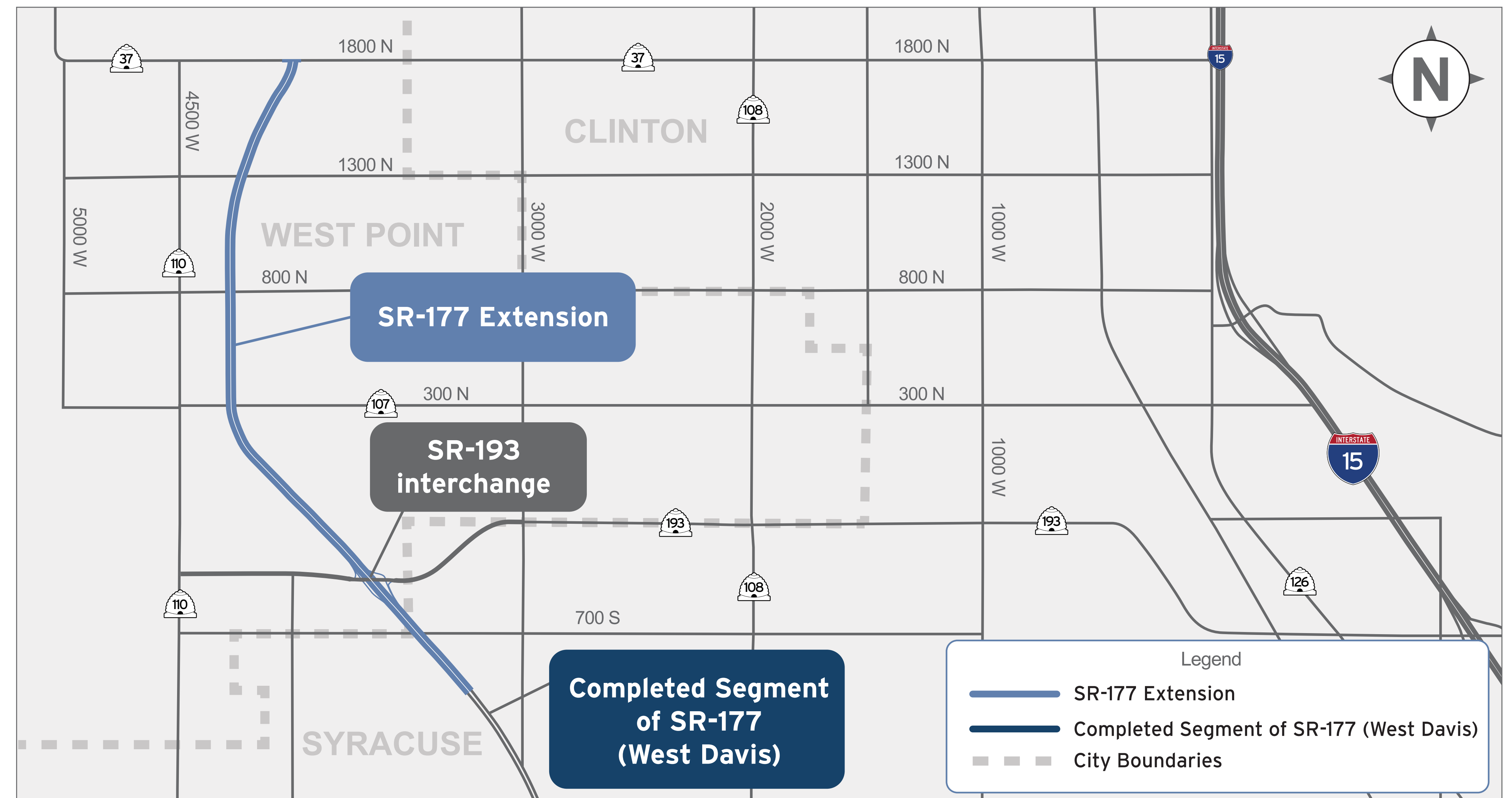


# Welcome

Welcome to the open house for the SR-177 (West Davis) Project, extending 2.5 miles from SR-193 to 1800 North in West Point. This extension includes new interchanges, bridges, and trail connections to accommodate the projected 43% increase in population and a 74% increase in households in western Davis and Weber counties by 2050.

## Key Features:

- Four-lane highway extension
- New interchange at SR-193
- Bridges over 300 North, 800 North, and 1300 North
- At-grade intersection at 1800 North
- Emigrant trail extension connecting to 5500 West trail in Weber County

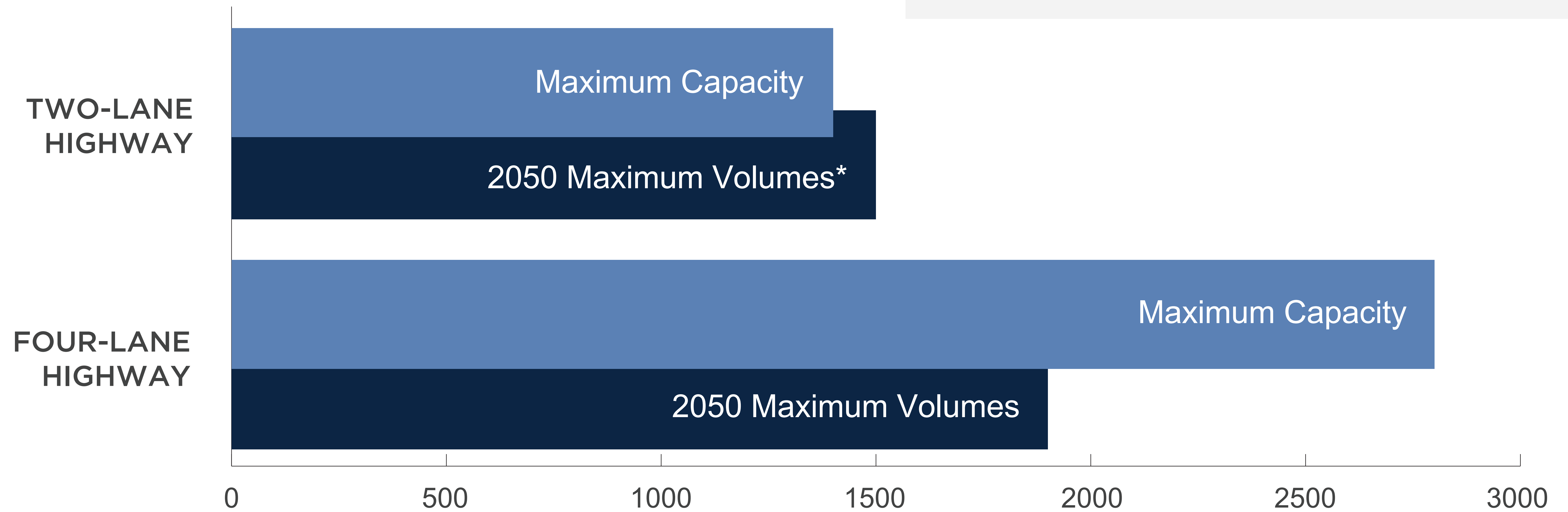


# Meeting the Transportation Need

In 2017, an Environmental Impact Statement (EIS) proposed one lane in each direction between SR-193 and 1800 N. Due to growth projections looking out to 2050, travel demand now shows a need for two lanes each way.

**2017 Plan:** 1 lane each direction  
**Updated Plan:** 2 lanes each direction

## 2050 traffic volume vs. capacity



\* Expected 2050 traffic exceeds the capacity of a two-lane highway



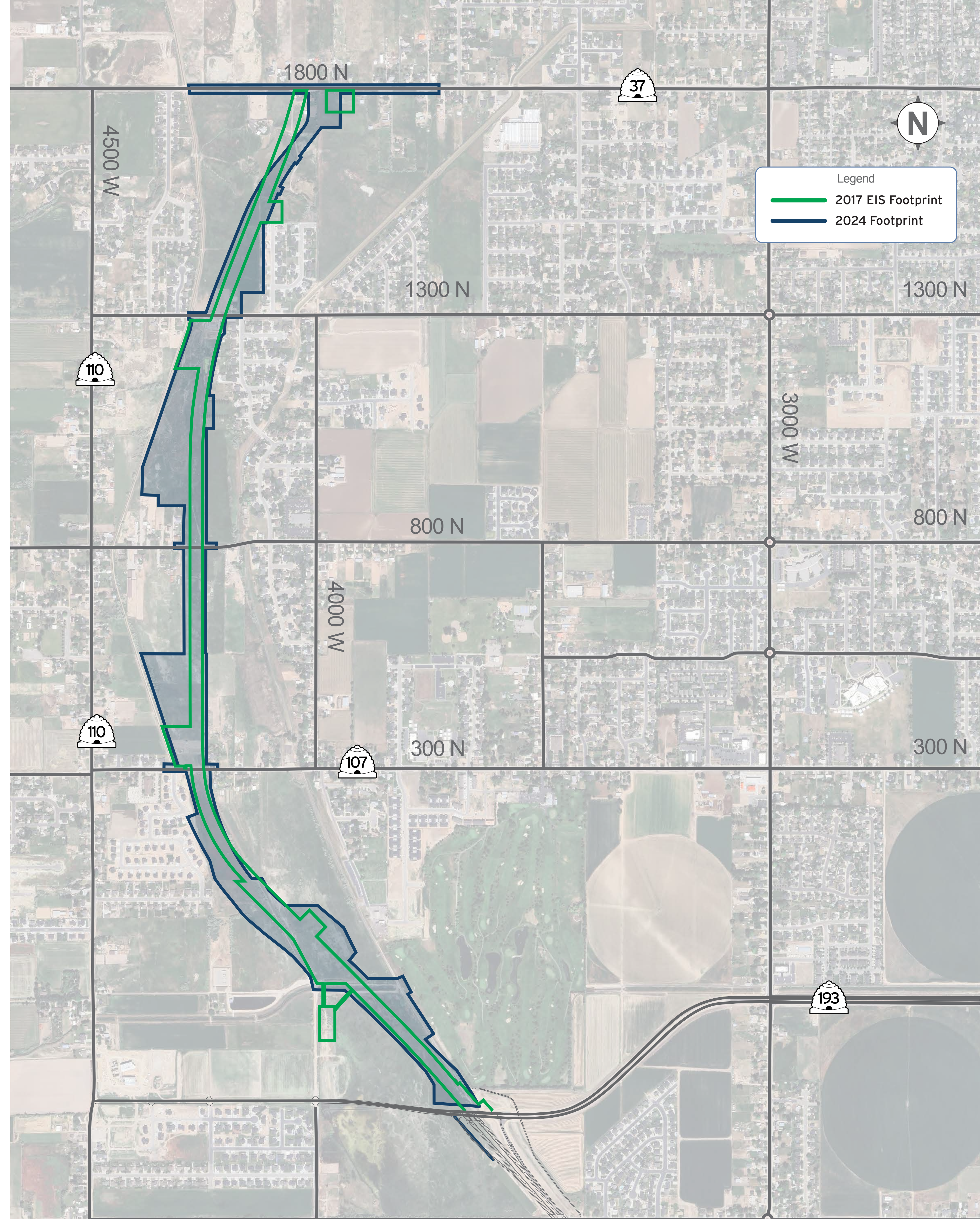
# Revised Project Footprint

The updated design has expanded the EIS project footprint for the additional lanes.

The expanded footprint also includes:

- Design refinements for safety
- Revised drainage ponds
- Room for utility relocations

*Speak with our engineering team for specific questions.*





# Environmental Re-evaluation

An environmental re-evaluation is underway to assess the change in impacts of the expanded project footprint to the environmental resources below.

## Table of resources

Impacts to resources shown in **black** text are unaffected by the change in footprint.

Impacts to resources shown in **blue** increased from the impacts identified in the EIS.

- Land Use
- Farmland
- Community
- Environmental Justice
- Transportation
- Economics
- Joint Development
- Pedestrian and Bicyclist
- Air Quality
- Noise
- Water Quality
- Ecosystem
- Floodplains
- Hazardous Waste
- Visual
- Historic, Archaeological, and Paleontological
- Energy
- Construction Impacts
- Indirect Effects
- Cumulative Impacts
- Section 4(f) Resources
- Sequencing
- Permits, Reviews, and Approvals



# Summary of Impacts

The table below summarizes the increased impacts for the entire WDC project with the expanded project footprint.

RESOURCE	ORIGINAL IMPACT IN EIS	REVISED IMPACT
Land Use	Agricultural: 484 acres Residential: 104 acres	Agricultural: 516 acres Residential: 142 acres
Farmland	756 acres	808 acres
Community	302 parcels, 479 acres <sup>1</sup> 38 relocations	309 parcels, 503 acres <sup>1</sup> 39 relocations
Noise	890 impacted receptors	1,094 impacted receptors <sup>2</sup>
Ecosystem	46.1 acres of wetlands	61.9 acres of wetlands

<sup>1</sup> Excludes UDOT-owned properties

<sup>2</sup> Seventy-six of these receptors are newer homes that did not exist at the time of the 2017 EIS



# Property Acquisition

Land acquisition for the highway involves a clear process:

**01** Identify needed properties and owners.

**02** Value the properties.

**03** Determine just compensation.

**04** Negotiate purchase with owners.

*Visit our Property Acquisition team for more details.*

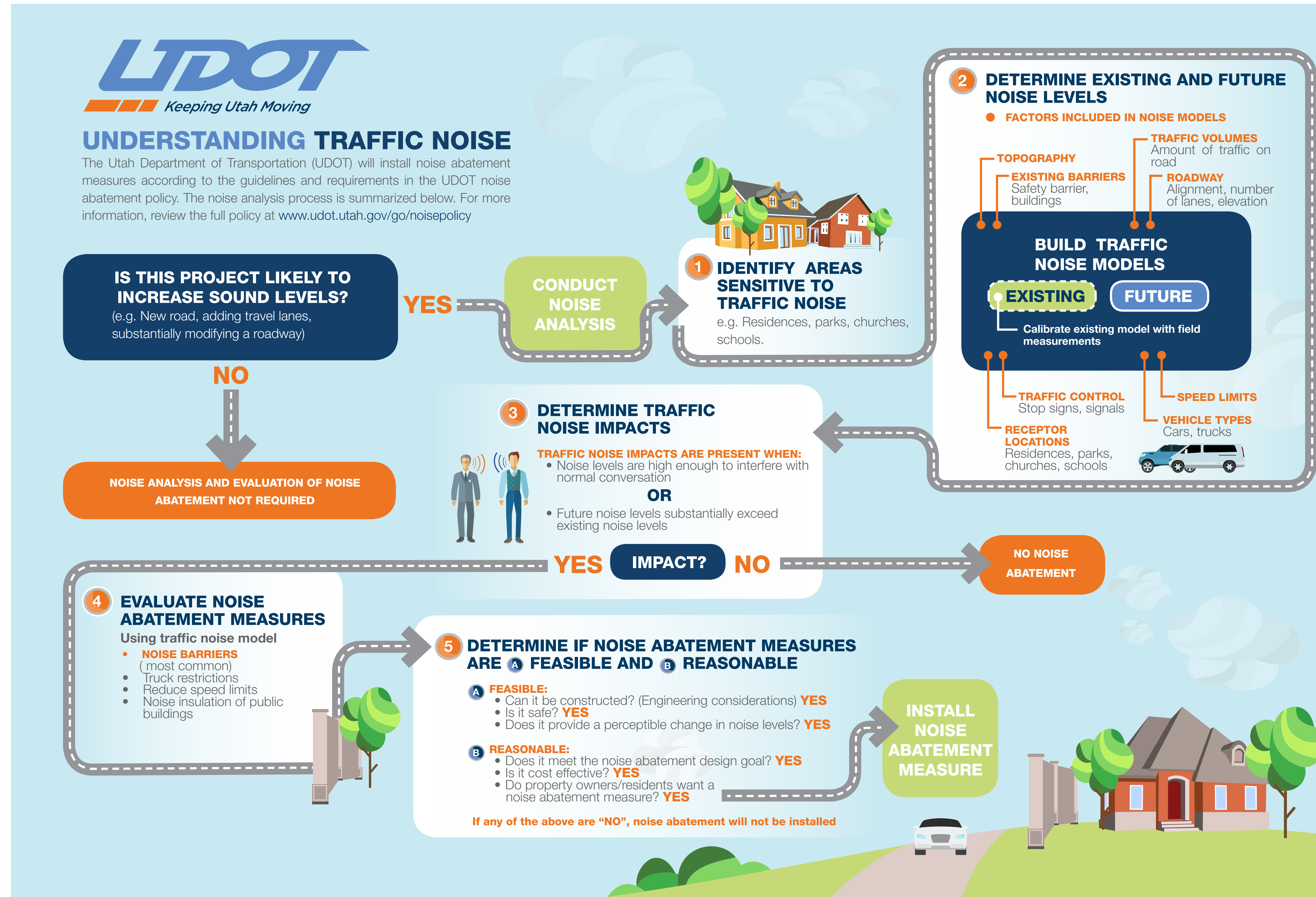


# Noise Policy Summary

UDOT follows federal and state regulations to minimize traffic noise impacts.

This involves:

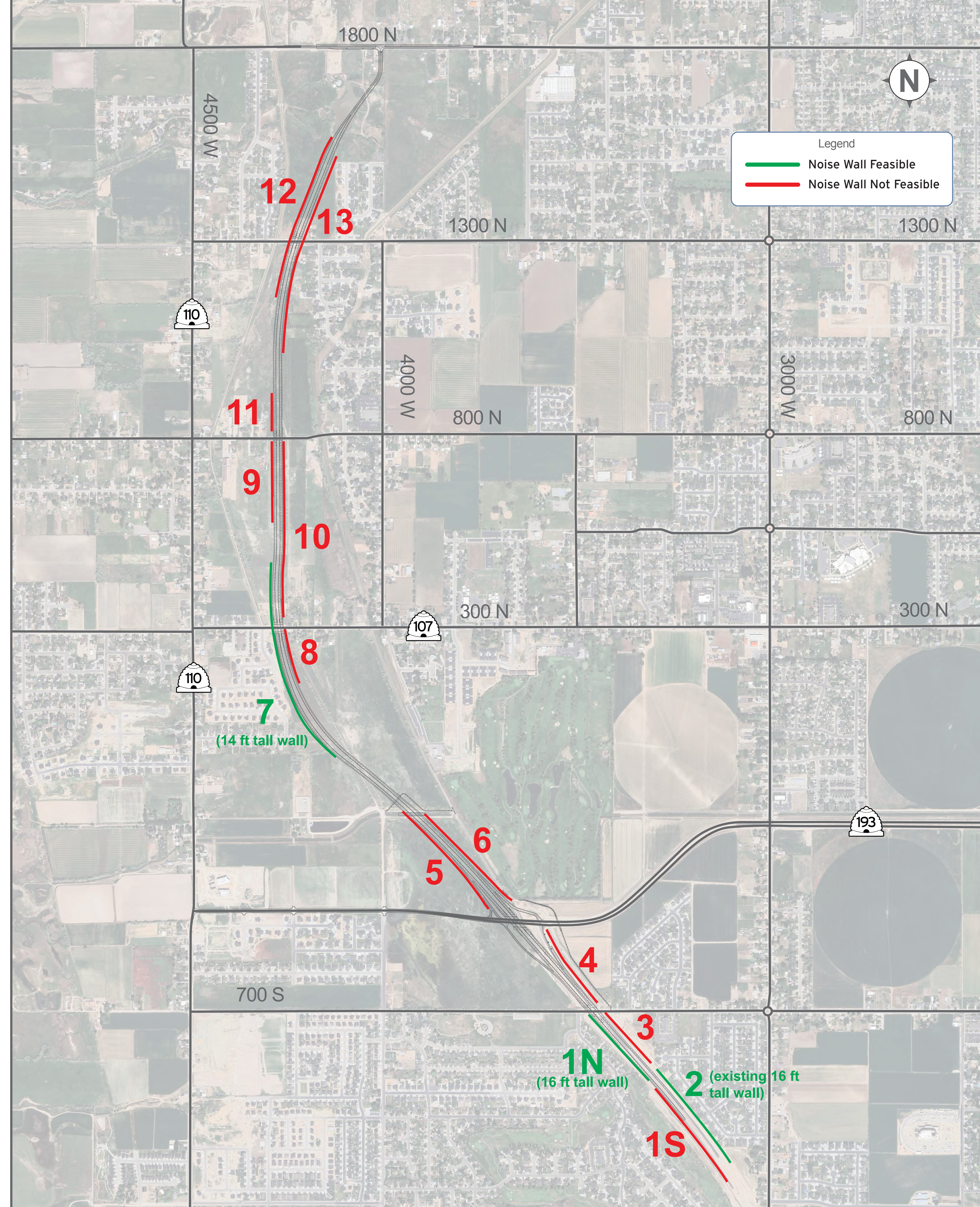
- Identifying sensitive areas.
- Assessing current and future noise levels.
- Evaluating noise abatement options.
- Checking feasibility and community support for noise barriers.





# Noise Walls

This map shows the noise walls that were studied and identifies which walls were determined to be feasible. Balloting will be conducted for walls determined to be feasible.





# Noise Results

This table shows the results of the noise analysis to determine which walls were feasible and reasonable.

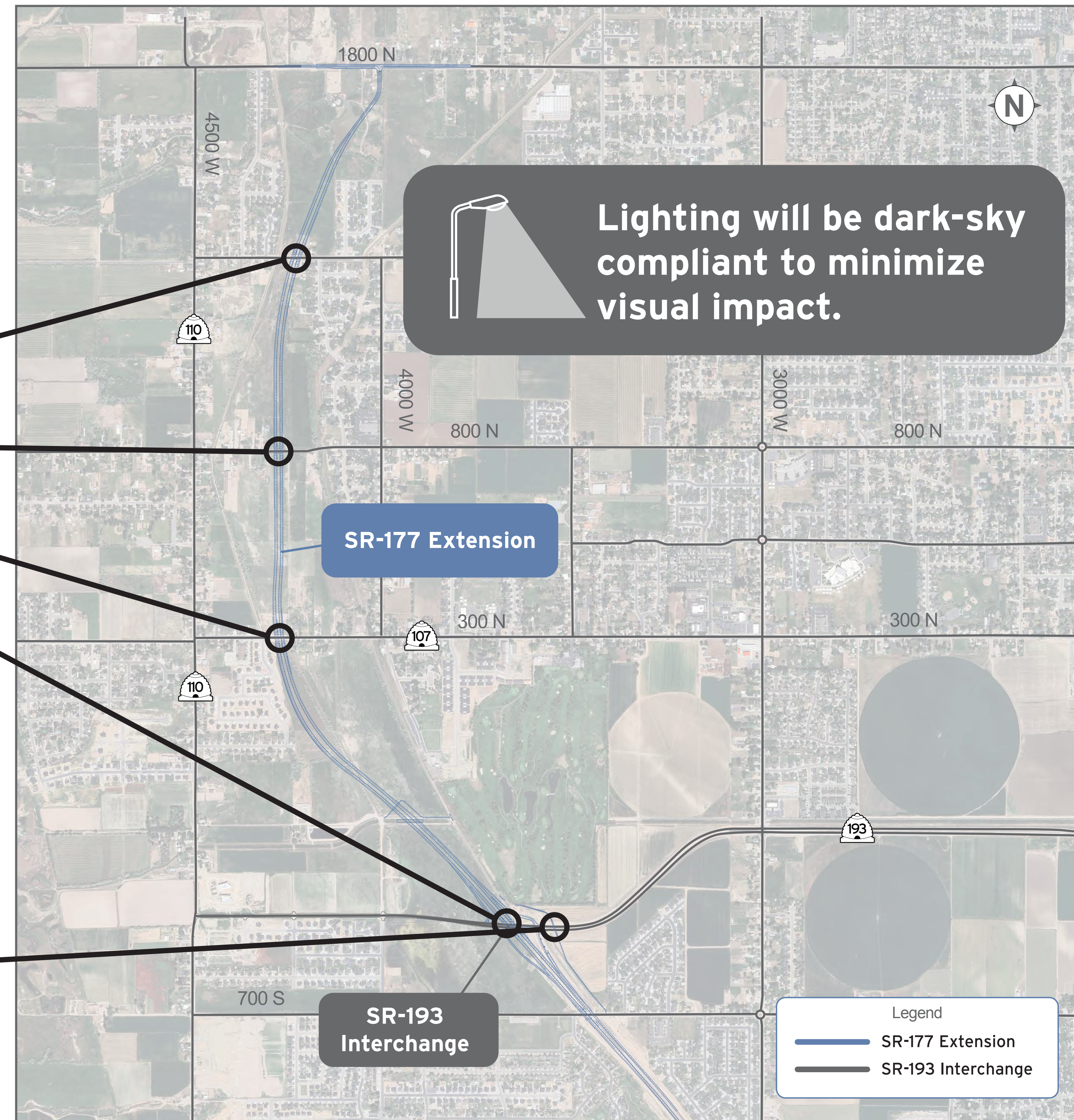
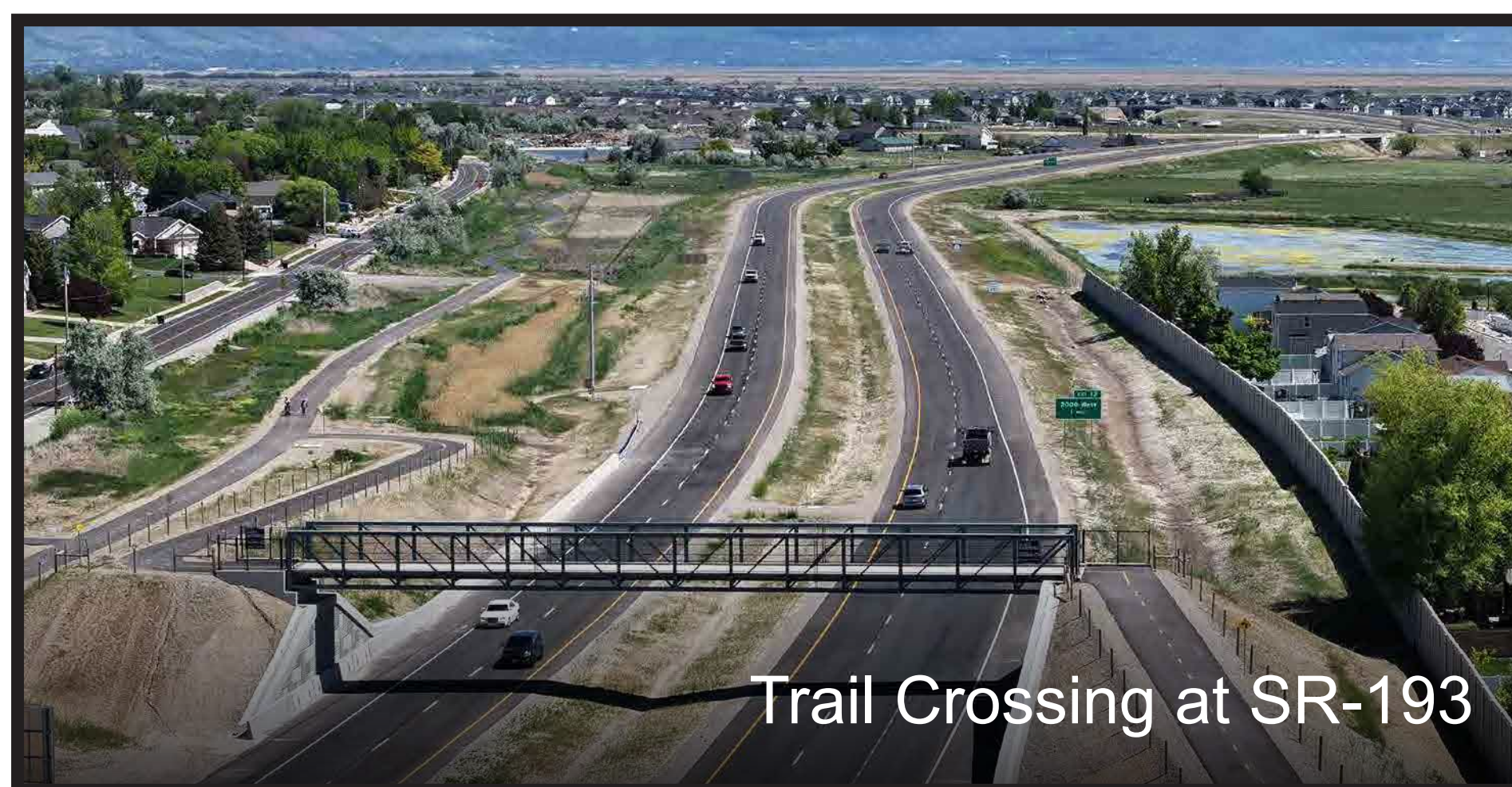
NOISE WALL	Feasible	Reasonable		
	(5 dBA reduction for 50% of front row receptors)	(7 dBA reduction for 35% of front row receptors)	(Less than \$30,000 per benefitted receptor)	Advance to Balloting?
1N	67%	44%	\$23,646	Yes
1S	0%	n/a	n/a	No
2	100%	78%	Existing	Existing
3	33%	n/a	n/a	No
4	0%	n/a	n/a	No
5	0%	n/a	n/a	No
6	11%	n/a	n/a	No
7	91%	64%	\$27,681	Yes
8	100%	0%	n/a	No
9	100%	0%	n/a	No
10	17%	n/a	n/a	No
11	100%	100%	\$54,750	No
12	71%	43%	\$34,808	No
13	95%	70%	\$34,623	No

*Speak with our team for specific questions.*



# Visual Design

The highway will look similar to Phase 1 with a 250-foot-wide footprint, with embankments and retaining walls, and with bridges over cross streets for safe, efficient traffic.

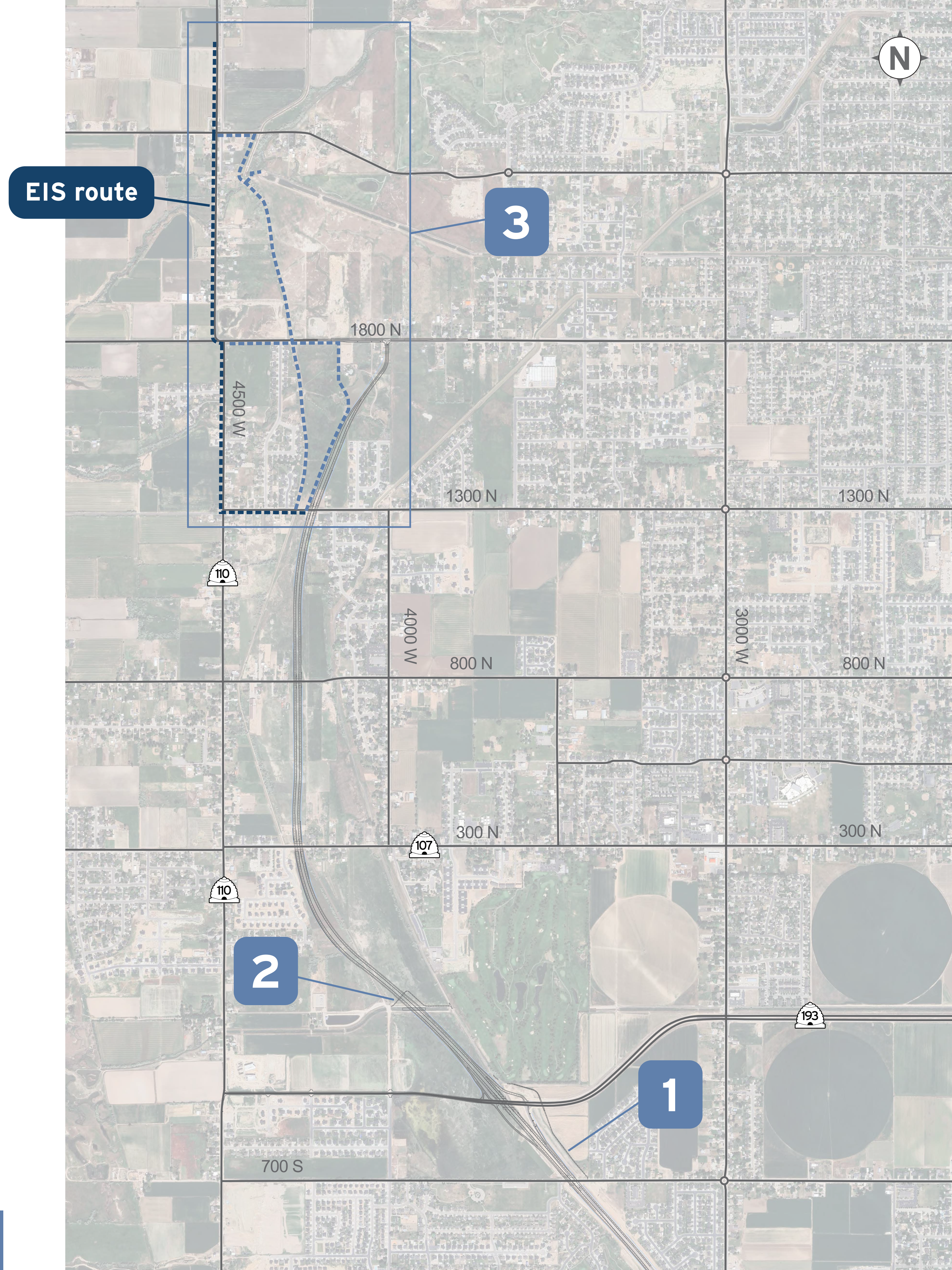




# Trail

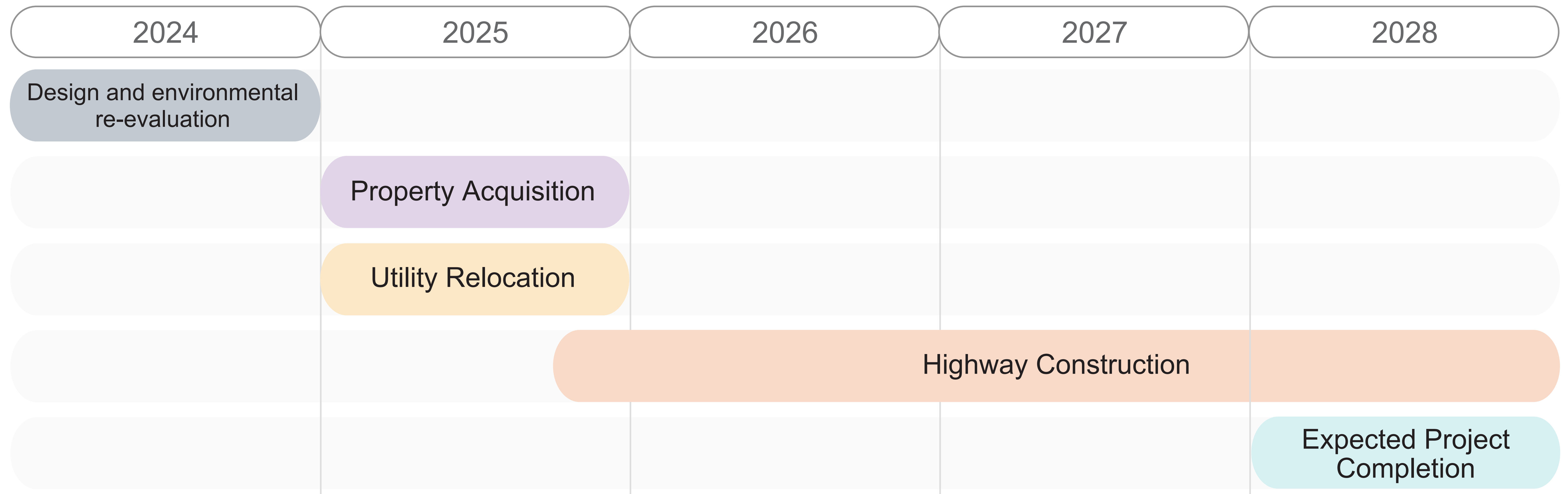
The project improves and extends the Emigrant Trail, adding a pedestrian bridge at SR-193 and a trail connection to 5500 West in Weber County.

1. Between 700 South and SR-193, the trail will be relocated to the east side of the highway and will cross over SR-193 on a pedestrian bridge to reconnect to the existing trail north of SR-193
2. Near the 200 South county drain, a pedestrian underpass will be installed to connect the Emigrant Trail to West Point's 200 South trail
3. Extend the Emigrant Trail from 1300 North to connect to the trail along 5500 West in Weber County (Various options are under consideration.)





# Project Schedule





# Stay Informed

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