Source: Website

Name: William P Helsley

Location: Cottonwood Heights

**Comments:**

Extinction is forever. So is wildlife habitat loss. Once it is taken away it can never be regained. This proposed highway goes through and adjacent to wetlands. It goes right by the Buffalo Ranch Pond and then continues right by the Farmington Bay WMA northwest ponds and then directly in front of the Great Salt Lake Nature Center and then cuts across the corner of the northeast pond. There is absolutely no way that this high speed highway will not affect the migrating and nesting shorebirds and waterfowl that occupy this area. The Great Salt Lake Nature Center is used as an educational resource for many schools along the Wasatch front and also will be directly affected by the highway. The Great Salt Lake birding Festival takes place in May of each year and this area is used for field trips for local and out of state visitors. Both of these activities will be affected by the proposed highway. The National Audubon Society has designated Farmington Bay WMA as an IBA (Important Birding Area) with the identification of UT04 and a global priority. To place this highway that close to Farmington Bay is unconscionable.

If it has to be built then the Shepard Lane alternative should be used so that it does not affect this area.

## Comment 815

Response  
Section in  
Chapter 32



Comment #: 815

Date: 8/30/2013

Source: Website

Name: Chris Burns

Location: Farmington

**Comments:**

An elevated freeway makes no sense at all. Trucking in all the base materials. Compacting. Settling issues. The noise pollution from an elevated roadway is unacceptable. The sight pollution is unacceptable. Do not build this road.

32.2.3A  
32.12A  
32.18A  
32.2.3A

## Comment 816

Response  
Section in  
Chapter 32



Comment #: 816

Date: 8/30/2013

Source: Website

Name: Chris Burns

Location: Farmington

**Comments:**

If this roadway is built what's going to happen when new ramps are built? This roadway has so little room to be built already, how are ramps going to be accommodated in the future. Why does the roadway completely bypass Farmington? Why are there no emergency vehicle access points for 10 miles of roadway. This doesn't make sense. Do not build this road.

32.2.2N  
32.2.13C  
32.2.3A

## Comment 817

Response  
Section in  
Chapter 32



32.2.1H  
32.12A  
32.2.3A

Comment #: 817

Date: 8/30/2013

Source: Website

Name: Chris Burns

Location: Farmington

**Comments:**

This roadway is in close and closer proximity to homes and businesses than Legacy. Yet no semi's are banned, no speed restrictions, no noise reducing pavement, no sound walls and billboards are allowed? This makes no sense at all! All of these items should be mandatory if the roadway is built. There should also be not time limitations for these requirements that expire in 10 or 20 years. Do not build this road.

## Comment 818

Response  
Section in  
Chapter 32



32.15A  
32.14.2A  
32.2.3A

Comment #: 818

Date: 8/30/2013

Source: Website

Name: Chris Burns

Location: Farmington

**Comments:**

Home owners are required to carry NATIONAL flood insurance due to the flood plain. Water runoff from rain takes days to runoff or evaporate in current conditions. This roadway will be the equivalent of an earthen dam no matter what measures are taken to build systems into the roadway to drain the water to the west. How will this affect and impact the wildlife, birds and amphibians in this area? Negatively! Do not build this road.

## Comment 819

Response  
Section in  
Chapter 32



Comment #: 819

Date: 8/30/2013

Source: Website

Name: Chris Burns

Location: Farmington

**Comments:**

How has this issue been studied and proposed? Not adequately. Have the health concerns, sleep issues and cancers been looked into to see what the negative impacts are going to be? With house close this roadway is proposed to pass by houses, including mine, I feel that its unacceptable how close the roadway and the lighting will be to people trying to sleep. Do not build this road.

32.11.2A

32.18C

32.2.3A

## Comment 820

Response  
Section in  
Chapter 32



Comment #: 820

Date: 8/30/2013

Source: Website

Name: Chris Burns

Location: Farmington

**Comments:**

As far as I can tell noise pollution has not been addresses or is a concern with this proposed roadway. Why is noise reducing pavement not being proposed? Why are sound barriers not being proposed? Oh ya, because the roadway is elevated, which will create MORE noise pollution. Besides being a huge eyesore. Do Not build this road.

32.12A

32.2.1H

32.12A

32.18A

32.2.3A

## Comment 821

Response  
Section in  
Chapter 32



32.1.2C  
32.2.1A  
32.2.1E  
32.2.3A

Comment #: 821

Date: 8/30/2013

Source: Website

Name: Chris Burns

Location: Farmington

**Comments:**

This objective of connecting to mass transit of completely bypassed in Farmington? How the heck does that make any sense at all? Besides the fact there would be not access on or off in Farmington? This makes no sense. The road makes no sense. Do not build this road.

## Comment 822

Response  
Section in  
Chapter 32



32.11.2A  
32.2.2H  
32.2.3A

Comment #: 822

Date: 8/30/2013

Source: Website

Name: Chris Burns

Location: Farmington

**Comments:**

What air studies have been done. What studies have been to calculate to number of people who are going to get cancer and autism from living close to this freeway. Gov. Herbert has made a major point of reducing air pollution. This road does the exact opposite of that, not matter what projections and studies and models UDOT says they have done. Do not build this road.

## Comment 823

Response  
Section in  
Chapter 32



Comment #: 823

Date: 8/30/2013

Source: Website

Name: Chris Burns

Location: Farmington

**Comments:**

The environment impact from all the petroleum and chemical runoff from this roadway into the wetlands and GSL are unacceptable. This will have irreversible impacts on the Bald Eagle, Pelican, Owl and Hawks that use this area as their HOME and FOOD SOURCE. I see daily animals and birds that you never see anywhere else in Utah. I've lived in Utah for 39 years and have seen animals and birds in West Farmington that I've never seen in Utah before. Do not build this road.

32.13B  
32.14.2A  
32.14.2B  
32.2.3A

## Comment 824

Response  
Section in  
Chapter 32



Comment #: 824

Date: 8/30/2013

Source: Website

Name: Chris Burns

Location: Farmington

**Comments:**

For anyone familiar with the fog in west farmington its a HUGE question mark!!! Why would UDOT think its a good idea to build a freeway through possibly the worst fog area in Utah. There will be severe, fatal accidents due to building this road through west farmington. Neglegence. Do not build this road.

32.2.13C  
32.2.3A



## Comment 825

Response  
Section in  
Chapter 32



Comment #: 825

Date: 8/30/2013

Source: Website

Name: Chris Burns

Location: Farmington

**Comments:**

This roadway is going to have a negative impact on Buffalo Ranch conservation easement. Same for the Buffalo Ranch public trails. Same for the GSL Shoreline trails. Same for the Farmington Bay Wildlife Management Area and the wetlands. Do not build this road.

32.2.13C  
32.3C  
32.10F  
32.2.13C  
32.2.3A

## Comment 826

Response  
Section in  
Chapter 32



Comment #: 826

Date: 8/30/2013

Source: Website

Name: Amberly Evans

Location:

**Comments:**

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 . . . Why doesn't WDC connect to the mass transit connections at Station Park? The corridor will do nothing to benefit the Farmington community if it bypasses our biggest industry and transportation connection. It would largely not even be usable to the people who live in Farmington, though it would disrupt our lives the most.

32.2.1A  
32.2.13D  
32.2.13C

## Comment 827

Response  
Section in  
Chapter 32



Comment #: 827

Date: 8/30/2013

Source: Website

Name: Amberly Evans

Location:

Comments:

32.14.2A

32.14.2B

32.13B

Species of Concern that have been identified in Farmington Bay, such as the Bald Eagle, the American White Pelican, the Burrowing Owl, and the Ferruginous Hawk etc. will be impacted by the proposed freeway. Additionally, the Great Salt Lake will have detrimental impacts as a result of road runoff which will include oil and gas byproducts. Why damage one of our largest tourism draws?!?!?

## Comment 828

Response  
Section in  
Chapter 32



Comment #: 828

Date: 8/30/2013

Source: Website

Name: Amberly Evans

Location:

Comments:

32.2.13C

West Farmington suffers from SEVERE fog, especially in the winter, and most often during peak traffic hours (morning or evening). Often the fog is so bad that homes are not even visible from the street. To add a major highway or freeway to West Farmington would be a significant safety issue while this naturally occurring fog exists.

## Comment 829

Response  
Section in  
Chapter 32



32.10F  
32.3C  
32.2.13C

**Comment #:** 829

**Date:** 8/30/2013

**Source:** Website

**Name:** Amberly Evans

**Location:**

**Comments:**

WDC will damage and impact the Buffalo Ranch public trails and Great Salt Lake Shoreline trails with the implementation of the proposed west Davis corridor. The Buffalo Ranch conservation easement protects a large area of land, approximately 284 acres, located between the residential neighborhood, the Farmington Bay Wildlife Management Area and the wetlands of the Great Salt Lake. These peaceful and beautiful recreational trails have been conserved and maintained by Farmington City for the enjoyment of the public. Please do not destroy a major reason for people to live in West Farmington.

## Comment 830

Response  
Section in  
Chapter 32



32.2.3A  
32.2.2H  
32.11.1A

**Comment #:** 830

**Date:** 8/30/2013

**Source:** Website

**Name:** Ryan Metzger

**Location:** sandy

**Comments:**

I am opposed to this freeway. It encourages more driving, and faster driving. This results in more CO2, ground level ozone, and particulates in the air. Although we live in Sandy, we share the air with Davis County, especially in winter. We have to improve our air!

## Comment 831

Response  
Section in  
Chapter 32



Comment #: 831

Date: 8/30/2013

Source: Email

Name: David Hanscom

Location: Park City

**Comments:**

I strongly oppose the West Davis extension of the Legacy Parkway. I can't believe that you would even consider impacting the few remaining wetlands along the shore of Great Salt Lake. As an avid birder, I spend many days each year in that area. In addition to being a critical nesting site for thousands of birds, the lake shore is a vital stopover for hundreds of thousands of migrating water fowl. Please consider the Shared Solution and do not build more freeways in this area.

32.2.3A

32.14.3A

32.14.2A

32.2.1G

## Comment 832

Response  
Section in  
Chapter 32



Comment #: 832

Date: 8/30/2013

Source: Website

Name: Natasha Seegert

Location: Salt Lake City

**Comments:**

I do not support the construction of a West Davis Freeway for the following reasons:  
Health concerns - I have asthma and do not want additional cars on the road.

Environmental concerns - wildlife and plants will be negatively impacted by construction and they are already threatened by burgeoning human growth.

Climate concerns - encouraging additional cars on the road is simply going to contribute to additional greenhouse gases which contributes to global climate change and climate chaos.

Financial concerns - allocating funding to more roads is a misuse of taxpayer's dollars. All transportation funding should be dedicated to mass transit.

Please be responsible and do NOT build this freeway.

32.2.3A

32.11.1A

32.11.2A

32.14.2A

32.11.3A

32.1.2C

32.2.1J

32.31L

32.2.3A

## Comment 833

Response  
Section in  
Chapter 32



Comment #: 833

Date: 8/30/2013

Source: Website

Name: Hilary Cherrington

Location: Syracuse

### Comments:

As may be noticed from my address, I live on Craig Ln. We have lived here 2 yrs. One of the main reasons we chose to live here was the rural feel of the area; the ability to wake up and maybe hear the cows mooing or to hear crickets chirping at night. We do not want a road here. There is also the Arts Academy to take into consideration. I know if the road goes in there, I will not be putting my children in that school. I read an article in The Islander about how the school is not considered an impact. In the study. How can that be? Doesn't the health and welfare of our children matter? Even with a barrier up, the sound of cars will always be heard and what's going to stop all the fumes being emitted from those cars? We moved out here to get away from all that and this road will just bring it to our front door. I am voting for Alternative A.

32.2.13G

32.11.2A

## Comment 834

Response  
Section in  
Chapter 32



Comment #: 834

Date: 8/30/2013

Source: Website

Name: Kristy Powell

Location: Farmington

### Comments:

Dear UDOT,

I came across a purchase agreement between Senator Adams and Kaysville City. The purchase agreement in and of itself isn't all that unusual, HOWEVER the timing of the agreement is. Originally the West Davis Corridor had two options the Shepherd Lane Option (in Kaysville) and the Glover's Lane Option (in Farmington). In UDOTS original plan the Glover's Lane Option was much more expensive (thus the cheaper, Shepherd Lane was favored), then in October 2012, UDOT suddenly changed their numbers and the Shepherd Lane option became more expensive and the Glover's Lane Option was favored. I find it extremely interesting that a mere three months later Sen. Adams buys this land from Kaysville (now that Kaysville safe from the WDC running through their city.) It just seems that there are some shady things going on between UDOT changing their numbers, Kaysville City not wanting the freeway running through their city and Senator Adams purchasing this large amount of land in Kaysville. Clearly the WDC is for Sen. Adams, and others (including UDOT) who stand to profit from it monetarily, not for the people of the Wasatch Front.

32.31H

32.31O

32.2.13C



## Comment 835

### Response Section in Chapter 32



Comment #: 835

Date: 8/30/2013

Source: Website

Name: nate cook

Location: FARMINGTON

#### Comments:

in my backyard will be the proposed glovers lane section. I beleive udot should include Farmington Citys plans for the shepereal lane area and any other interchanges that udot may include with the glovers lane option should be in your eis. i also support the shared solution. and if all else fails i beg you to make this similar to legacy with tons of trees and trails low burms ect... no raised areas, i think our views are being greatly underestimated! these west views are amazing. we as the farmington meadows hoa are having some of our conservation land that was part of each of our hoa members reason for buying in that area. i personaly will have a part of a easement taken.

32.24A  
32.2.1G  
32.2.1H  
32.18A  
32.3C

## Comment 836

### Response Section in Chapter 32



Comment #: 836

Date: 8/30/2013

Source: Website

Name: Andrea Bailey

Location: farmington

#### Comments:

I am strongly opposed due to flod dangers, wildlife preservation, pollution and noise pollution. IT IS NOT NECESSARY!!!!

32.2.3A  
32.13A  
32.15A  
32.11.1A  
32.12A  
32.14.2A  
32.1.2A

## Comment 837

Response  
Section in  
Chapter 32



32.2.3A

Comment #: 837

Date: 8/30/2013

Source: Website

Name: Jane C Bowman

Location: Salt lake City

**Comments:**

I travel through Davis County on a frequent basis and as get as frustrated with the traffic as the next person, but more freeways is NOT the answer for our short or long term future.

## Comment 838

Response  
Section in  
Chapter 32



32.11.1A

32.2.1G

Comment #: 838

Date: 8/30/2013

Source: Website

Name: Jacob Walker

Location: Salt Lake City

**Comments:**

Air pollution is my biggest concern as a Utah resident with a young family. Building more freeways is a proven path to more single occupant vehicles adding to the worst air in the nation. More freeways are a short sighted solution to a long term issue.

Please show that Utah is smarter than that. Listen to the voice of the people and consider other alternatives, including the Shared Solution. (<http://www.sharesolution.org>)

## Comment 839

### Response Section in Chapter 32



Comment #: 839

Date: 8/30/2013

Source: Website

Name: Christy Gerrard

Location: Farmington

#### Comments:

To Whom it May Concern:

My name is Christy Gerrard. My family and I moved to Farmington just over a year ago from the Foxboro area of North Salt Lake. Part of our reason for choosing the location of our current home was to remove ourselves from the traffic associated with the freeways and highway that intersect around the Foxboro area. Our new neighborhood would be directly impacted by the proposed West Davis Corridor. Our neighborhood is made up of many young families. The kids in our neighborhood enjoy being able to walk freely around the neighborhood and from home to home. The increased traffic from the WDC would have a negative impact on the quality of life and safety of our neighborhood. I would ask you to please consider other options.

Sincerely

Christy Gerrard

,

32.2.13C

32.5.1D

32.2.3A

### Response Section in Chapter 32



Comment #: 840

Date: 8/30/2013

Source: Website

Name: Christine Mikkelsen

Location: Farmington

#### Comments:

I live directly next to where the proposed freeway will go through Farmington. Every day I see numerous birds in the very area the proposed freeway would be and it breaks my heart to think about losing these beautiful birds to make way for a freeway which based on UDOT's own modeling for 2040 will be vastly underutilized. The birds range from pheasants to ibis to Canadian geese to White Pelicans to hawks to the Bald Eagle. All of them currently have space in which to hunt or forage but the proposed freeway will take away acres and acres of habitat and create a hostile environment for these birds and other wildlife that live in the area. I am applauded that the state would even consider placing a freeway so close to a bird refuge - and in this case, two bird refuges - especially since both are part of international flyways and migratory routes for the entire western hemisphere. I understand that some will say people come first but at what cost will there be when nothing wild is left? If these birds had a right to vote, their 100 of thousands of voices would totally over rule any voices in favor of a freeway. I believe that we need to consider the rights of other species on our planet in conjunction with our development efforts to ensure the rights of all are well served. The impacts of any damage done to this migratory flyway will not be able to be reversed and the consequences will be sad and detrimental to say the least. I would like to see more studies conducted relating to how severe the direct and indirect ecologic impacts of this road will be to the Farmington Bay wetlands before a final decision is made related to the proposed WDC.

32.14.2A

32.2.2G

32.1.2A

32.14.2A

32.14.2B

32.14.2H

## Comment 841

### Response Section in Chapter 32



Comment #: 841

Date: 8/30/2013

Source: Website

Name: Christine Mikkelsen

Location: Farmington

#### Comments:

As the Great Salt Lake is unique to the entire world and one of the larger tourist draws to the state of Utah, I am concerned about the damage that the Lake will sustain as a result of the proposed freeway. The Lake will certainly be impacted by trash thrown or blown from vehicles. It will also be impacted by gas and oil byproducts that will run off from the roadway and contaminate the Lake and the soils surrounding the Lake. I am concerned to about allowing semi's carrying various loads which have the potential to spill into the Lake in the event of an accident. I believe the Lake is too great of a natural resource to be put at this kind of risk. Both the impacts to tourism and damage to the Lake itself should be thoroughly weighed against the very minimal benefits to be derived from this freeway. I believe further studies need to be conducted related to the Great Salt Lake itself and the potential impacts it will sustain as a result of the proposed freeway.

32.14.2A

32.13B

32.27C

32.13D

32.14.2A

32.13B

### Response Section in Chapter 32



Comment #: 842

Date: 8/30/2013

Source: Website

Name: Christine Mikkelsen

Location: Farmington

#### Comments:

I got involved with this process as I live directly next to where the proposed freeway will go through Farmington. Through that involvement process, I have become acquainted with the Shared Solution as a possible option in lieu of the proposed freeway. The Shared Solution makes much more sense to be considered as a better use of our tax dollars than does this freeway. The Shared Solution will encourage job growth within Davis County rather than turn Davis County even further into a sleeper community for Salt Lake City. The Shared Solution will reduce the time people spend sitting at intersections in Davis County which will improve our air quality due to reduced idle times. The Shared Solution will make improvements in the areas people are currently driving rather than giving them a road through the middle of no-where and extending the number of miles they are required to drive. The Shared Solution will improve our quality of life in Davis County rather than ruin it for those people living next to the proposed freeway. I believe that the Shared Solution should be the first option considered to improve traffic flow in Davis County rather than expending an enormous amount of tax payers' dollars for a freeway that will only benefit some at the expense of hurting others. Why not go with an option that will improve things for everyone - from air quality to job growth to reduced drive times?

32.2.1G

## Comment 843

### Response Section in Chapter 32



Comment #: 843

Date: 8/30/2013

Source: Website

Name: Christine Mikkelsen

Location: Farmington

#### Comments:

I grew up in Utah and moved away for nearly 30 years. I have returned to a state that I barely know in terms of open space and air quality. I understand that growth in this area has been great, but measures are going to have to be taken to address our air quality and water use issues. We need sustainable growth, not something that will leave us all without any clean air to breathe. Governor Herbert has been encouraging us over and over again to drive less to reduce our air quality issues. He has stated that vehicles are the main reason for our air quality problems. If that is the case, why would we build another freeway to making driving more that much easier? In addition, why would that proposed freeway not be connected to currently existing mass transit? Case in point being that the proposed route of the WDC does not connect to the recent Front Runner connections put in at Station Park in Farmington. Shouldn't we be looking at more mass transit options to help improve our air quality than yet another freeway to increase driving levels? We certainly do not want to end up looking like California - and unfortunately, our air is already there and often worse! Let's look at some better options such as the Shared Solution that will improve our existing infrastructure and allow more options to just more time spent driving in our air polluting vehicles.

32.2.2H

32.2.13D

32.2.1A

32.2.1G

## Comment 844

### Response Section in Chapter 32



Comment #: 844

Date: 8/30/2013

Source: Website

Name: Christine Mikkelsen

Location: Farmington

#### Comments:

I live directly next to where the proposed freeway will go through Farmington. As a tax payer, I question whether the \$600M plus price tag is worth the benefits that will be derived from this freeway. Recent national rankings put Utah's roads at 26th in the nation. That's like getting a C on our road conditions and quality. I don't believe being average in our road quality puts us at a point that we should consider building even more roads and increasing the costs associated with maintenance issues when our current roads are not being maintained at as high of a level as they could or even should be maintained. I believe we should improve our existing infrastructure first and bring our current road performance to a higher level before we consider further taxing the performance of our roads by building yet another major roadway to be maintained. I am also concerned with the current funding environment for all governmental agencies if this is the best use of our \$600M+ in tax payers monies. Are there other areas of higher priority that the state should be using this funding on? Especially in lieu of UDOT's own modeling data for 2040 that indicates that this road is not needed and will be vastly underutilized?

32.2.3A

32.2.1A

32.31L

32.1.2A

32.2.2G



## Comment 845

### Response Section in Chapter 32



Comment #: 845

Date: 8/30/2013

Source: Website

Name: Christine Mikkelsen

Location: Farmington

#### Comments:

I live directly next to where the proposed freeway will go through Farmington. I am greatly concerned about the increased light levels that will result from living so close to the proposed freeway. Numerous studies link light pollution to various health concerns including sleep issues and some types of cancer. Light pollution has also been shown to have negative effects on bird populations, especially on migrating and nesting birds, and I am worried about what impacts this will have on the 100 of thousands of birds that use this area during their migrations and for a wintering area. There is specialized lighting available for freeways that directs light down rather than out, thereby reducing light pollution concerns. I do not see where this type of lighting is included in the DEIS. I would like to see this issue seriously addressed with the full costs of this lighting included as a required part of the WDC estimate to help reduce the potential impacts of this freeway to both the immediate neighborhoods as well and the migrating and wintering bird populations in close proximity to the proposed freeway.

32.18B

32.14.2A

32.14.2H

## Comment 846

### Response Section in Chapter 32



Comment #: 846

Date: 8/30/2013

Source: Website

Name: Christine Mikkelsen

Location: Farmington

#### Comments:

I live directly next to where the proposed freeway will go through Farmington. I am greatly concerned about the noise levels we will experience as a result of this freeway. I have found nowhere in the DEIS where any type of noise migration efforts - i.e. sound reducing pavement or sound walls - have been included in the price of this freeway. There is also nothing listed such as reduced speed limits or not allowing semi's to drive on the road to reduce noise levels. I feel that at the very least, the WDC should have to follow the same noise reducing efforts that were employed for the Legacy highway. I am greatly disturbed that these items to reduce noise levels were not included in the cost estimates associated with this freeway. I believe that not doing so paints a distorted and unrealistic picture of the true costs of the freeway because UDOT has to know that based upon the legal history associated with Legacy highway, these issues will be brought up. Why wasn't UDOT proactive in their estimate related to noise reducing efforts associated with this freeway? Why didn't UDOT at least afford the neighbors to this freeway the courtesy of attempting to take measures to reduce the impacts that this freeway will present to our neighborhoods?

32.12A

32.2.1H

32.31B

32.12A

## Comment 847

Response  
Section in  
Chapter 32



32.15A

Comment #: 847

Date: 8/30/2013

Source: Website

Name: Christine Mikkelsen

Location: Farmington

**Comments:**

I live directly next to where the proposed freeway will go through Farmington. When we purchased our home, we discovered that the back of our property lies within a 100 year flood plain. As a result, we are required to carry flood insurance in order to obtain a mortgage on our home. While Utah has been experiencing drought conditions for the past few years, it was only in the late 80's that the state invested millions of dollars to construct pumps to decrease flooding the state was experiencing. I am concerned that since all rain received in Davis County drains toward the Great Salt Lake, building a 14 to 30 foot high barrier between us and the Lake will create severe drainage issues for Davis County and in particular to neighborhoods like ours that directly border the freeway. What is being done to insure that this freeway will not become a dam preventing drainage to the Great Salt Lake and flooding nearby neighborhoods?

## Comment 848

Response  
Section in  
Chapter 32



32.15A

Comment #: 848

Date: 8/30/2013

Source: Website

Name: Christine Mikkelsen

Location: Farmington

**Comments:**

I live directly next to where the proposed freeway will go through Farmington. When we purchased our house, we discovered that the back of our property lies within a 100 year flood plain. As a result, we are required to carry flood insurance in order to obtain a mortgage on our home. While Utah has been experiencing drought conditions for the past few years, it was only in the late 80's that the state invested millions of dollars to construct pumps to decrease flooding the state was experiencing. I am greatly concerned with \$600M+ of our tax dollars being used to construct a freeway through an area that has the potential to be severely flooded again in the future. I don't feel that the people of Utah should have to be the "flood insurance" for such a venture. The fact that the road requires elevation of between 14 to 30 feet for its construction indicates that water is still an issue with building in this area. What are the additional maintenance costs that will be associated with maintaining this roadway through such wet / unstable soil and has the potential for future flooding impacts been fully considered?

## Comment 849

### Response Section in Chapter 32



32.2.13C  
32.5.1D  
32.11.1A  
32.1.2A  
32.2.2G  
32.2.3A  
32.2.13C  
32.1.2A

**Comment #:** 849  
**Date:** 8/30/2013  
**Source:** Website  
**Name:** Christine Mikkelsen  
**Location:** Farmington

**Comments:**

I live directly next to where the proposed freeway will go through Farmington. We and our neighbors moved to this area due to its distinct rural environment and the quiet of the county this area provides. The construction of a freeway in such close proximity to our neighborhood will ruin everything that attracted us to this area. The rural feel and sounds of the area will be gone. Our air will change from the clean country air we currently experience to that of a city atmosphere. I understand that this area continues to grow, but at what cost and where/when does it stop? Where will the next freeway be built? Right through the middle of the Great Salt Lake? The studies I have read on this freeway from UDOT's own modeling data for 2040 indicate that the road is not needed and will be vastly underutilized. Why destroy what is still a pristine area and negatively impact so many people's quality of life for a freeway that is not needed?

## Comment 850

### Response Section in Chapter 32



32.18A  
32.8C

**Comment #:** 850  
**Date:** 8/30/2013  
**Source:** Website  
**Name:** Christine Mikkelsen  
**Location:** Farmington

**Comments:**

I live directly next to where the proposed freeway will go through Farmington. On a regular basis, we have people stop us while we are in our front yard asking us how they can get to Antelope Island and the Great Salt Lake. They come through our neighborhood because the views of the Island and the Lake are so spectacular. They are most often tourists from other states but we have also had international visitors in our neighborhood as well asking about the Lake and the Island including people from France, Norway, England, and Saudi Arabia. I believe that building an elevated freeway in this area will have a severe impact on our western views for not only the neighborhood but also the people who come specifically to see the Lake and the Island. What types of studies have been conducted to determine what effects on tourism the freeway will have?

## Comment 851

Response  
Section in  
Chapter 32



32.2.13C

**Comment #:** 851

**Date:** 8/30/2013

**Source:** Website

**Name:** Christine Mikkelsen

**Location:** Farmington

**Comments:**

I live directly next to where the proposed freeway will go through Farmington. We had approximately three feet of snow in our yard several times this past winter as a result of lake effect snow. This occurred during what is now considered to be a drought year and when snow was not nearly as deep near I-15. Has consideration been given to the additional costs that will be incurred keeping the proposed freeway clear of snow resulting from lake effect snow? To include the additional snowplows that will be required and the additional plow time that will be needed to remove the snow that occurs at a greater depth and rate here than it does on I-15?

## Comment 852

Response  
Section in  
Chapter 32



32.14.1C

32.14.2A

32.14.2B

**Comment #:** 852

**Date:** 8/30/2013

**Source:** Website

**Name:** Christine Mikkelsen

**Location:** Farmington

**Comments:**

I live directly next to where the WDC is proposed to go through Farmington. From my backyard, I watch the commercial airplanes drop in altitude on their final approaches to the Salt Lake City airport. They are often quite low during their final approaches. I am concerned that placing a freeway in this proposed location will cause the birds to move farther west and more directly into the path of the low flying planes coming into the Salt Lake Airport raising the potential for bird strikes. I am also concerned that the elevated freeway will force the birds higher than they currently fly, further increasing the potential for bird strikes. Has this been given any research or study? I believe the WDC will greatly increase the potential for bird strikes since there are 100's of thousands of birds that migrate through this area and their flights will be altered by the freeway.

## Comment 853

Response  
Section in  
Chapter 32



32.2.13C

**Comment #:** 853

**Date:** 8/30/2013

**Source:** Website

**Name:** Christine Mikkelsen

**Location:** Farmington

**Comments:**

I live directly next to where the proposed freeway will go through Farmington. My house is on a slight bend in the road coming through the neighborhood. This past winter, we had three cars in our front yard due to slippery road conditions and fog. That was where cars are traveling at less than 30 mph. The fog in this area is extremely dense due to our proximity to the lake. In addition to lake effect snow, we also get lake effect fog. By the time you get as far east as Clark Lane near Station Park, the fog is always much lighter. However, it can stay extremely dense in the location of the proposed freeway until mid-morning. Has any consideration been given to the safety concerns associated with decreased visibility as a result of the fog we receive in this area?

## Comment 854

Response  
Section in  
Chapter 32



32.2.13B

**Comment #:** 854

**Date:** 8/30/2013

**Source:** Website

**Name:** Sherri Simmons

**Location:** Farmington

**Comments:**

I favor the Glover Lane option. I feel that Mayor Harbertsons comments that this option doesn't benefit Farmington, and bi passes Farmington is inaccurate. Glover Lane is in Farmington and travelers only need to back track a little bit to get to the business section in Farmington. There are already 2 Highways which directly connect to Lagoon, Station Park and the Fair Grounds. We DO NOT need a 3rd Highway which connects to these same areas.



## Comment 855

Response  
Section in  
Chapter 32



32.2.1H

**Comment #:** 855

**Date:** 8/30/2013

**Source:** Website

**Name:** Bernard Josten

**Location:** Farmington

**Comments:**

Already residents of west Farmington suffer the noise of I-15, Legacy Parkway, the rail road and Front Runner. The EIS says the WDC speed limit will be 65 mph and there will be no noise dampening construction elements. Should the WDC run the Glover Lane route, recommend a speed limit of 55 mph and use sound dampening materials--not a concrete roadbase.

## Comment 856

Response  
Section in  
Chapter 32



32.24A

**Comment #:** 856

**Date:** 8/30/2013

**Source:** Website

**Name:** Bernard Josten

**Location:** Farmington

**Comments:**

The EIS indicates the recommended WDC would not have any access points from I-15 to 200 N in Kaysville. Nevertheless, community leaders indicated there is a plan for access to WDC at Shepard Lane. It is misleading at best to leave that cost out of the study. Comments by residents who live near Shepard Lane at the UDOT briefing at Legacy Center made it clear they thought cost was the key reason the Shepard Lane option was not chosen. This should be corrected in the study.

## Comment 857

Response  
Section in  
Chapter 32



32.2.1G  
32.2.1P

Comment #: 857

Date: 8/30/2013

Source: Website

Name: Bernard Josten

Location: Farmington

**Comments:**

Recommend UDOT review the Shared Solution. When I lived in Washington DC, there were a couple center lanes on many roads that served as HOV lanes going into town in the morning. The same lanes were outbound HOV lanes for the evening rush hour. Bridge posts are currently in the center of the roadway, but it seems to me the road could be shifted to the right or left to keep center HOV lanes together. This solution would avoid wrapping Farmington with freeways.

## Comment 858

Response  
Section in  
Chapter 32



32.2.13C  
32.14.2A  
32.14.2B  
32.2.1G  
32.2.3A

Comment #: 858

Date: 8/30/2013

Source: Website

Name: Kris Van Fleet

Location: Salt Lake City

**Comments:**

Please do not build the proposed West Davis freeway in the proposed location. This will affect hundreds of thousands of migratory birds who use these wetlands around the Great Salt Lake. Also, the Bald Eagles who come to Farmington Bay to winter each year. There are so many things working against these birds and their bi-yearly migration it's a shame to add yet another obstruction for them. I am asking you to please consider the proposed "compromise" freeway.

Thank you.  
Kris

## Comment 859

Response  
Section in  
Chapter 32



Comment #: 859

Date: 8/27/2013

Source: Website

Name: Kris Van Fleet

Location: Salt Lake City

**Comments:**

I am writing to let you know I am against your proposed West Davis Corridor to be built in west Farmington. This will have a negative impact on the environment which offers a rest stop and feeding grounds for millions of migratory birds each spring and fall. The effects will be permanent on Farmington Bay Migratory Wildlife Refuge.

I would ask that you consider the "compromise" plan that has been offered. It will have much less impact on Farmington Bay itself.

Sincerely,  
Kris Van Fleet

32.2.13C  
32.14.2A  
32.31D  
32.2.1G  
32.2.3A

## Comment 860

Response  
Section in  
Chapter 32



Comment #: 860

Date: 8/30/2013

Source: Website

Name: Shawn Olsen

Location: Kaysville

**Comments:**

I support UDOT proposed alternative for the WDC project. Thank you.

32.2.13A

## Comment 861

### Response Section in Chapter 32



Comment #: 861

Date: 8/30/2013

Source: Website

Name: Jeanne Hauze

Location: Farmington

#### Comments:

What happened the Legacy Extension? Seems it is now the West Davis Corridor, which includes high speeds, and trucks. I am dismayed at this change. I am 69 years old and a former resident of Bountiful, UT. We moved to West Farmington for a reason. It is clean and quiet. We have the availability of Trax when needed, and when we purchased our property in Dec. 2009, your plan was to "extend Legacy Highway" using the existing interchange with the addition of using Shepard Lane. In the few short years we have enjoyed our environment, suddenly there is a change of plan, and the change seems to be based on criteria that only benefits a few. Gosh, I am so sorry that a few golfers will need to give up 3 feet of their precious 14th hole, or persons who built homes knowing the highway extension was traveling near their homes, have now decided they do not want it. We have a 15 year old in our home who has hydrocephalus, and is EXTREMELY sensitive to noise. I have sarcoidosis, which affects my pulmonary system. We moved to our location with deliberateness, after much research. Farmington is the community which you feel would best be burdened with the freeway, however, we are the most impacted with the least benefits. If you believe it is necessary for other communities to have the convenience of this new road, then, put it in their neighborhood not mine. You have pitted neighborhoods against neighborhoods, you have ignored the Governor's advice that we "DRIVE LESS", and use mass transit, you have given preferential treatment to those who can afford to sue, you are ignoring the environmental impact. I do not want noise and air pollution in my back yard. If you look at a map, you will see the smallest distance between the Wasatch front and the Great Salt Lake is Farmington. We are small, and we are being surrounded by freeways. Lets work together to move commuter traffic using mass transit as they do successfully on the East Coast, and in other countries. I value the air I breathe and peace and quiet.

32.2.1H

32.2.13C

32.5.1A

32.12A

32.11.1A

32.11.2A

32.2.13C

32.2.2H

32.2.2D

32.2.1A

## Comment 862

### Response Section in Chapter 32



Comment #: 862

Date: 8/30/2013

Source: Website

Name: Camille Sipe

Location: Farmington

#### Comments:

issues for me..  
\*wild life habitat.. I don't want their sanctuary destroyed!  
\*UGLY pollution.. sound, air and light.. what about the fog.. will it get worse than it already is?  
\*why does it need to be SO CLOSE to existing homes in Farmington.  
\*does my property value go down?  
\*if HAS to go right behind my house.. push it more out west and make it a legacy parkway type road.  
\*Is there really a need for it right now?  
\*We will get our west view destroyed.  
\* we will be locked in by freeways. I see a potential flooding issue.  
PLEASE PLEASE PLEASE think about the SHARED solution!!!

32.14.2A

32.12A

32.2.13C

32.11.1A

32.2.8D

32.8A

32.2.8D

32.2.1H

32.1.2A

32.18A

32.15A

32.2.1G

## Comment 863

Response  
Section in  
Chapter 32



Comment #: 863

Date: 8/30/2013

Source: Email

Name: Kyle Stowell

Location: Farmington

**Comments:**

1. A number of people are arguing against building the WDC. With the growth we are experiencing, the WDC needs to be built sooner than later.
2. The alignment choice does a great job of balancing wetland concerns with the need to avoid impacting human and animal habitats.

Please move ahead with building this road along the preferred alignment!

32.1.2B

32.2.13A

## Comment 864

Response  
Section in  
Chapter 32



Comment #: 864

Date: 8/30/2013

Source: Email

Name: Bryan (BK) & JulieAnn Bostick

Location:

**Comments:**

I wanted to send a quick line of thanks to all those involved within the West Davis Corridor EIS. It's obvious serious thought went into the study, analyzing various impacts to the environment, residents, and greater community.

As a resident of Farmington within the Hunter's Creek area, I believe the correct recommendation was reached and look forward to a long and bright future as our children grow up here.

Thank you so much,

B.K. Bostick

32.30B

32.2.13B



## Comment 865

### Response Section in Chapter 32



32.2.13C

32.310

32.31H

32.310

32.31H

32.2.1J

Comment #: 865

Date: 8/26/2013

Source: Email

Name: Kristy Powell

Location: Farmington

Comments:

Subject: Transportation (West Davis Corridor) UDOT

To Whom it May Concern, My name is Kristy Powell and I am a resident of Farmington. When I tried to figure out why UDOT wants to build the West Davis Corridor when Farmington already hosts, I-15, Highway 89, FrontRunner and Legacy Parkway (not to mention Union Pacific) I was lead to Sen. Adams . . . and then to his real estate developments. I also found a conflict of interest and financial disclosure form signed by Senator Adams. Please note the substantial amount of property listed on page 3, #3. As you can see, Senator Adams has a lot to gain from the construction of the West Davis Corridor. As a Senator, Stuart Adams sponsored Senate Bill 229, which earmarked in excess of \$60 million each year for UDOT's highway construction projects, such as the WDC freeway which links Senator Adam's real estate developments with the new freeway he helped finance with Utah taxpayer dollars. It's a fairly simple business model. Buy rural land cheap. Use your political office to influence UDOT to build roads to your land, and then sell the land at many times the price you paid for it. Simple, and according to the legislature's rules, totally ethical and legal. I just can't help but be slightly sickened by this. I discovered a purchase agreement between Senator Adams and Kaysville City. The purchase agreement in and of itself isn't all that unusual, HOWEVER the timing of the agreement is.

Originally the West Davis Corridor had two options the Shepherd Lane Option (in Kaysville) and the Glover's Lane Option (in Farmington). In UDOTS original plan the Glover's Lane Option was much more expensive (thus the cheaper, Shepherd Lane was favored), then in October 2012, UDOT suddenly changed their numbers and the Shepherd Lane option became more expensive and the Glover's Lane Option was favored. I find it extremely interesting that a mere three months later Sen. Adams buys this land from Kaysville (now that 8/27/13 State of Utah Mail - Transportation (West Davis Corridor) UDOT <https://mail.google.com/mail/u/0/?ui=2&ik=ed93aecbf4&view=pt&search=inbox&th=140bc11b2e2910982/2> Kaysville safe from the WDC running through their city.) It just seems that there are some shady things going on between UDOT changing their numbers, Kaysville City not wanting the freeway running through their city and Senator Adams purchasing this large amount of land in Kaysville. UDOT changes their numbers to please whom they want to please. The West Davis Corridor is not the answer for the people of the Wasatch Front. It is fiscally irresponsible to spend \$600 million of tax payers when we have so many options that aren't being fully utilized. Why not put that \$600 million in to making FrontRunner less expensive and more user friendly. I take ride FrontRunner ONCE a year, and that is when I take my kids, in the summer for their fun activity for that week. We ride the train! It is too expensive to take otherwise. Please, we already have all the pieces on the on the game board, we just need to play a smarter game.

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