

ENVIRONMENTAL STUDY

Project Name: **SR-154; Environmental for Four Locations
(Bangerter Highway and 9000 South)**
Project No.: **S-R299(210)**
Prepared by: **Nicole Tolley**

PIN: **13963**

Job/Proj: **7223125N**

For guidance in preparing this environmental study, refer to Chapter 4 of the UDOT Environmental Process Manual of Instruction:

<http://www.udot.utah.gov/go/environmental>

REQUIRED SIGNATURES

I have reviewed the information presented in this Environmental Study and I hereby attest that the document is complete and the details of the document are correct.



Digitally signed by Craig Bown
Date: 2016.05.31 12:47:01 -06'00'

Reviewer (Signature): _____ Date: _____

Reviewer (Printed): Craig Bown

Firm/UDOT Region: UDOT Region 2

STATE FUNDED PROJECTS

As a result of this Environmental Study, UDOT has evaluated the effectiveness, benefits, costs, likely effects and comments provided by the public and stakeholders on the proposed project. Based on the information summarized in this Environmental Study, UDOT has determined that the proposed action will best meet the purpose and need for the project with the least overall harm to the natural and built environment.

Recommended: Naomi Kiser 2016.05.31 18:06:50 -06'00' Date: _____
UDOT Environmental Services

Approved: Randall R Park Date: _____
UDOT Project Development

Digitally signed by Randall R Park
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1. Purpose and Need for Action

The Utah Department of Transportation (UDOT) has initiated an environmental study to analyze the need for transportation improvements at the Bangerter Highway (SR-154) and 9000 South intersection in West Jordan City, Utah (see attached Project Location Maps).

The intersection of Bangerter Highway and 9000 South in Salt Lake County is currently congested. The intersection currently has an average delay of 100 seconds (Level of Service [LOS] F) in the morning peak period and 103 seconds in the afternoon peak period (LOS F).

Traffic modeling conducted in 2016 shows that in 2040 the intersection would have average delays of 234 seconds in the morning peak period (LOS F) and 270 seconds in the afternoon peak period (LOS F) in 2040 if there are no improvements to the intersection.

The purpose of the project is to alleviate the future delay and congestion at the intersection of Bangerter Highway and 9000 South.

2. Description

UDOT proposes to construct a grade-separated Single Point Urban Interchange (SPUI) at Bangerter Highway and 9000 South in Salt Lake County, in order to alleviate delay and provide a better LOS (UDOT's goal for urban areas is LOS D or better). Traffic modeling shows that in 2040, the grade separated interchange will have average delays of 49 seconds (LOS D) in the morning peak period and 41 seconds (LOS D) in the afternoon peak period. It is important to note that the 2040 modeling assumes all funded projects included in the Wasatch Front Regional Council (WFRC) 2040 Regional Transportation Plan (RTP) will be completed by 2040, including the widening of 9000 South to seven lanes. The widening of 9000 South is not proposed as part of this project and will be completed as a future project.

The grade separated interchange will allow uninterrupted north-south traffic on Bangerter Highway in this area and will improve east-west traffic on 9000 South by eliminating the north-south traffic movement through an at-grade intersection. In addition to reducing delay and congestion, the project will also decrease idling traffic and auto emissions and improve the safety of the intersection.

The project will include construction of an overpass (Bangerter Highway over 9000 South) and ramps from Bangerter Highway to 9000 South. Work will also include installation of drainage systems, lighting, electrical and fiber optic cables, and signage. See attached for a figure that shows the proposed project improvements.

3. Public Hearing/Opportunity for Public Hearing

- Yes** This project could result in public controversy or substantial impacts to adjacent properties, or substantially changes roadway geometry.
- No** There are significant social, economic, environmental, or other effects. If YES, a Categorical Exclusion is not applicable. Consult with UDOT Central Environmental Services.
- Yes** UDOT has determined that a public hearing is in the public interest.

If the answer to ANY of the above questions is YES, a public hearing or opportunity for a public hearing is required (attach documentation identifying date and location of hearing, summary of comments, and responses to substantial comments, or include certification of opportunity for hearing.)

The following types of public involvement have been provided:

- Yes** Public Hearing in accordance with state procedures
- No** Opportunity for Public Hearing
- Yes** Open House
- Yes** Other: Meetings with individual stakeholders, neighborhood meetings, and City Council presentations.
- Yes** Documentation is attached identifying the date and location of hearing, summary of comments, and responses to substantial comments; or the Certification of Opportunity for a Hearing is attached.

Comments: A neighborhood meeting was held on March 29, 2016 for potentially impacted residences near the project area.

A public hearing was held on April 13, 2016 from 5 p.m. to 7 p.m. at Terra Linda Elementary School (8400 S 3400 W, West Jordan). See attached for Public Hearing documentation.

4. Right-of-Way

- Yes** Acquisition of Right-of-Way is required.
- No** The right-of-way required is significant because of its size, location, use, or relationship to remaining property and abutting properties. (If the right-of-way required is significant, the project does not qualify as a Categorical Exclusion.)

Comments:

The Proposed Action would require right-of-way acquisition from residences along Bangerter Highway for the construction of interchange ramps. The Proposed Action would require partial right-of-way acquisition from 13 parcels for a total of approximately three acres. Also, the Proposed Action would require full acquisition of 27 residences and potential full acquisition of an additional nine residences (see attached Proposed Action Figure).

5. Cultural

According to the UDOT Region NHPA/NEPA Specialist and/or the Architectural Historian, the Finding of Effect for the project is one of the following:

- Yes** No historic properties affected
- No** No adverse effect
- No** Adverse effect

Project documentation for determination of eligibility and finding of effect consists of one of the following and is attached:

- Yes** Memo from UDOT Region NEPA/NHPA Specialist and/or Architectural Historian stating a finding of No Historic Properties Affected.
- No** SHPO concurrence with the Determinations of Eligibility and Finding of Effect AND memo from UDOT Region NEPA/NHPA Specialist and/or Architectural Historic stating a finding of No Adverse Effect or Adverse Effect.

- Yes** Have letters for Native American Consultation been sent? Attach letters.
- No** Have letters for federal and state agencies, CLGs, historical societies, etc. been sent? If so, attach letters.
- No** Do the impacts to historic properties require mitigation?

If YES, a signed Memorandum of Agreement (MOA) is attached.

Comments: Native American consultation was initiated through letters sent to the Uintah and Ouray Ute Tribes, Shoshone-Bannock Tribes, and Northwestern Band of Shoshone Nation, Eastern Shoshone Tribe of the Wind River Reservation, Paiute Indian Tribes of Utah, Cedar, and Shivwits Bands of the Paiute Indian Tribe, Confederated Tribes of the Goshute Reservation, and the Skull Valley Band of Goshute Indians (sent March 2, 2016). A public hearing will be held to notify the public of the impacts to cultural resources. Information will also be included in the project website. To date, no responses or comments were received and any future comments will be addressed. See attached memo from the UDOT Cultural Resource Program Manager and Native American Consultation letters.

6. Paleontological

- No** This project is one of the 16 types of projects listed in Stipulation III of the Memorandum of Understanding (MOU) with the Utah Geological Survey (UGS) that has no effect on paleontological resources and does not require notification to the UGS. If YES, a memo from the UDOT Region NEPA/NHPA Specialist is attached (can be included in the cultural memo).

For all other projects, the UGS has been notified and has responded with the following (attach UGS letter and memo from the UDOT Region NEPA/NHPA Specialist):

- Yes** There are no known paleontological localities in the area of potential effects and the formations in the project area have a low potential for containing fossil remains (Class 1 or 2).
- No** Fossil-bearing formations (Class 3-5) and/or known paleontological localities are present in the area of potential effects, but the UDOT Region NEPA/NHPA Specialist (or paleontologist) has determined that they will not be affected by the project.
- No** Fossil-bearing formations (Class 3-5) and/or known paleontological localities are present in the area of potential effects and may be affected by construction activities. A survey and/or monitoring by a qualified paleontologist is required.

Comments: See attached February 25, 2016 letter from the UGS.

7. Threatened, Endangered, or Candidate Species

For Federally or State Funded Projects:

- Yes** Project will have **“no effect”** to T&E species, or their critical habitats, protected under the Endangered Species Act. If YES, attach **“no effect”** memo or review/comments (in the case of local government projects) from UDOT’s Wildlife Biologist.
- No** Project **“may affect, but is not likely to adversely affect”** T&E species, or their critical habitats, protected under the Endangered Species Act. If YES, attach BA and “concurrence” from the U.S. Fish and Wildlife Services (USFWS). List all mitigation/conservation measures.
- No** Project **“may affect, and is likely to adversely affect”** threatened and endangered species, or their critical habitats, protected under the Endangered Species Act. If YES, attach BA and USFWS BO. List all mitigation/conservation measures.
- No** The USFWS has issued a **“jeopardy”** opinion regarding this project. If YES, attach BA and BO as above. This project cannot go forward without being reconsidered.

Comments: See attached February 16, 2016 memo from UDOT’s Wildlife Biologist.

8. Wildlife

- No** Project has the potential to affect state-sensitive species, important wildlife habitat, big game migration routes, habitat connectivity, migratory birds, or fish spawning habitat or fish passage.

Memo from UDOT Wildlife Biologist is attached.

Comments: See attached February 16, 2016 memo from UDOT’s Wildlife Biologist.

9. Invasive Species

If the project involves earthwork, grading or landscaping, there is potential to introduce or spread invasive weed species.

- Yes** Based upon location, this project has the potential to introduce or spread invasive species included on the noxious weed list of the State of Utah and the county noxious weed lists.

10. Noise

Projects that may affect noise levels to adjacent receptors include changes in roadway alignment, roadway widening and the addition of traffic lanes.

Yes This project has the potential to increase noise to adjacent receptors.

Yes A noise study is attached.

Comments: Noise levels in the study area would generally increase as a result of the proposed construction of a grade-separated Single Point Urban Interchange at 9000 South and Bangerter Highway, with an average increase of 3.7 dBA.

The noise wall analysis evaluated raising the heights of existing noise walls in the study area. It was determined that taller noise walls would not provide the required 8 dBA reduction to 75% of front-row receptors. Therefore, taller noise walls are not considered feasible and reasonable according to the UDOT Noise Abatement Policy. The noise analysis recommends replacing the existing noise walls “in-kind”, consistent with the UDOT Noise Abatement Policy. See attached Noise Study.

11. Wetlands, Water Resources, Storm Water, and Floodplains

Wetlands and Water Resources

No The project is a type that does not have the potential to affect or cross Waters of the United States. If YES, no concurrence letter is needed.

Yes Project affects waters of the United States (e.g. wetlands, mudflats, lakes, or perennial or ephemeral streams). If NO, have a UDOT Landscape Architect provide a concurrence letter stating they agree with the determination. In order to indicate “NO” on this question, answers to the following statements must also be “NO”.

- No** Project Impacts perennial, intermittent, or ephemeral streams that have a riparian vegetation component. If YES, a Programmatic General Permit 40 (PGP40), also known as a Stream Alteration Permit, from the Utah Division of Water Rights will be required.
- No** Project exceeds the impact limitations for streams or washes identified in the PGP40. If YES, both a PGP40 and a separate Department of the Army permit will be required.
- No** Project impacts an ephemeral wash not captured under PGP40 that has an ordinary high water mark (OHWM) with a connected flow to a downstream Traditional Navigable Water and the impact below the OHWM exceeds 1/10 of an acre per crossing. If YES, a Department of the Army permit will be required.
- No** Project impacts a perennial or intermittent stream below the OHWM less than 1/10 of an acre per crossing. If YES, notification to the U.S. Army Corps of Engineers will be required.
- No** Project impacts navigable waters of the United States (Lake Powell, Flaming Gorge Reservoir, Bear Lake, Green River - mouth to 20 miles above Green River Station, Colorado River - mouth of Castle Creek to Cataract Canyon -4.5 miles below mouth of Green River) below the OHWN. If YES, a Section 10 Department of the Army permit will be required.
- Yes** Project impacts jurisdictional wetlands. If YES, a Department of Army Nationwide Permit (NWP) will be required for wetland impacts under the ½ acre threshold; a Letter of Permission (LOP) will be required for wetland impacts between 1/2 and 1 acre; an Individual Permit (IP) will be required for impacts greater than 1 acre.
- No** Project impacts non-jurisdictional wetlands. If YES, wetland mitigation may still be required under the federal policy of "no net loss." Consult UDOT Environmental Section.

Storm Water Runoff

- Yes** Project disturbs 1 acre or more of ground surface.
If YES, a UPDES Storm Water Discharge Permit for Construction Activities is required from the Utah Division of Water Quality.

Floodplains

- Yes** This project requires new construction or alteration of existing structures within the FEMA designated 100-year flood plain.
If Yes, a Development Permit is required from the local permit official.

Comments: Two waters of the U.S. were identified within the study area. Bingham Creek, an intermittent stream, and the Utah Lake Distribution Canal cross Bangerter Highway within the project limits. Adjacent to Bingham Creek is a Palustrine Scrub-Shrub wetland that would likely be considered jurisdictional by the U.S. Army Corps (Army Corps) of Engineers. Proposed project impacts will not affect the Utah Lake Distribution Canal because it is conveyed through the project area via a concrete pipe structure. The project could impact the wetland adjacent to Bingham Creek. If impacts do occur to this wetland, the project will need to obtain an Army Corps permit relevant to the type of work and amount of impacts.

FEMA has identified a 100-year floodplain along Bingham Creek, which crosses through the project study area. The project will need to map the location of the 100-year floodplain and determine whether impacts are likely to occur within the floodplain. If it is determined that the project will impact the 100-year floodplain, a floodplain development permit will be required from the local floodplain coordinator.

See attached March 3, 2016 memo from the UDOT Senior Landscape Architect and Waters of the U.S. delineation report.

12. Hazardous Waste

- No** Has a visual inspection of the project area found substances that may be hazardous to human health and/or the environment?
- Yes** This project involves excavation beyond or below the existing roadway footprint.
- If YES to either question 1 or 2, then site investigations and coordination with DEQ may be necessary.

Comments:

An on-site field review and a review of DEQ's Interactive Map (<http://enviro.deq.utah.gov>) and the EPA's EnviroMapper (www.epa.gov/emefdata/em4ef.home) on January 20, 2016 identified the following hazardous waste sites near the project area:

- Jordan Valley Hospital at 3580 W. 9000 South: 1 active UST and 1 closed UST.
- Emil Tomsic at 3578 W. 8600 South: 2 closed USTs.
- A vacant commercial building at 3450 W. 8600 South: 1 closed UST.
- Enforceable Written Assurances at 8709, 8714, and 8735 South Roy Del Circle: Soil contamination due to historic mining activities. Contaminants of concern include lead and arsenic.
- Utah Fleet, Jordan Campus Heat Plant at 9100 South 3400 West: Tier2 Reporting Facility.

- Fairchild Semiconductor at 3333 West 9000 South: Hazardous Waste Regulated Facility and Toxic Release Inventory for acids, nitrates, ammonia, and lead compounds.

Impacts to most of these hazardous waste sites are unlikely. Hazardous materials may be present in the soil of Bingham Creek due to contamination from historic mining activities. If hazardous materials are encountered during work, all work would stop in the area of the contamination according to UDOT Standard Specification 01355 and the contractor would consult with UDOT and DEQ to determine the appropriate remedial measures. Because appropriate measures would be taken, no impacts are expected.

13. Prime, Unique, Statewide, or Locally Important Farmland

Projects in areas whose land use maps indicate no current or future farming activities would not usually affect farmlands.

- No** This project MAY affect Prime, Unique, Statewide, or Locally Important Farmlands.
- No** The Natural Resource Conservation Service letter and Form AD1006 are attached.

14. Air Quality

- Yes** This project has the potential to increase particulate matter due to construction activities.
- No** This project adds or alters roadway capacity or will result in increased traffic volumes at signalized intersections.
- If YES, the Air Quality Supplement is attached.

15. Relocations

- Yes** There may be relocations of residences or businesses as a result of this project.

Comments: The Proposed Action would require full acquisition of 27 residences and potential full acquisition of an additional nine residences (see attached Proposed Action Figure):

Full Acquisitions:

- 9125 S New Heritage Drive
- 9137 S New Heritage Drive

- 9149 S New Heritage Drive
- 9161 S New Heritage Drive
- 9173 S New Heritage Drive
- 9185 S New Heritage Drive
- 9197 S New Heritage Drive
- 9209 S New Heritage Drive
- 9223 S New Heritage Drive
- 9235 S New Heritage Drive
- 9249 S New Heritage Drive
- 9261 S New Heritage Drive
- 9275 S New Heritage Drive
- 9287 S New Heritage Drive
- 3655 W Winthrope Circle
- 3657 W Winthrope Circle
- 3659 W Winthrope Circle
- 8745 S 3645 W
- 8757 S 3645 W
- 8769 S 3645 W
- 8783 S 3645 W
- 8795 S 3645 W
- 8809 S 3645 W
- 8821 S 3645 W
- 8833 S 3645 W
- 8845 S 3645 W
- 3647 W 8850 S

Potential Full Acquisitions:

- 9313 S New Heritage Drive
- 9327 S New Heritage Drive
- 9339 S New Heritage Drive
- 9351 S New Heritage Drive
- 9367 S New Heritage Drive
- 9379 S New Heritage Drive
- 9301 S New Heritage Drive
- 3666 W Winthrope Circle
- 3638 W Valleywest Drive

16. Land Use/Urban Policy

No This project may affect land use or urban policy.

17. Section 4(f) Properties

- N/A** Section 4(f) properties are impacted.
- N/A** An individual Section 4(f) Evaluation AND written concurrence from UDOT Environmental Services on the Individual Section 4(f) determination is attached.
- N/A** A Programmatic Section 4(f) Evaluation AND written concurrence from UDOT Environmental Services on the Programmatic Section 4(f) determination is attached.
- N/A** The 4(f) property(s) is an historic property and the impact is considered **de minimis**.
- N/A** SHPO has concurred in writing on UDOT's "**no adverse effect**" determination to historic properties and has been notified of the intent to make a **de minimis** finding. Attach letter to SHPO and **de minimis** agreement letter.
- N/A** The 4(f) property(s) is a park, recreational area, wildlife or waterfowl refuge and the impact is considered **de minimis**.
- N/A** The official(s) with jurisdiction have concurred, in writing, that the project will "**not adversely affect**" the activities, features, and attributes that qualify the resource for protection under Section 4(f) and have been notified of the intent to make the **de minimis** impact finding. Letters are attached.
- N/A** The project sponsor has provided public notice and opportunity for public review and comment. Describe public involvement efforts in the comments below.
- N/A** Written concurrence from UDOT Environmental Services is attached.

18. Other Environmental Factors Considered

This Project, except as noted and explained in attachments, will have no disproportionate, serious or lasting effect on the following:

No Visual
No Social/Economic
No Title VI and/or Environmental Justice
No Natural Resources
No Construction
No Energy
No Geology/Soils
No Wild/Scenic Rivers
No Ecology

19. Conclusion

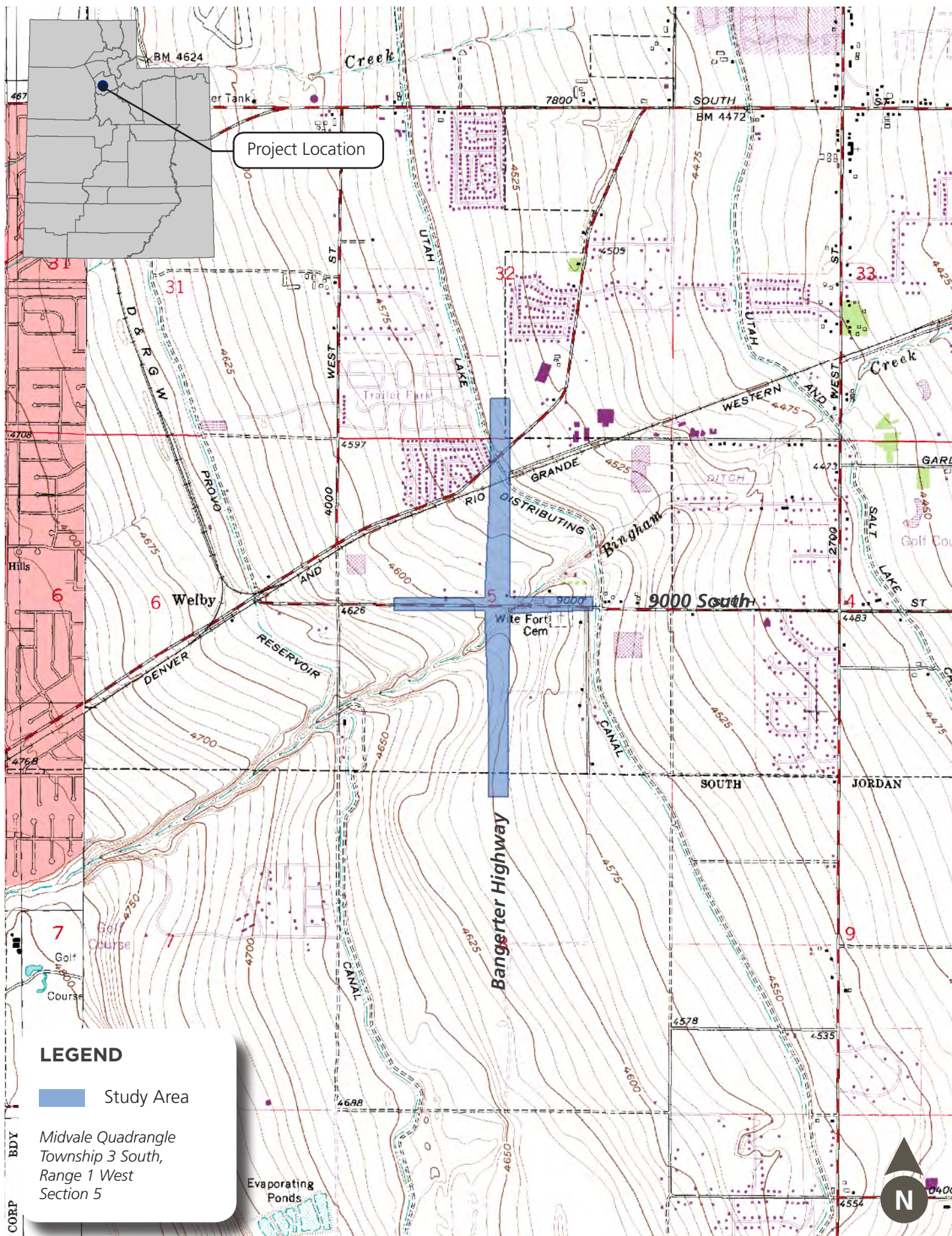
No This project may have substantial controversy or significant impacts.

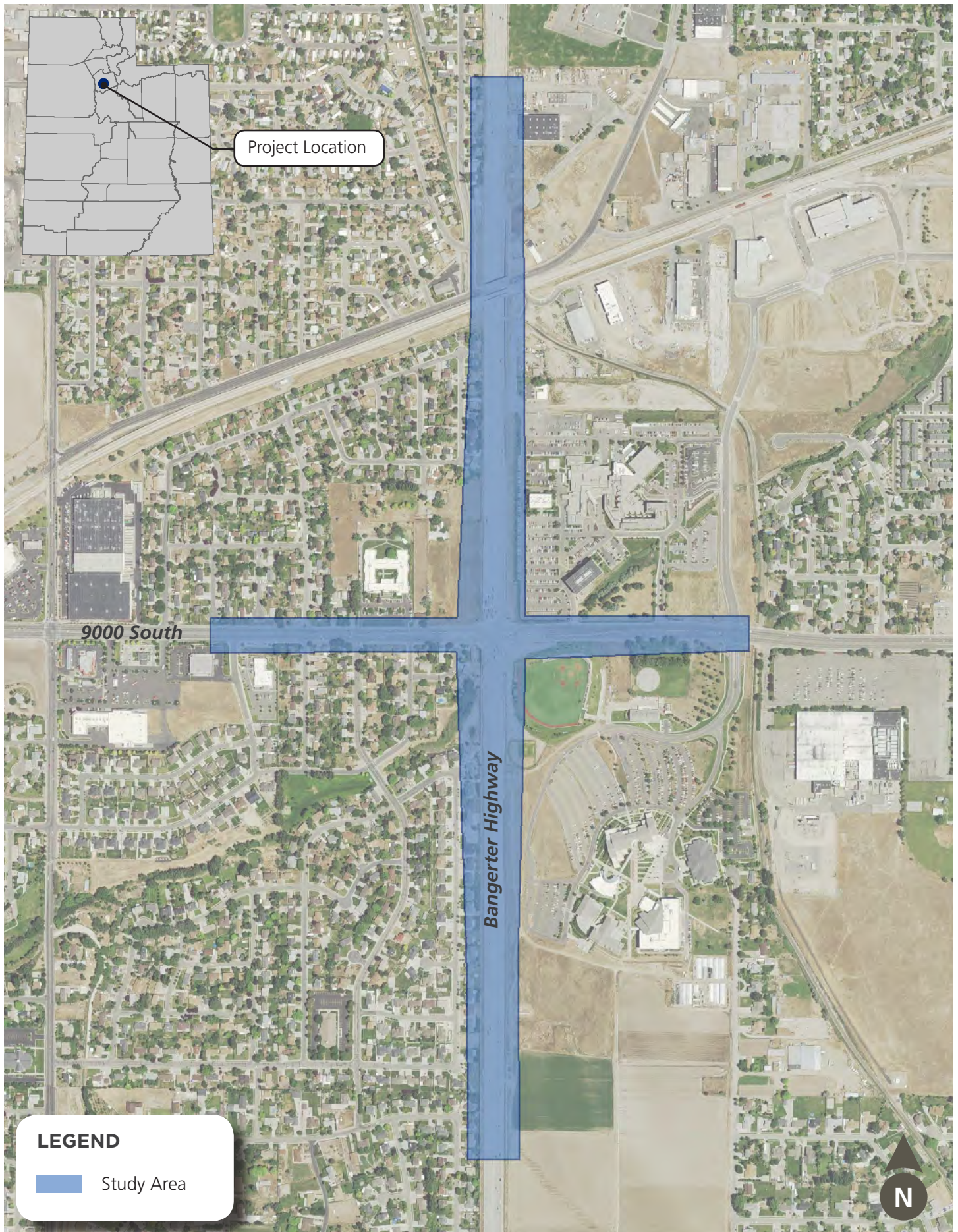
MITIGATION COMMITMENTS

CONSTRUCTION		Responsible
Air Quality	Requirements outlined in Standard Specification 01572 titled "Dust Control and Watering" will be followed.	Contractor
Cultural	UDOT Standard Specification 01355, Parts 3.7 and 3.8	Contractor
Hazardous Waste	UDOT Standard Specification 01355, Part 3.1	Contractor
Invasive Species	Supplemental Specification 02924S titled "Invasive Weed Control" will be included in the contract documents and outlines BMPs that will be incorporated.	Contractor
Water Quality	The project awarded contractor must implement and maintain the project SWPPP, in accordance with the UPDES Permit No. UTRC00000, throughout the construction of the project.	Contractor
PRELIMINARY ENGINEERING		Responsible
Relocations	Property Owners will be compensated according to the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended.	UDOT Right Of Way
Water Quality	A Storm Water Pollution Prevention Plan (SWPPP) will be required to be completed by UDOT during design and advertisement, which will be provided to the project awarded contractor.	Designer/ Contractor
Wetlands and Water Resources	If project related activities impact the potentially jurisdictional wetlands adjacent to Bingham Creek, the project must obtain an appropriate Army Corps permit and comply with all special and general conditions.	Designer/ Contractor
Floodplains	If impacts are planned to occur within the 100-year FEMA floodplain associated with Bingham Creek, the project must obtain a floodplain development permit from the local floodplain coordinator.	Designer/ Contractor

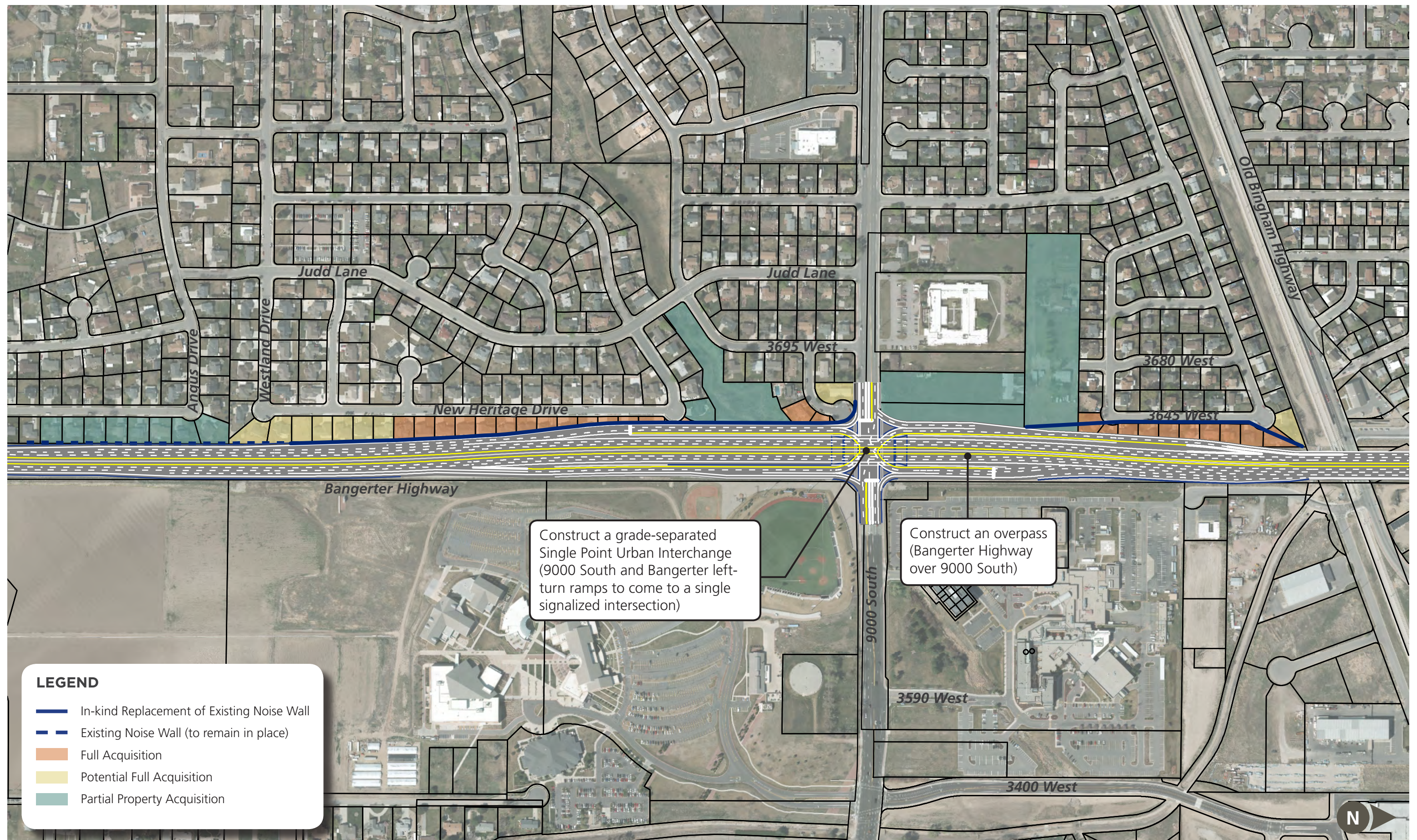
ATTACHMENTS

- Project Location Maps
- Proposed Action Figure
- Public Hearing Documentation
- Cultural Clearance
- Native American Consultation
- Utah Geological Survey (UGS) Letter
- Threatened, Endangered, or Candidate Species/Wildlife Memo
- Noise Study
- Environmental Review for Wetlands and Water Resources Memo





9000 SOUTH AND BANGERTER HIGHWAY PROJECT LOCATION MAP



Bangerter Highway at 9000 South Environmental Study

Public Hearing

April 13, 2016

For the proposed interchange at 9000 South on Bangerter Highway (SR-154) in West Jordan City, Utah. Utah Department of Transportation Project No. S-R299(210).

Meeting Type	The Utah Department of Transportation (UDOT) held an Open House Public Hearing to inform the public about the environmental study related to the planned interchange at 9000 South on Bangerter Highway (SR-154) in West Jordan, Utah.
When/Where	The Public Hearing was held on Wednesday April 13, 2016 from 5:00 to 7:00 p.m. at Terra Linda Elementary School in West Jordan, Utah. Presentation boards and several project maps were presented and project team members were available to answer questions.
Advertisement	UDOT was responsible for advertisement of the Public Hearing. These efforts included: • Two legal notices: Both ran in the Salt Lake Tribune and Deseret News on March 29, 2016 and again on April 6, 2016 (See screen capture on next page) • Postcards mailed to approximately 800 stakeholders on the mailing list • Email notification to stakeholders who signed up for email updates on the project. West Jordan City Public Information Officer, Kim Wells, managed the advertisement for the Public Hearing for the City. Advertisement through the City included the following: • City website • City social media • Informed City Council through invitation
Attendance	Attendees signed in at the front desk; 183 people signed in, although many signed in as a household with more than one attendee.
Information Presented at the Meeting	Boards illustrating the project's purpose and need, traffic data, noise study results, and environmental impacts were set up around the room and six tables were used to show maps of the proposed action. The boards and proposed action map were also available on a website where it could be viewed and commented on.
Comments	Twelve individuals shared comments using the court recorder. Twenty-five written comments were received via comment form at the public hearing. Eleven comments were received by email following the meeting and 154 comments were received through the online public comment website. All comments are attached.

Public Hearing notice published on March 29, 2016 and April 6, 2016 in the Salt Lake Tribune and the Deseret News.

NOTICE OF PUBLIC HEARING On proposed improvements for Bangerter Highway and 9...

NOTICE OF PUBLIC HEARING On proposed improvements for Bangerter Highway and 9000 South intersection, West Jordan, Utah UDOT Project No. S-R299(210) The Utah Department of Transportation, herewith, advises all interested persons or groups that an official Public Hearing (open house format) will be held for this project. The proposed project includes constructing a grade-separated interchange at the intersection of 9000 South and Bangerter Highway in West Jordan, Utah. An official Public Hearing will be held for this project on April 13, 2016, at the Terra Linda Elementary School (8400 S 3400 W) in West Jordan, Utah from 5:00 p.m. to 7:00 p.m. Members of the public are invited to visit the open house at anytime during this period and are encouraged to provide comments on the project. Information to be presented at the hearing will include the purpose of the project and information gathered during the environmental study. During the hearing, verbal and/or written comments will be received from all interested persons or groups regarding the features of the proposed project or its social, economic, and environmental effects. Comments may also be submitted via the project web site at www.udot.utah.gov/bangerter9000south, the project hotline at 888-766-7623, via email to bangerter@utah.gov, or mailed to Horrocks Engineers, 2162 West Grove Parkway, Suite 400, Pleasant Grove, UT 84062. Comments need to be submitted by April 29, 2016 in order to be included in the official transcript of the public hearing proceedings. UDOT is nearing completion of a State Environmental Study for the project. To learn more about the study and the proposed project, visit www.udot.utah.gov/bangerter9000south. In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during this meeting should notify the project team at the before mentioned number/address/email at least three days in advance of the meeting. 1083119 UPAXLP

Public Hearing Notice shown on West Jordan City's facebook page.

West Jordan - City Hall
April 13 at 9:24am · 🌐

Questions about UDOT's proposed **Bangerter** Hwy interchange at 9000 S? Join our public hearing today 5pm at Terra Linda Elementary School!

BANGERTER
9000 SOUTH

PUBLIC HEARING (Open House Format)
April 13th
5:00 to 7:00 PM
Terra Linda Elementary School Gymnasium,
8400 S. 3400 W., West Jordan

A UDOT PROJECT

👍 Like 💬 Comment ➦ Share

👍 2

1 share

Write a comment... 😊



Bangerter Highway Environmental Study 9000 South Public Hearing

UDOT is in the process of conducting a State Environmental Study at the Bangerter Highway and 9000 South intersection to evaluate the potential benefits and impacts of a new, freeway-style interchange.

You are invited to attend a public hearing to review study findings, provide input on the proposed interchange design, learn about potential property impacts, and gather information about the next steps leading to construction, scheduled for 2017.

Public Hearing (Open House Format)

When: April 13, 2016, 5 – 7 p.m.

Where: Terra Linda Elementary School Gymnasium
8400 S. 3400 W.
West Jordan

If you need special accommodations during the meeting, please contact the project team in advance.



Schedule

December 2015: Conduct Scoping, Define Purpose and Need

January 2016: Preliminary Design

February 2016: Draft Environmental Study

April 2016: Public Hearing and Comment Period

April 2016: Final Environmental Study

Summer 2016: Begin Property Acquisitions

Spring 2017: Begin Construction

A UDOT PROJECT

Get Involved

Beginning March 29, proposed interchange design documents will be posted at udot.utah.gov/bangerter9000south. Public comments on this design will be accepted through April 29. Public hearing materials will also be on the website beginning April 14.



Website: udot.utah.gov/bangerter9000south

Email: bangerter@utah.gov

Hotline: 888-766-ROAD (7623)



2162 W. Grove Parkway, Suite 400
Pleasant Grove, UT 84062



WELCOME

***9000 South and Bangerter Highway
Public Hearing***

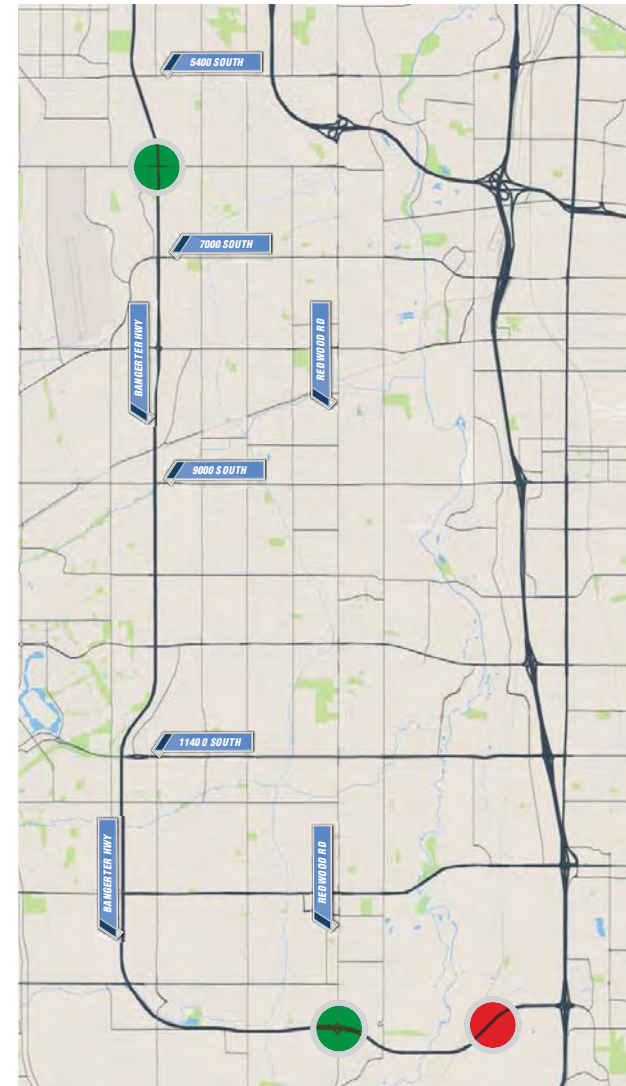


Bangerter Highway Overview

Conversion to Expressway

Other Bangerter intersections have been converted to interchanges:

- 7800 South (completed)
- Redwood Road (completed)
- 600 West
- (under construction now)

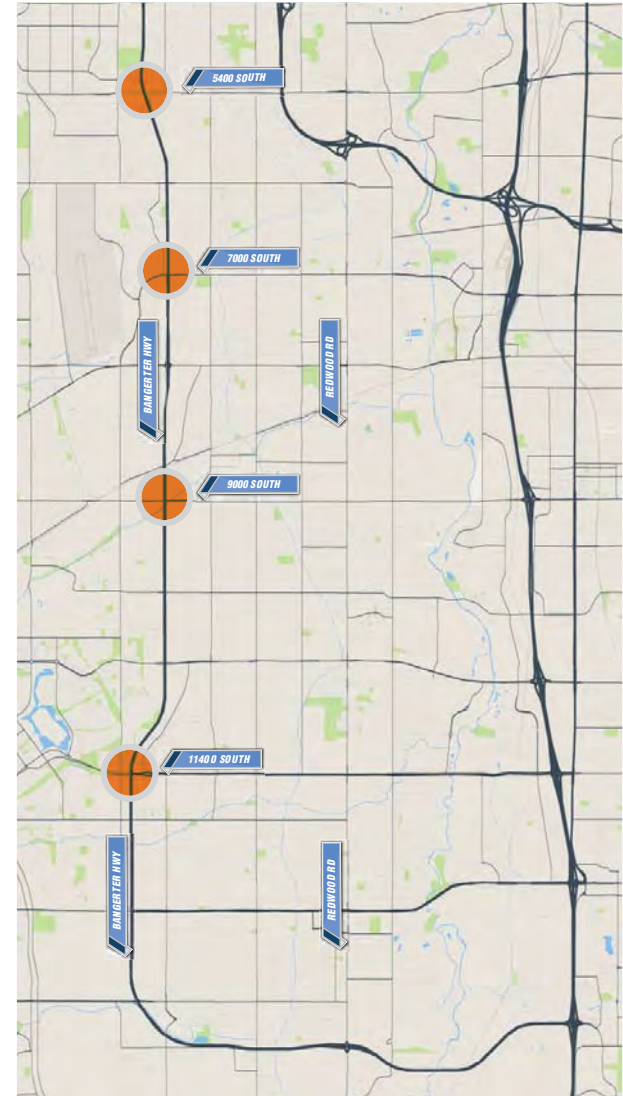




Bangerter Highway State Environmental Studies

UDOT is conducting four state environmental studies along Bangerter Highway to evaluate the potential benefits and impacts of new, freeway-style interchanges.

- 5400 South
- 7000 South
- 9000 South
- 11400 South



Purpose and Need

How are Traffic Operations at an Intersection Measured?

Intersection Level-of-Service (LOS) is determined by the amount of extra time it takes (delay) to pass through an intersection as a result of starts and stops associated with traffic signals.

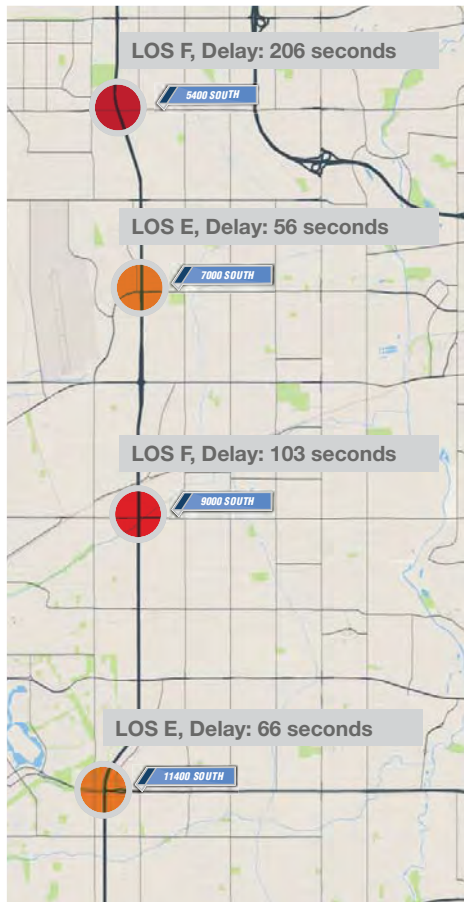
Intersection Level-of- Service



LOS F describes very congested driving conditions where the number of vehicles arriving at an intersection exceeds the capacity of the intersection. Most drivers have to wait for multiple green lights before they get through the intersection. Long queues of left turning vehicles stack out of the left turn pockets and block adjacent through lanes.

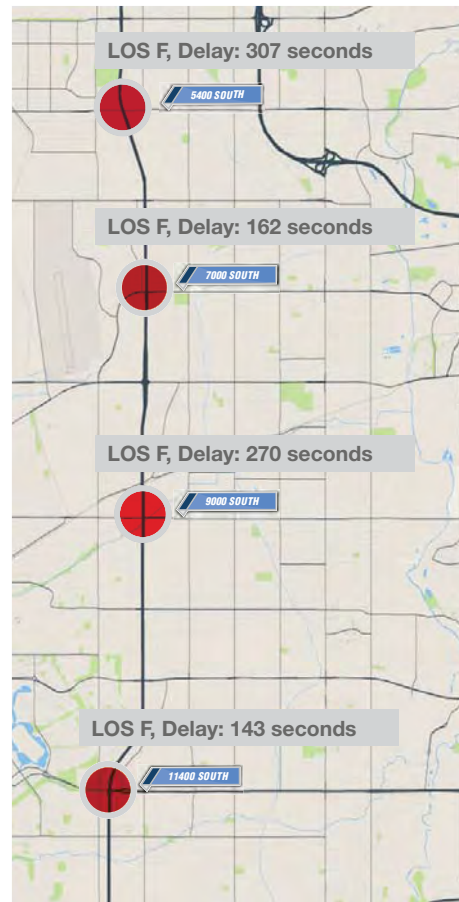
Existing Level-of-Service

Intersections are currently congested



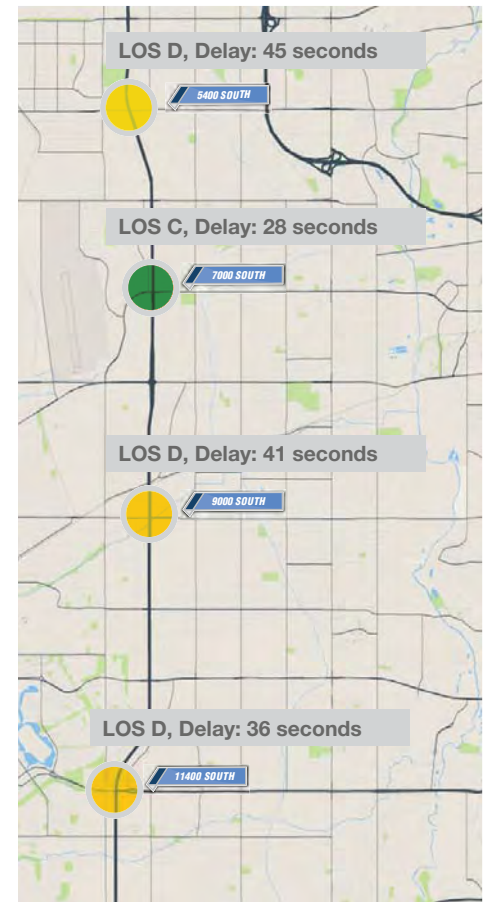
2040 No-Build Level-of-Service

Overall delay will exceed 300 seconds in some locations



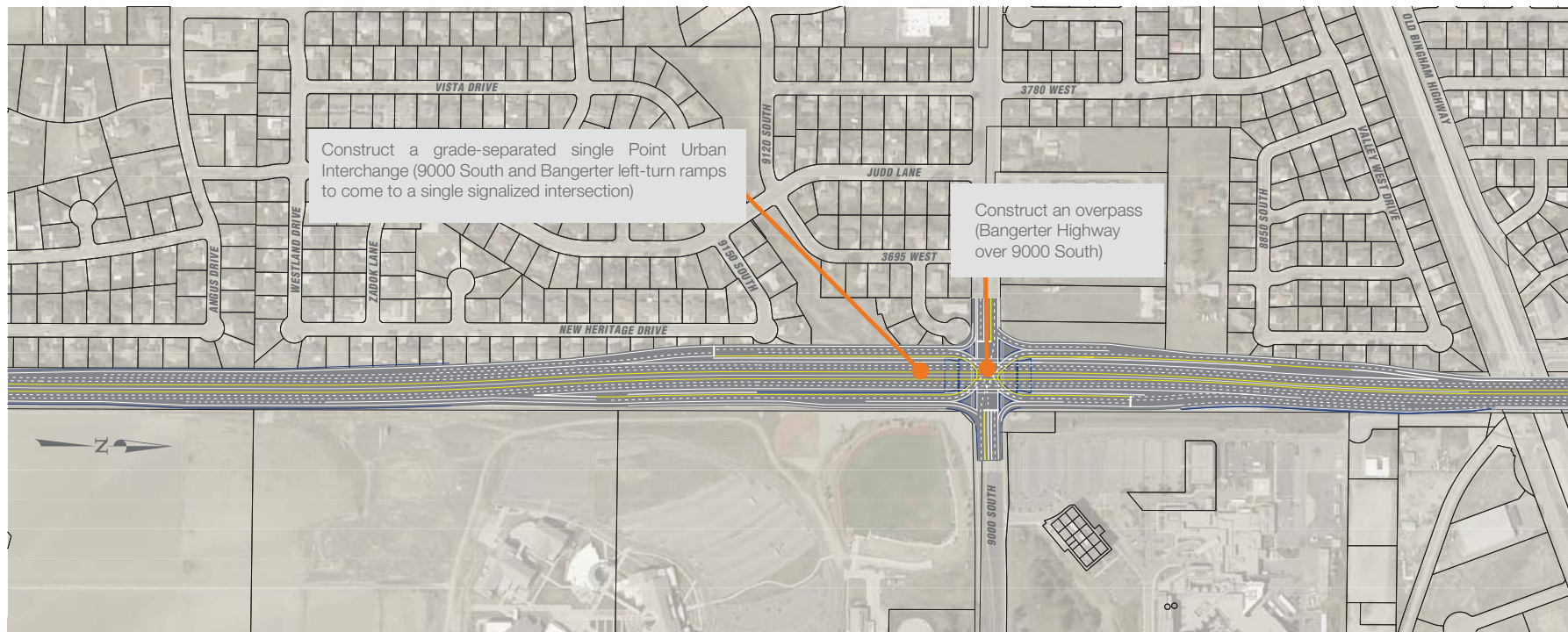
2040 Build Level-of-Service

Grade-separated interchanges



9000 South Proposed Action

- Construct grade-separated Single Point Urban Interchange (SPUI) at Bangerter Highway and 9000 South
- Construct overpass (Bangerter Highway over 9000 South)





Project Schedule & Process

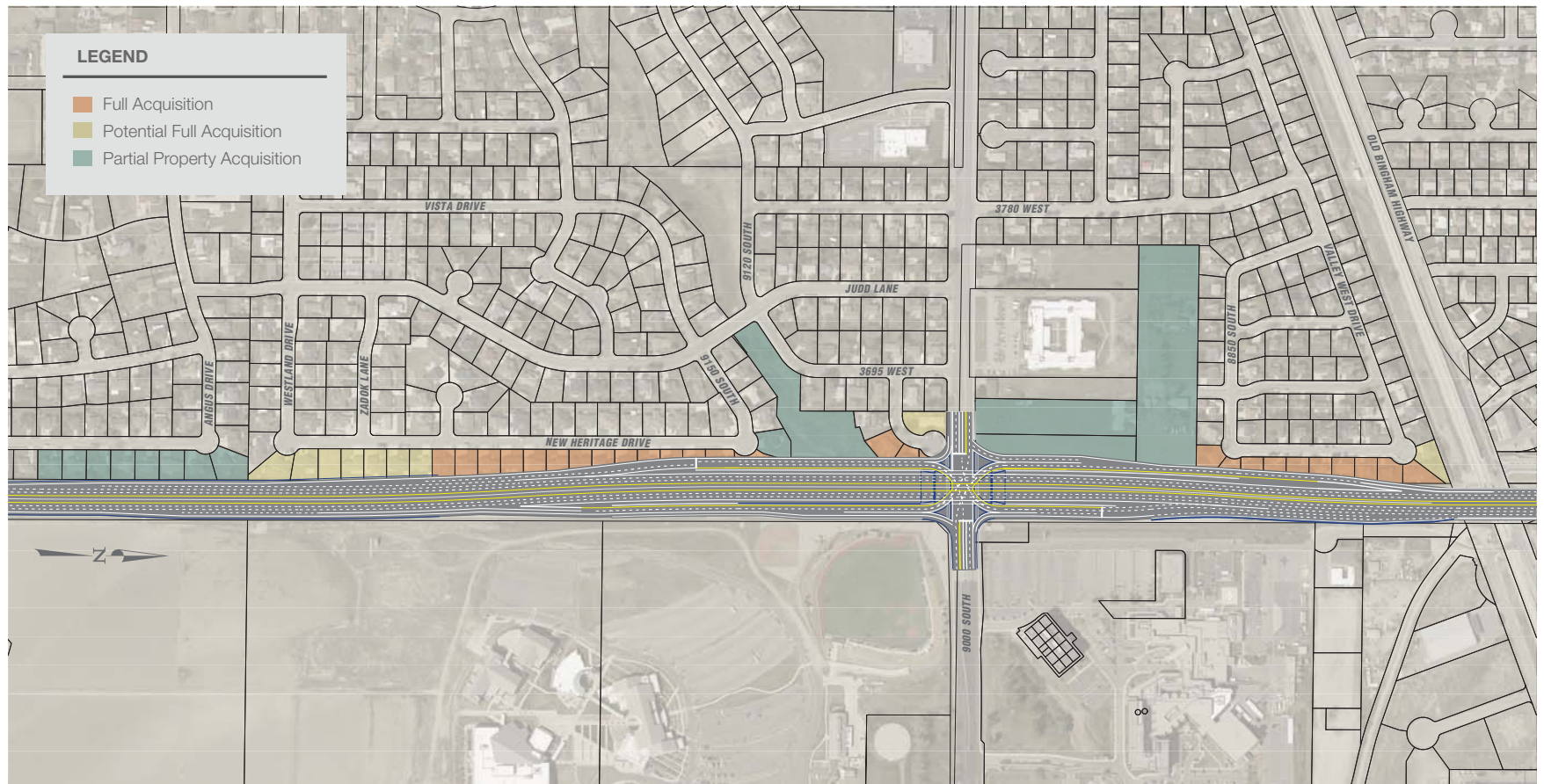




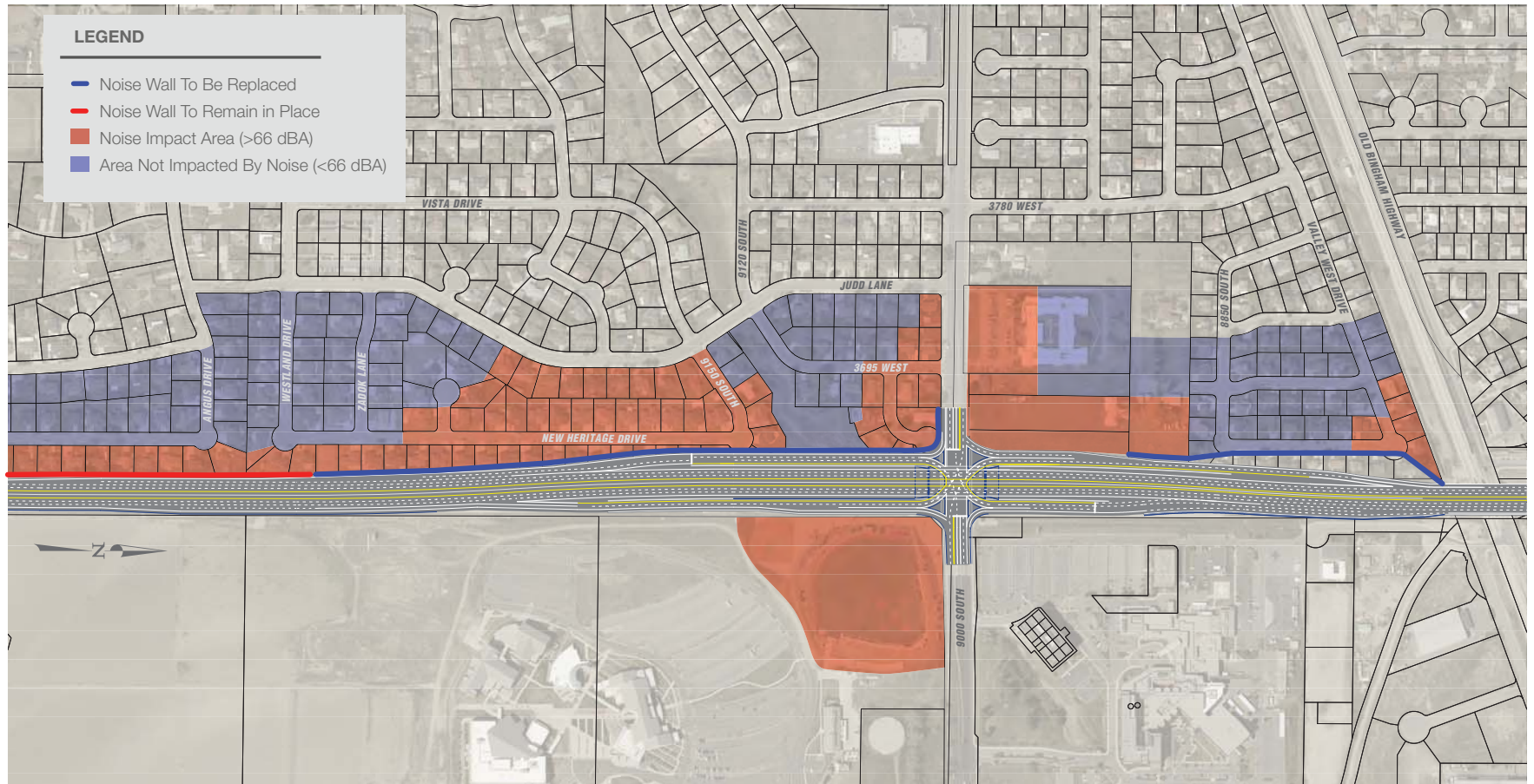
Environmental Impacts and Mitigation

Resource	Impact	Mitigation
Right-of-Way/ Relocations	• Partial right-of-way acquisition from 13 parcels • Full acquisition of 27 residences and potential full acquisition of an additional 9 residences (see Right-of-Way board for more information)	• Property Owners will be compensated according to the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended.
Cultural/ Paleontological	• No historic properties affected • Low potential for paleontological resources	• No mitigation required
Threatened & Endangered Species/ Wildlife	• No impact	• No mitigation required
Noise	• Average increase of 3.7 dBA when compared to existing conditions (see Noise board for more information)	• Existing noise walls will be replaced
Wetlands, Water Resources, Storm Water, and Floodplains	• No impact	• No mitigation required
Hazardous Waste	• No impact	• No mitigation required
Farmland	• No impact	• No mitigation required
Air Quality	• No impact	• No mitigation required
Land Use	• No impact	• No mitigation required

Environmental Impacts – Right-of-Way



Environmental Impacts – Noise





CONTACT US

Website: ***www.udot.utah.gov/bangerter9000south***

Phone: ***888-766-ROAD (7623)***

Email: ***bangerter@utah.gov***



***Provide Verbal
Comments Here***

COMMENT FORM

Name: Janie Canals

Address: 

Phone: 

Email: _____

Our team will periodically send updates and information about the study to the contact information provided above. If you do not wish to receive information, please check here. ☐

Please list any comments, concerns, and/or suggestions related to the proposed action.

want the residents who are impacted
to be compensated by green space -
Bangerter to run under 9000 S.

want sound walls. This will keep property
tax high and tax revenue for future
generations a little expense now will

Do you have any other concerns related to the study?

pay for itself many times over
in the future

COMMENT FORMName: Laura Benedict

Address:

Phone:

Email:

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Please list any comments, concerns, and/or suggestions related to the proposed action.

I am concerned about noise from Bangerter Hwy & about the value of homes. I want a park put in & maintained. I would love to see an underpass INSTEAD of an overpass. I feel that the hill will be shadowing our neighborhood & view. Once again property !!! value!!!

Do you have any other concerns related to the study?

The homes being taken need to get Full property value & the land left behind needs to be turned into a maintained park or grass area. I don't want my homes value to go down due to a weed patch left behind!!!

COMMENT FORM

Name:

Joan Rond

Address:

Phone:

Email:

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~~///~~ I want info

Please list any comments, concerns, and/or suggestions related to the proposed action.

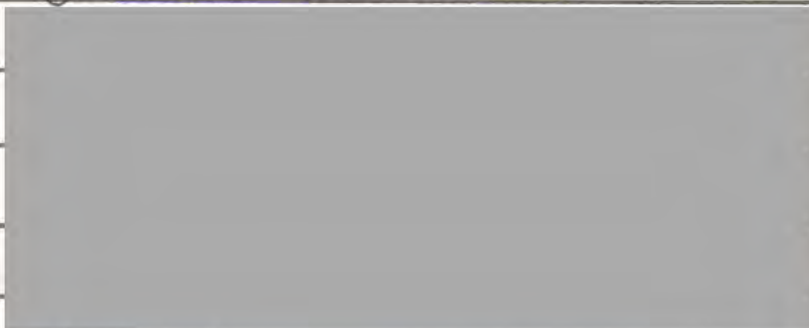
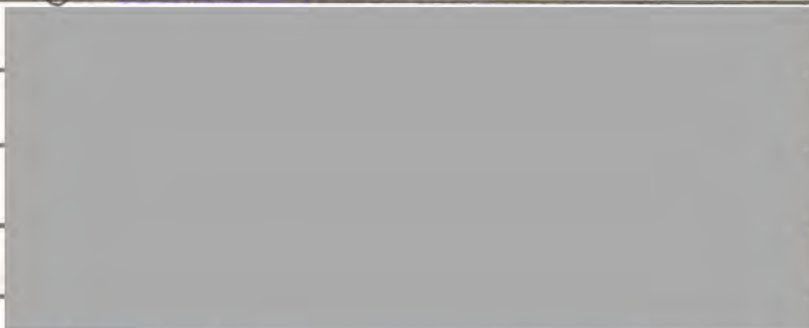
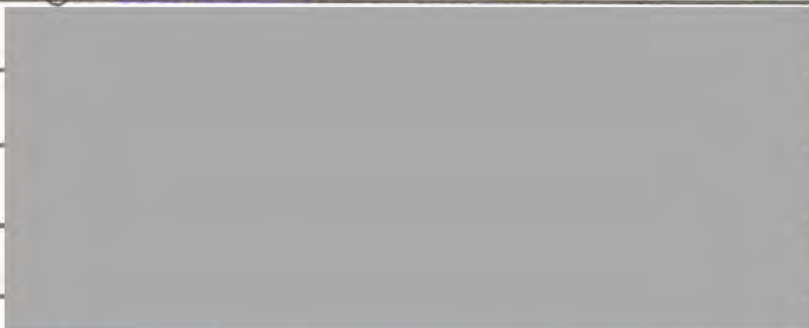
If UDOT will build our neighborhood back up after tearing it down, I will be impressed.

We are all on this planet together + I want to work together. Traffic needs to improve. A park where homes are displaced would be the right thing to do. Green Space.

Do you have any other concerns related to the study?

City planning + UDOT Planning is notorious for doing it on the cheap + then redoing it 6 years later. Lets do it right the first time.

Spend the money to avoid the dangerous roller coaster 5% grade. The life saved depends on you fighting for the right. My house is not affected. My family + I drive Bangerter.

COMMENT FORMName: Colleen SchowAddress: Phone: Email: 

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Please list any comments, concerns, and/or suggestions related to the proposed action.

- I am concerned about dropping values.
- ~~Do not~~ I do not want houses to be resold to investors along the highway which will become a problem for the neighborhood.
- I am concerned about noise increasing, privacy decreasing, and access in and out of the neighborhood becoming more difficult.

Do you have any other concerns related to the study?

→ Why weren't homeowners who added on to their homes or rebuilt homes in the last few years told about this possibility — It seems rather heartless.

COMMENT FORM

Name: Kent Robinson

Address:

Phone:

Email:

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Please list any comments, concerns, and/or suggestions related to the proposed action.

The retaining wall from 90th to old Bingham Hwy
Be closer to Bangerter as can be, also that
Bangerter goes under 90th, ~~and~~ That a pack
Be placed in between the wall and side walk
~~on~~ From 90th to old Bingham Hwy,

Do you have any other concerns related to the study?

COMMENT FORM

Name: Candace Rond

Address: 

Phone: 

Email: 

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Please list any comments, concerns, and/or suggestions related to the proposed action.

Property value is a large concern that we have with the project. Our neighborhood has already been taken advantage of already by tax. You are tearing apart our neighborhood family. It's peoples lives that you are affecting.

Do you have any other concerns related to the study?

COMMENT FORM

Name: _____

Cavett Eaton

Address: _____

Phone: _____

Email: _____

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Please list any comments, concerns, and/or suggestions related to the proposed action.

Our concern - if there is no other solution than to take houses from our neighborhood - so to ensure that the remaining property is mitigated into a beautiful & taken care of recreational space that our children can enjoy. Also - that everything will be done to make the noise less disrupting, including planting mature trees.

Do you have any other concerns related to the study?

There doesn't seem to be a serious attempt to mitigate the noise & disruption that will result in Bangerter "freeway" ^{at 90th so.} being raised up in the air. Regardless of the cost initially - there is no price too high when considering the impact for generations to the folks living in these neighborhoods & the overall quality of life & integrity of the property.

COMMENT FORMName: Laura Bodrero

Address:

Phone:

Email:

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Please list any comments, concerns, and/or suggestions related to the proposed action.

We live near New Heritage Drive and are disappointed in the lack of communication between UDOT & West Jordan City that allowed homes to be built up to this past month (without zoning changes or projections) that allowed homes to continue being built - the most recent just being completed. Completely unacceptable!

I request that any unused portions of land

~~Do you have any other concerns related to the study?~~

on the west of the New highway will be beautified with trees, ^{bushes} grass, splash pad, playground & maintained by the city with a sprinkler system in place. In all fairness to our neighborhood due to the disruption & ^{potential} lower home values.

Thank you!

COMMENT FORMName: Luke Hickman

Address:

Phone:

Email:

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Please list any comments, concerns, and/or suggestions related to the proposed action.

I'm excited for the outcome of this project, but the
proposed plan ~~worries~~ worries me in the following areas:

- Bangerter going over 9000 S. The sound will be increased
- The ~~est~~ sound wall on the northwest corner will bring
no visual appeal ~~to~~ to the neighborhood. A park or green
space would greatly improve the ~~to~~ neighborhood
- Following construction, it's going to be difficult to leave the
neighborhood via the two stop sign exits.

Do you have any other concerns related to the study?

COMMENT FORMName: Jen McIllece

Address:

Phone:

Email:

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Please list any comments, concerns, and/or suggestions related to the proposed action.

I am concerned about the noise addition. We can already hear the highway and expanding it will increase the noise. I am also concerned about my neighbors and friends losing their homes. There is no reason to not go the other direction. Parking spaces are not more important than homes. The water can be moved. What will we get in return for this disruption of our lives and our

~~Do you have any other concerns related to the study?~~

neighborhood? Will our roads be repaved? Will our property values go down? Will we be able to get out of our neighborhood? Will we get a park? Why are you not doing everything in your power to protect homes? Families should come first. There is not a lot of properties for sale, where are they supposed to go? How are you going to make this right?

COMMENT FORM

Name:

Miguel Chavez

Address:

Phone:

Email:

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Please list any comments, concerns, and/or suggestions related to the proposed action.

I see that thing have to change For the Growth the Valley
is going through

~~the~~ Please have Bangerter go under 9000 so. Instead of
over 9000 so.

Have the Wall on 3645 west Be against Bangerter
instead of the Street (3645 west)

Do you have any other concerns related to the study?

Do Not Widen 9000 so.! West of Jule Lane

COMMENT FORM

Name:

Stephanie Chavez

Address:

Phone:

Email:

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Please list any comments, concerns, and/or suggestions related to the proposed action.

Very concerned about noise level, property values going down, and heavy traffic getting out of neighborhood.

- Put sound wall Against Bangarter - not on west side. - 3645 West
- Bangarter should go underneath 9000 So! - not over 9000 South.

Do you have any other concerns related to the study?

Do Not widen 9000 So - going west of Bangarter!

COMMENT FORM

Name:

Dswaldo Rojas

Address:

Phone:

Email:

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Please list any comments, concerns, and/or suggestions related to the proposed action.

This project is going to impact our neighborhood in a social, emotional and financial aspect. Understanding that this is well needed change we as a neighborhood feel we should have a say as to what happens to the remnant property. We are already enclosed as a community and feel it would be beneficial to have a community park with the leftover land. Additionally we ask for consideration on pre-constructed overpasses and an additional traffic light on 9000 S.

Do you have any other concerns related to the study?

COMMENT FORM

Name: Brian McIlhenny

Address:

Phone:

Email:

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Please list any comments, concerns, and/or suggestions related to the proposed action.

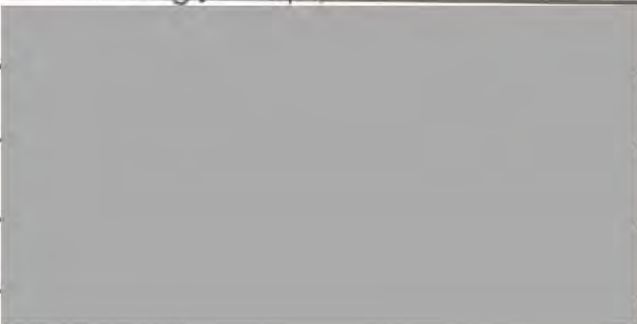
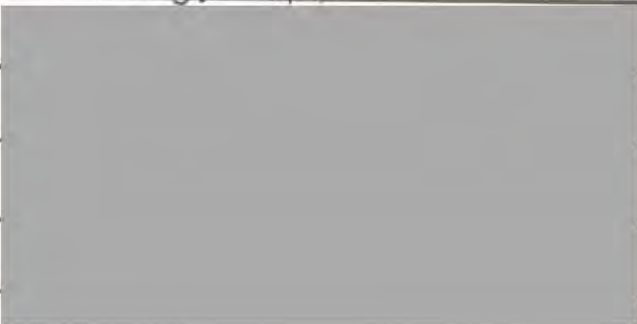
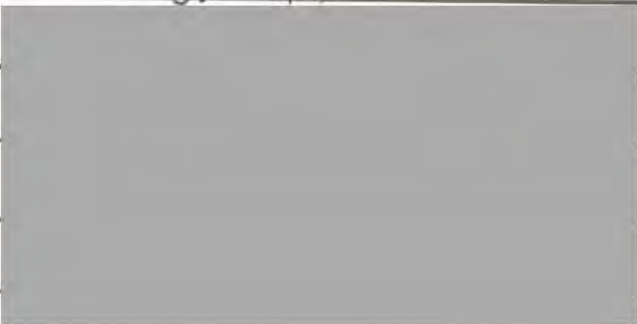
put the sound wall as close to Bangerter as possible. We want
as much green space as we can!

If the neighborhood roads are used for demo on the homes on the
north side of 90th UDOT repave the neighborhood roads.

Do you have any other concerns related to the study?

Noise

Traffic during construction

COMMENT FORMName: Dan CatlinAddress: Phone: Email: 

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Please list any comments, concerns, and/or suggestions related to the proposed action.

To avoid having construction vehicles driving through the neighborhood to access 3645 W, vehicles should enter from NW corner of 90th + Bangertter through open fields. Access through neighborhood (3780 W) would be extremely disruptive and a safety issue with 3/4 ^{school} bus stops in the area.

Sound walls should be placed as close to Bangertter as possible, keeping as many housing lots as possible or creating

Do you have any other concerns related to the study? a park or green space.

COMMENT FORMName: Aurelia Butcher Redd

Address:

Phone:

Email:

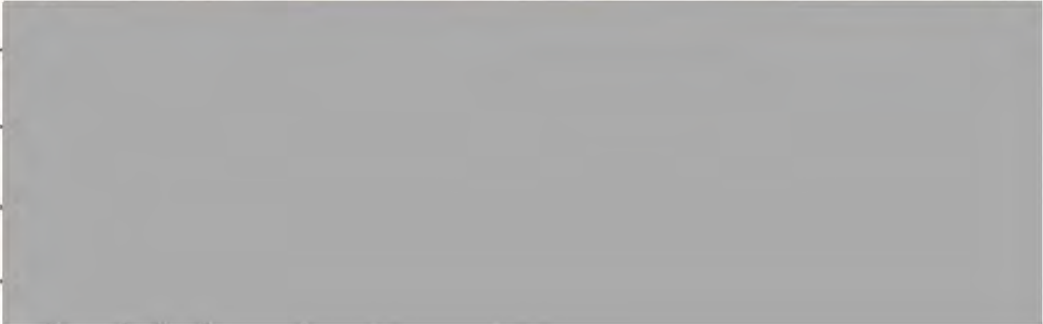
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Please list any comments, concerns, and/or suggestions related to the proposed action.

I am concerned about the sound wall proposal
on the north west side. I would rather see it
moved further east and a neighborhood park/
walkway or splash pad built. I am highly concerned
about my property value decreasing. We
have worked very hard to increase the value of
our home and to lose value would be heart-breaking.

Do you have any other concerns related to the study?

I have concerns about cost for the east side
expansion. I am in favor of the west side acquisition
as long as there is no impact to home values and
there is a neighborhood park built

COMMENT FORMName: Teresa HolmesAddress: Phone: Email: 

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Please list any comments, concerns, and/or suggestions related to the proposed action.

I am concerned about the value of the homes that
this is going to impact. Our values will go Down!
Also, with putting the wall where you have designed it.
I would rather you move it toward Bangerters
& have a grassy maintained park! This
will help keep the value of our homes as
well as those that have to look at the wall dont
need to look at it
Do you have any other concerns related to the study? within 20 ft from their
homes

COMMENT FORMName: Karen Eaton

Address:

Phone:

Email:

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Please list any comments, concerns, and/or suggestions related to the proposed action.

I am deeply disappointed about the impact this will have on my small neighborhood. It appears that no matter which plan is used, houses will still be removed from my neighborhood. I feel that the state has an obligation to put in some sort of parkway in the land that may be left over after the dust has settled. At least it is some compensation for the loss of great neighbors. We

Do you have any other concerns related to the study?

Want our neighborhood to be a desired place to live for the rest of us and for future residents. We don't want it to become a ghetto. We hope that the parkway can be beautiful with many trees to help reduce the noise level that will not be as great as without the trees. Please don't leave us in shambles!

COMMENT FORMName: Dyke - Julie Nelson

Address:

Phone:

Email:

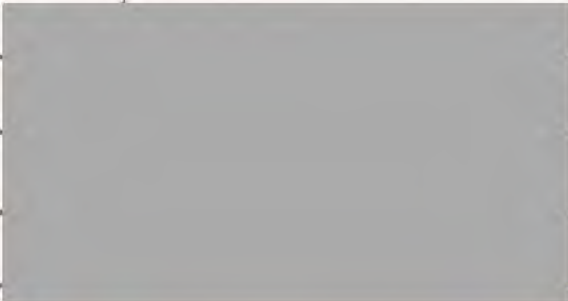
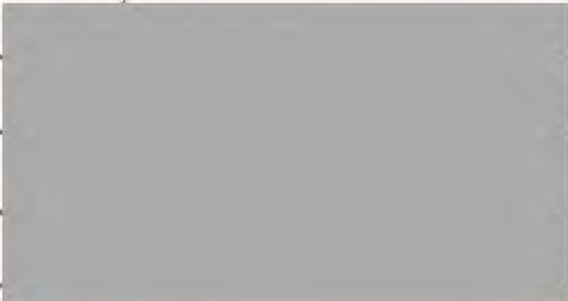
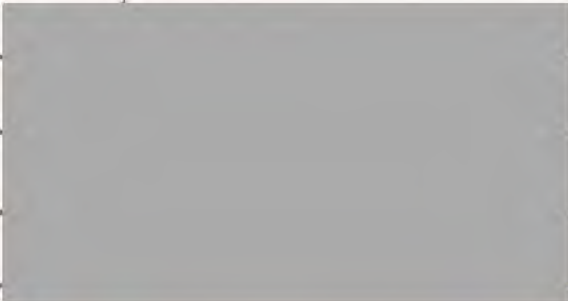
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Please list any comments, concerns, and/or suggestions related to the proposed action.

on the north side of 90th south we would like the wall
put up next to bangarter. There should be grass and
small park on the west side of the wall. Bangarter
needs to go under 90th not over. The values of ~~our~~ properties
will be hurt if it goes over 90th it needs to go under.
Please help keep our value that we have left.

Do you have any other concerns related to the study?

How is it going to impacted 90th south going west. I
feel its going to make it harder to get out of our
subdivision. We need the wall up next to bangarter
and grass area on the other side.

COMMENT FORMName: Gindy MinsonAddress: Phone: Email: 

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Please list any comments, concerns, and/or suggestions related to the proposed action.

I think that people should not be forced out of their
homes, especially when there are other options. Paying
more now would benefit many of your tax payers that you
say you represent. Bangarter was never supposed to be a
freeway (we were told that before it was even built). Maintain
view corridor should be focused on.

Do you have any other concerns related to the study?

Bangarter should go under 90th to lessen the noise impact.
There is already a much lower portion before you come to
the intersection.

COMMENT FORM

Name: CHARLES MORRIS

Address:

Phone:

Email:

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Please list any comments, concerns, and/or suggestions related to the proposed action.

Adequate drainage at intersection of 90th S & Bangerter.
Must be well done!!

Bingham Creek is a flood mitigation area. Appropriate
drainage must be maintained

Do you have any other concerns related to the study?

COMMENT FORMName: TOM BLACKMANAddress: _____

Phone: _____

Email: _____

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Please list any comments, concerns, and/or suggestions related to the proposed action.

WHY THE HECK DIDN'T YOU MOVE
THE BANGERTER TO THE EAST? IF NOT
ALL THE WAY BUT SWING IT IN THE OPEN
SPACE WHERE FAIRCHILDS IS? SAVE
AS MANY HOUSES AS POSSIBLE !!!

Do you have any other concerns related to the study?

YOU GUY'S SUCK!!

COMMENT FORMName: Arin Haslam

Address:

Phone:

Email:

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Please list any comments, concerns, and/or suggestions related to the proposed action.

I'm concerned about how the expansion of Bangerter will affect the re-sale value of my home. I feel that it would be fair for an appraiser to evaluate if any change will happen with the completion of the project and if so, be compensated for the decrease.

I am also concerned about what the view will look like from our house. Will we be able to see the freeway? Will the overpass block the view?

Do you have any other concerns related to the study? of the mountains?

I would like to know why the freeway isn't being shifted to the east. I understand that cost significantly goes up by doing so, but the community on the west side of Bangerter is worth preserving.

COMMENT FORMName: malcolm Usher

Address:

Phone:

Email:

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Please list any comments, concerns, and/or suggestions related to the proposed action.

What are they doing with Land
up to the wall on new heritage
want to see wall as close to Bangeter
as possible and some kind of
grassy area with park or something.

Do you have any other concerns related to the study?

1. why will it not move east and save
homes?

2. What about 2nd hand compensation
for loss in Value

COMMENT FORMName: Christine and Stephen Mockli

Address: _____

Phone: _____

Email: _____

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Please list any comments, concerns, and/or suggestions related to the proposed action.

This was a shock to us initially. We were notified by a neighbor.
It is our HOPE that people's opinion is valued!
This Project greatly affects lives!! We have lived
here close to 30 years. It is "life changing" to be told
people have to leave (in the name of economic progress)
and there will be Major Construction Expanding a Highway
next to your home! We would greatly appreciate it if
there was a strip of land east of us left whereby we
could zero landscape it. The trees near the sidewalk
are beautiful!! We need trees!
The main concern is that our opinions really COUNT
and this is not just routine procedure. It is tough
to spend your life career investing & paying off for a
home and in your retirement phase being faced with such
a project involving noise, pollution, traffic & the loss
of some good neighbors. If there is some strip of land
east of us left, we can maintain if the city chooses not to.
Thank you!

BANGERTER 9000 SOUTH INTERCHANGE

A UDOT PROJECT

- oOo -

PUBLIC COMMENTS

April 13, 2016

5:00 p.m. to 7:00 p.m.

Terra Linda Elementary
8400 South 3400 West
West Jordan, Utah 84088

* * *

Reported by Letitia L. Meredith
Registered Professional Reporter
Certified Shorthand Reporter CA

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P U B L I C C O M M E N T S

MARK KNARAS: Mark Knaras, [REDACTED] .

The sound wall in the -- I don't know what street it is. On the south side of 90th South, the sound wall that goes along Bangerter, do not put it along the curb. Push it as close to Bangerter as you can because the neighbors do not want to look at a sound wall that's 25 feet from the front of their house.

* * * *

KAYLEEN WHITELOCK: Kayleen Whitelock,

[REDACTED] .

I'm here tonight because I'm concerned about the intersection of Bangerter and 9000 South, and I feel like -- our subdivision is the Valley West Sunburst Subdivision, and I feel like the better option and alternative is for Bangerter to continue underneath.

I understand that there are some water issues, but all issues can be taken care of. It's a matter of priority. It would make it a much better scenario for our neighborhood which has already been impacted the first time since I moved there by Bangerter being built and then the next time by Trax going in.

So we've already taken two hits in our

1 neighborhood for transportation in the valley. So I
2 think we're worth the investment of having that go
3 underneath 90th instead of over, and so that is what
4 I'm requesting.

5 And I know that they are 20 percent in
6 their planning of over, but I really think under is a
7 better alternative for our neighborhood and for our
8 home values. And I think that needs to be taken into
9 consideration this time since it's the third time
10 we're being impacted. I hope they work that out.

11 * * * *

12 ANONYMOUS: I would just hope that, of course,
13 they take as least property as possible and put the
14 sound wall as close to Bangerter as possible. Also,
15 I would hope that they would limit working at night
16 so it's not an all-night deal where we can't sleep
17 and dump trucks and noise all night long.

18 That's really all the comment. I can see
19 the need for it. I don't think the traffic there is
20 that bad right now. It backs up during rush hour,
21 but anywhere in the valley you go is going to be
22 backed up at rush hour. I think that's normal. I
23 would rather wait an extra 20 minutes to get home
24 than see the properties be taken and, you know, go
25 through all that construction.

* * * *

JANIE CANALS: Janie Canals, [REDACTED]

[REDACTED].

As a resident of the valley, the Sunburst neighborhood, I wanted to make the comment regarding the impact that we are experiencing with the potential traffic flow of 90th South as well as the developments on Bangerter Highway and that we recently underwent the expansion of the Trax system.

All of these impact all of the Salt Lake Valley in particular. With this I feel that should be taken in to account that we are giving the residents of Salt Lake County better traffic flow. In return it should be taken into consideration the property values of our homes and that 90th South should be -- excuse me -- Bangerter Highway should go under 90th South rather than over and also that the sound impact is going to be affected significantly.

Because of this, it should be noted that there should be sound walls, green space to compensate for the concessions that we are making. All of this will benefit the community at large because, as these concessions are met with 90th South with Bangerter going under 90th South and more green

1 space being made available, that keeps property
2 values and that area desirable for future
3 generations.

4 As the property values stay high, then the
5 tax revenue for future generations also stays high,
6 and so as these concessions are made to this
7 particularly impacted area, it will benefit the
8 community at large, and that's what we want UDOT to
9 know.

10 * * * *

11 DARRELL MARRIOTT: Darrell Marriott, [REDACTED]
12 [REDACTED].

13 Just wanted to comment regarding for one
14 thing the wall they are proposing. Feel like the
15 wall needs to be close to the overpass rather than
16 away from the overpass so that it controls as much
17 sound as possible. And also for those of us that are
18 left in the neighborhood, we feel that the area
19 that's left there needs to either be turned into a
20 park or some kind of a green area so that the
21 property values are not impacted any more than
22 necessary.

23 LINDA MARRIOTT: We have an incredibly close
24 community and things that impact even those closer to
25 the situation impact us because we are a united

1 community, and I really believe that especially homes
2 that are across the street from the homes that are
3 going to be taken, they need to not look into a weed
4 patch, and their sound needs to be so that they can
5 enjoy hearing each other talk rather than just the
6 noise.

7 So I agree with him, the wall needs to be
8 right against Bangerter because it needs to defer the
9 noise from our neighborhood. These are our friends.
10 We care about them. They are as much family as they
11 possible can be plus our whole neighborhood needs a
12 park. For our kids in our neighborhood to go to a
13 park, they have to cross some kind of a busy
14 intersection to get there.

15 If they turn that land that's going to be
16 left over anyway into a park, our neighborhood will
17 actually be upgraded instead of degraded by adding a
18 park for our kids. We have a lot of kids in our
19 neighborhood now. They need to be safe.

20 So that's my two cents. We need to make
21 sure we are real considerate of those people that are
22 left, our property values, and the children who would
23 be benefited by adding a park to the neighborhood
24 besides keeping our property values stable.

25 * * * *

1 ANONYMOUS: I just wanted to say that I
2 appreciate the due diligence that UDOT is making and
3 making it as open as possible, and my hope is that
4 they try to reduce impact on people's lives as much
5 as possible. I know in there it's kind a worst-case
6 scenario. I would love to see them make that
7 worst-case scenario even better.

8 * * * *

9 ANONYMOUS: My house isn't being bought, and I
10 don't think my house is going to be affected. I'm
11 concerned for the safety of people on Bangerter.
12 With the roller coaster, bad visibility I think lives
13 are going to be lost and UDOT it is going to be sued,
14 and that's going to affect taxpayers. That's my
15 concern.

16 I want in the record this design is not
17 intelligent. You don't see roads like that in
18 Arizona, California even Mexico. You don't see
19 (indicating) rollercoaster, 6 percent grade. When
20 you have ice in the winter and low visibility, it's
21 just not safe. I don't think they are thinking about
22 that.

23 Yeah, there's all the worries about the
24 houses, and the people that are staying in the
25 neighborhood are suffering a loss of their home

1 values, but the safety is the big issue.

2 * * * *

3 MALCOLM USHER: Malcolm Usher, [REDACTED].

4 Wondering how close the sound wall is going
5 to be to Bangerter or to New Heritage and how tall.
6 What about secondhand compensation for land value
7 loss, how long construction, and what about damage to
8 foundations during construction period of homes close
9 to construction site and security of the construction
10 site during it for small children in the
11 neighborhood.

12 * * * *

13 PAUL CROSSLEY: [REDACTED].

14 Our main concern is --

15 KATHY CROSSLEY: Our home will be one of the
16 ones left facing where the homes are being taken out.
17 So right across the street from us will be vacant
18 area. Right now they are thinking of having the
19 sound wall right up next to the sidewalk. We would
20 prefer it be farther east and that some grass and
21 trees and landscaping go in there, a little green
22 space park type area so that there is still something
23 attractive there so the value of our homes won't
24 depreciate as much.

25 PAUL CROSSLEY: And that the sound wall be

1 replaced. The existing one is ugly. Be replaced
2 with something that's more attractive since that's
3 what we see out the front of our home. That's our
4 main concern.

5 * * * *

6 BRENT TENNEY: [REDACTED].

7 I live in the neighborhood on the north
8 side of 90th that's going to be affected. We are
9 going to have some of our houses taken away by this
10 project. There's a lot of concern in my neighborhood
11 about what's going to happen to those lots and where
12 the retaining wall is going to run.

13 It's pretty clear from talking to my
14 neighbors and I feel strongly we would like that
15 retaining wall as close to Bangerter as we can get it
16 as far to the east as we can get the sound wall, the
17 retaining wall. And hopefully we can convince the
18 city to give us a green space park there in what's
19 left of those lots. We would like the wall as far
20 east as we can and have something green and grassy
21 there hopefully and the kids can play in it and we
22 can get some value out of it.

23 (Whereupon the taking of public comments was
24 concluded at 7:00 p.m.)

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C E R T I F I C A T E

STATE OF UTAH)
)
COUNTY OF SALT LAKE)

THIS IS TO CERTIFY that the foregoing comments were taken before me, Letitia L. Meredith, Registered Professional Reporter and Notary Public for the State of Utah and Certified Shorthand Reporter for the State of California.

That the comments were reported by me in Stenotype, and thereafter transcribed by computer under my supervision, and that a full, true, and correct transcription is set forth in the foregoing pages.

I further certify that I am not of kin or otherwise associated with any of the parties to said cause of action and that I am not interested in the event thereof.

WITNESS MY HAND and official seal at Spanish Fork, Utah, this ____ day of _____ 2016.

Letitia L. Meredith, CSR, RPR

SR-154; Environmental Study for Four Locations (Bangerter Highway and 9000 South) – Comments and Responses (March 29, 2016 to April 29, 2016)

In some instances, individual comments were summarized and divided into multiple “topics” for organizational purposes.

No.	Method	Name	Comment	Response	Topic
1	Public Website		Why displace all these families when there is an OPEN FIELD on the east side of Bangerter??? Curve the highway into the field.	Bangerter Highway East Shift versus West Shift As part of the State Environmental Study, the design team evaluated multiple options for the Bangerter Highway/9000 South Interchange, including a Bangerter East Shift and a Bangerter West Shift. Although the Bangerter West Shift would result in several residential relocations it was identified as the Proposed Action due to several constraints east of Bangerter Highway, including: <u>Jordan Aqueduct</u> The Jordan Aqueduct is a 78-inch waterline that carries 180 million gallons per day and serves most of the Salt Lake Valley. An east shift would require relocating 3,700 feet of the 78-inch waterline, associated 60-ft easement, and a waterline valve and access structure. This relocation would cause the following problems: - Risk to Public Health and Safety – The Jordan Valley Aqueduct can only be shut down during a two-week period in the winter. If the conversion from the old pipe to the relocated pipe does not meet public health and safety standards, the project team would need to wait until the following winter to complete the conversion. This would result in schedule delays and would prolong the construction project. - Prolonged Schedule – The waterline valve and access structure is located on land owned by the federal government. The process to acquire the property would take 12 to 18 months and would require an Act of Congress. - Additional Cost – Relocating the waterline would cost approximately \$2,000 per linear foot and an additional \$750,000 to relocate the waterline valve and access structure. The Jordan Valley Water Conservancy District and the Bureau of Reclamation have indicated that there are no short-term or long-term plans to reconstruct the Jordan Aqueduct. <u>Salt Lake Community College</u> Shifting Bangerter Highway east and relocating the Jordan Aqueduct and associated easement would	Bangerter Highway East Shift
2	Public Website	Paul Crossley	Could not the Bangerter Highway, after the SLCC Ball Diamond going south, curve slightly to the east and prevent the need to acquire the homes/property of residents? This would not affect the aquifer to the north (which was presented as a major obstacle of going to the East? It would also not affect the ball diamond, which was also presented as an obstacle. It would not affect the hospital parking which was also presented as an obstacle. And it would not displace families and cause such frustration in the lives of people.		
3	Public Website	Angelica	Put a curve to Bangerter and go on this land! Baseball diamond should change locations! The lights are distracting to drivers at night when they are on anyhow. Look at all this empty land that is available and prime for you to purchase. Wiping out that many homes will not only hurt WJ economy but will also bring an eye sore to the surrounding area.		
4	Public Website	Steve Larsen Comment 1 of 2	(1) If the hospital and college are okay with their property being taken lets do that not take all of these homes.		
5	Public Website	Annoying Neighbors	Why does everyone expect the city of West Jordan to not side with the Hospital and SLC College on the property that can be used for this project? BUSINESSES PAY MORE TO THE CITY! If your offended don't read.		
6	Public Website	Paul Brockbank	To be upfront, I don't live in this area but do travel Bangerter on a regular basis. North/south traffic is horrendous during the rush hours so I believe that the bridge is needed. However, I side with those that advocate bending the Hwy to the east to save homes. I know UDOT is all about square intersections but it just seems to be a no-brainer to swing the roadway so it is raw ground that is being impacted and not people's homes, lives and memories.		
7	Public Website	Barry Bessey	Awful disappointed people have to be relocated out of their homes. Our lives, and lifestyles seem to be less important than parking stalls. I would like to be proactive in this process, and seek a quick resolution as adequate replacement housing seems to be hard to find right now.		
8	Public Website	Adrian Dennis	Not excited about being relocated from my home where I got married and brought my first born child home too. I don't want to stand in the way of progress but it seems more logical to move the expansion east. Please make sure that my family does not suffer in the name of progress!		
9	Public Website	Kris Hansen	Why are we not using the empty space to the East of bangerter instead of ruining homes and families lives. This project will cost 50-100% more by using the West side and relocating families than using the East side of the road.		
10	Public Website	Nancy Wiker Comment 1 of 6	(1) Is there not some land that could be used on the SLCC before you get to the water pipe? I have been told that it is 10 to 15 feet in from their property line.		
11	Public Website		Hey look: Most of their parking spaces are empty anyways. They can lose spaces...		
12	Public Website		This water line will just need to be dug up and replaced in 10 years anyways! why not kill 2 birds with one stone and take care of everything at once. Move the water line and the road to the east!		
13	Public Website		Look at all of this dead space at the hospital anyways. Can't they pick up the 120 parking spaces by better using their existing dead space?		
14	Public Website	Calogero Ricotta	Why not use all the empty land on the East side of the road? It makes no sense taking out houses when you have unused land on the East side of the road that could be utilized.		
15	Public Website	Calogero Ricotta	All the land on the east side of the road is wide open. How is this even a discussion?		
16	Public Website	Rett	It burns me up that this is just another abuse of eminent domain by a corrupt and greedy government. All of the land on the opposite side of the highway, belonging to the community college, is already public land. Why do they want to come		

No.	Method	Name	Comment	Response	Topic
			in and screw over everyone who lives in the neighborhood. It's going to hurt all property values within a 3-5 house distance. Not only that, the houses that they're taking are only 10 years old. It's not as if they're crumbling and dilapidated. They are going to have to replace that water line in the next 8-10 years anyway, why don't they just make it all into one project. I'm sick of hearing that the baseball field is too expensive to replace, or that the hospital is expanding so they can't be cut into in the slightest. You're messing with people's livelihoods now. Have some consideration for the welfare of your tax paying residents. This is out of control, dirty politics. Just look at the wide open field!!!!	necessitate acquiring property from Salt Lake Community College and would have the following impacts: - Well Relocation – the Salt Lake Community College well provides all water to the campus. - Baseball Field Relocation – \$1 Million was donated to the college to construct the existing facility. It would cost approximately \$1.5 to \$2 Million to relocate the baseball field and associated features (dugout, fencing, lighting scoreboard, sprinklers, etc.). This cost does not include the property itself. <u>Jordan Valley Medical Center</u> Shifting Bangerter Highway east and relocating the Jordan Aqueduct and associated easement would necessitate acquiring property from the Jordan Valley Medical Center and would have the following impacts: - Removes 132 parking stalls at a cost of approximately \$15,000 per stall (\$1.98 Million total). Currently, the hospital parking is at capacity. The removal of 132 stalls would require the hospital to construct a parking structure and would be detrimental to the future plans and expansion of the Jordan Valley Medical Center (hospital addition, new Cancer Center, new medical office complex). It should be noted that even with an east shift, the neighborhood to the northwest of the intersection would still be impacted (full property acquisitions). This is because Bangerter Highway is constrained by the Canal bridge over the roadway, north of the intersection. <i>See attached figure for details about the eastside constraints.</i> Bangerter Highway Curve Curving Bangerter Highway on the south to minimize impacts to both residential properties on the west side of Bangerter Highway and the Jordan Valley Medical Center would still impact the Salt Lake Community College and the Jordan Aqueduct. Additionally, it would create empty, unusable space on the west side of Bangerter Highway, cause safety concerns, and would	
17	Public Website	Greg Brimhall	Can't we use all of this vacant land and leave most if not all the homes on the west side of Bangerter. The off ramp that we have used for years is about 150 yards long. If you used the full length of the vacant fields it would be 300 yards long. If the little house at the northeast corner of Bangerter and 90th is a valve house then couldn't the bridge be angled so it slants west to east as you look at it from above? The aqueduct passes under Bangerter highway somewhere between 7800S and 7000S so it can't be said that you can't build road over the top of it safely, it's already been done.		
18	Public Website	Greg Brimhall Comment 1 of 2	(1) Is this a valve house for the aqueduct? It seems this little house is the focal point of the design move to the west.		
19	Public Website	Duane Sorensen	This field is used maybe 20 times a year and sits vacant the rest of the time. MOVE IT.		
20	Public Website	Dan Catlin	Apparently we are losing recreational facilities as they plan to do away with all of the WJ Soccer Complex fields. Our neighborhood is locked in without any open space at all for our kids to use. Our neighborhood was affected when Bangerter was originally built, now let's just rip out our whole East part our neighborhood. Poor planning by the state and city over and over. The city and state continue to make our lives worse when the preach how they are making our lives better. Do something right for once, use the East side of Bangerter to expand and leave the houses alone! You are just making political excuses to cater to the big boys (hospital and SLCC).		
21	Public Website	Dan Catlin (Comment 1 of 2)	The impact to families and the citizens of this state should be considered as highly as the cost to expand to the East rather than the West. The hospital has more than enough green space on the South & Southeast of their property to relocate the parking area. The college property is already owned by the state and should always be impacted before impacting its citizens property. There is more than enough space to relocate the baseball diamond South of Fairchild.		
22	Public Website	Bart and Susan Robbins	If true that the aqueduct passes under Bangerter highway between 7800 S and 7000 S I would strongly petition that similar construction take place as an option to displacing families from their homes. These are families that we love and care about and do not want to lose from our neighborhood		
23	Public Website	Stephanie	Please shift Bangerter to the East after 9000. The ballpark has had multiple issues with damages done to vehicles due to baseballs being hit onto 9000 and by moving the ballpark West would help with these accidents. Also, since 9000 is going to be widened the ballpark will most likely need to be relocated regardless. Shifting bangerter to the west and relocating the ballpark now will save a lot of homes rather than losing homes and having to move the ballpark anyways in a few years.		
24	Public Website	Mark Feigh	I do believe more study is needed on curving the hiway to East to reduce the impact to home owners. I don't believe any of this was disclosed to the buyers of the newer homes that this was a possibility when they bought. It has been in the works for years. It's not fair for someone who built their dream home now has to relocate due to progress. Especially since there is vacant land to the East. At least that will reduce the impact to the Majority of the homes.		
25	Public Website	Andrew Clegg	Curving this portion of Bangerter east and over the aqueduct (which is possible as it would only be concrete at existing grade) would save the southernmost 15 houses from ROW impacts. It could then curve west at the intersection to clear the pump house.		
26	Public Website	Andrew Clegg	The aqueduct is 41 years old, won't it need replacement in a few years anyway? You should coordinate with JVWCD about replacing this portion now and it could be moved east saving a dozen homes.		

No.	Method	Name	Comment	Response	Topic
27	Public Website		It is clear that the entire neighborhood is opposed to this design that effects SO MANY HOMES. Are you even going to consider changing the plans? Why act like you care when it's apparent you don't. UDOT doesn't care about our communities, they care about who has the biggest pockets...	be more expensive due to additional Jordan Aqueduct realignment and right-of-way needs.	
28	Public Website	Lisa Oveson	Sure seems it would have less impact on peoples lives, cost a lot less as you'd not be purchasing expensive home and be buying out land, to shift your plans east & acquire parking lot space from Jordan hospital and Kate field (already county owned). The Hospital has plenty of green space on the 90th south side to add parking if they even need it (not). Rearrange Kate field with home base in the corner of Bangerter/90th - no need to even relocate it! It has always seemed UDOT can not seem to see their nose despite their face. Do the right thing for all involved. This seems logical.		
29	Public Website	Stacy	Where can we go to see the study done on the cost difference between using the East side vs the West side?		
30	Public Website	Mindy Maxwell	UDOT said that they can't take any of the hospital's parking lot because the hospital is expanding and needs their parking lot. Well, FYI the parking lot is already way undersized as it is! It is extremely difficult to find a "visitor" parking place there. Therefore, build a multilevel parking garage! Then Bangerter can expand towards the east side and save all of those homes on the west side, and also parking will be much more adequate for the hospital's needs.		
31	Public Website	Mindy Maxwell	Move this ball park! UDOT said it is much too expensive. Well, if it were the ONLY option, then it would be moved and the expense would be dealt with! Let's take a more serious look at what would be required to expand Bangerter on the east instead of the west side. Replacing a whole street of homes with a huge on ramp, retaining wall, and then blocking the view of the remaining homes and significantly decreasing their property value is pure nonsense! There are other options. Money is not the only issue here. UDOT can find the funds for whatever it wants to do.		
32	Public Website	Comment 1 of 4	(1) I understand the need to expand Bangerter but I believe other options could be pursued to limit the amount of homes that are directly affected. Is it possible to curve Bangerter to the east in the open area of land? This would save a lot of homes.		
33	Public Website	DeVere Day	Please move Bangerter east and preserve the homes on the west side of the neighborhood. Pave over the aqueduct if necessary and keep neighborhoods together.		
34	Email	Dana Bentley Comment 1 of 2	Why not scoot the road over toward the East where there are no homes. There is even unoccupied land over there.		
35	Email	Greg	We're really not happy about losing the homes on the east side of our neighborhood (west side of Bangerter) between Valley West Drive on the north and 8850S on the south. There is a good 270 yards of open fields at the northwest corner of Bangerter and 90th that seems like could be used better than carving off those homes to the north of the open lots. We have to remember we have had a single 130 yard deceleration lane for the southbound turning west on to Bangerter for many years. It seems like doubling that and a two or three lane collector on that side could easily be accomplished in the vacant land there at the northwest corner of Bangerter and 90th. Anyway, the sooner we know what the true obstacles are the better. It seems that the road could be built on top of the aqueduct since it does pass under Bangerter already, as you noted.		
36	Email	Devere Day Comment 1 of 10	(1) Can we see the financial breakdown of construction costs from the west side of the road to the east side? Please show a map of the aqueduct from 114th south to 5400 south to illustrate to impacted homeowners where this runs along the Bangerter Highway? Can the road curve to the east side between 9800 south and 9000 south? Why does UDOT feel that it is a better option to remove homes and destroy neighborhoods rather than remove a baseball field and a parking lot. As citizens, our understanding is that UDOT engaged in discussions with Salt Lake Community College and Jordan Valley Hospital prior to engaging in discussions with West Jordan residents. Please explain if this is true and if so why?		
37	Comment Form	Jen McIllece Comment 1 of 6	(1) I am also concerned about my neighbors and friends losing their homes. There is no reason to not go the other direction. Parking spaces are <u>not</u> more important than homes. The water can be moved. There is not a lot of		

No.	Method	Name	Comment	Response	Topic
			properties for sale, where are they supposed to go? How are you going to make this right? Why are you not doing everything in your power to protect homes? Families should come first.		
38	Comment Form	Aurelia Butcher Redd Comment 1 of 3	(1) I have concerns about cost for the east side expansion. I am in favor of the west side acquisition as long as there is no impact to home values and there is a neighborhood park built.		
39	Comment Form	Tom Blackam	Why the heck didn't you move the Bangerter to the East? If not all the way but swing it in the open space where fairchild's is? Save as many houses as possible!!! You guys suck!!		
40	Comment Form	Arin Haslam Comment 1 of 3	(1) I would like to know why the freeway isn't being shifted to the east. I understand that cost significantly goes up by doing so, but the community on the West side of Bangerter is worth preserving.		
41	Comment Form	Malcolm Usher Comment 1 of 3	(1) Why will it not move East and save homes?		
42	Public Website	Cameron Christensen	Why doesn't this house have anything on it? It looks like it will be affected just like the rest of the homes too.	UDOT will work directly with affected property owners throughout the design-build phase.	Right-of-Way Acquisition
43	Public Website	Sandi Pezely	I am saddened to lose my home. I have great friends on this street that will also lose their home. I work at Jordan Valley Hospital and I love the commute/lack of. My children's charter school is very close. I do not want to go through the hassle of moving. Very difficult to find a comparable home for the price. With all that being said I believe UDOT is making the right choice in upgrading this intersection. As a taxpayer I appreciate that they are trying to use MY money in a cost effective way. The hospital appears to show lots of parking spaces. This map is old and does not show the new Cancer Center that is being built that has taken up many of those parking spaces. UDOT please be speedy in this "negotiation" process so we may get on with lives so to speak. It looks like I need to build a new home.	Right of way acquisition will occur in accordance with the Uniform Relocation Assistance and Real Property Act. Property acquisition procedures are described on UDOT's web site in the Acquisition, Appraisal, and Relocation section, which includes brochures on property owner's rights.	
44	Public Website	Nancy Wiker Comment 2 of 6	(2) What is the budget for the acquisitions of the property in this section? Homes are hard to find right now and are getting top dollar. Will you be paying top dollar or will you pay on the low end? What you pay will affect my house value and those around me.	Property acquisition will be compensated at fair market value. In the event a project only impacts a portion of an owner's property, UDOT will pay fair market value for the land and improvements that are actually impacted.	
45	Public Website	Dustin Bruschi	Why didn't UDOT or the city buy this property back when it was for sell last August? The lot was going for 119K. Now UDOT will have to pay the builder 400K to buy them out. That's 281K of tax dollars that could of been saved. Since somebody screwed up and let them build a huge house here, they should be able to stay with their full property. The owner has put a lot of work and time away from his family to build his dream house. He should keep it.	UDOT does not compensate for indirect impacts.	
46	Public Website	Joey Garrard	I am asking that you consider fully acquiring my property. Over the past few months we have been planning and talking with a real estate agent about moving to the Bluffdale area and selling our home. We applied and have been accepted to Summit Academy Elementary in Bluffdale and our kids will start in the fall of 2016. Our whole lives revolve around in the southern part of the valley and was planning to live there before the school year started. Because of this, this puts us in a hardship and our life is placed on hold. We are in a situation now with this project that we won't be able to sell our home until this is complete and we will have to travel to the other parts of the valley to transport our kids to and from school each day.	UDOT will continue to update stakeholders and the public throughout the design-build phase of the project and notify them regarding any changes to the design, construction schedule, and other pertinent project information.	
47	Public Website	Brandi Hill	We are sad to be losing the home we built 10 years ago, came home to after our honeymoon and brought our two children home from the hospital. But we understand why the city and state has decided to make the decisions they have. We just ask to make this transition as speedy and comfortable as possible.		
48	Public Website	Cliff Bentley	We thought we'd live here for the rest of our lives. With our addition to the house (3 years ago) we never thought we'd lose all that work and customization. Fair market value? Comps will never be adequate. How about fair replacement value?		

No.	Method	Name	Comment	Response	Topic
49	Public Website	Michael	I find it interesting that all of the acquisition via imminent domain ends right here, where South Jordan city limits begin. What is at play here?		
50	Public Website	Marlies Robison Comment 1 of 2	(1) I know that sometimes unfortunate things have to happen to facilitate growth. I hope that if these neighbors are relocated that it will be because it NEEDS to be done and not because it is the path of least resistance. I also hope you will give them more than fair value for their houses and relocation process.		
51	Public Website	Noni Boyle Comment 1 of 2	(1) You will never be able to replace our wonderful neighbors that we are losing. I hope you give them enough for their lots so they can find good new homes.		
52	Email	Dana Bentley Comment 2 of 2	(2) This morning we received the devastating news that our home along with our neighbors homes were to be acquired in preparation for the project at Bangerter and 90th South. It's hard enough to leave our home and friends after 23 years of living here. However, the hardest part for my husband and I is the fact that we just remodeled our home a couple of years ago. We put our sweat and, yes, even blood into building this remodel. Even more than the additional 1000 square feet that we added, is the details and personal touches that went into the remodel. We built it according to how we would be comfortable living here the rest of our lives. As you can probably imagine, we have been thinking about the total life changes we will have to make including the possibility that we will not receive compensation enough to replace what we have created here. My husband and I thought there would be no way that we would be involved in losing our home because our house is close to the underpass and is above the actual Bangerter Highway. This house was purchased about 25 years ago by UDOT for the building of Bangerter Highway, but was resold after the highway was built. Is this going to happen again? Does UDOT take into consideration individual people when deciding upon final plans? Do I just buckle under and accept whatever happens?		
53	Email	Devere Day Comment 2 of 10	(2) How is home and property value determined for those who are losing home or property? If I disagree with a UDOT appraisal of my home, do I have a legal right to get a 2nd opinion or have an arbitrator?		
54	Comment Form	Laura Benedict Comment 1 of 5	(1) The homes being taken need to get full property value.		
55	Comment Form	Karen Eaton Comment 1 of 2	(1) I am deeply disappointed about the impact this will have on my small neighborhood. It appears that no matter which plan is used, houses will still be removed from my neighborhood.		
56	Comment Form	Cindy Minson Comment 1 of 3	(1) I think that people should not be forced out of their homes, especially when there are other options. Paying more now would benefit many of your tax payers that you say you represent.		
57	Verbal Comment	Anonymous	I just wanted to say that I appreciate the due diligence that UDOT is making and making it as open as possible, and my hope is that they try to reduce impact on people's lives as much as possible. I know in there it's kind a worst-case scenario. I would love to see them make that worst-case scenario even better.		

No.	Method	Name	Comment	Response	Topic
58	Public Website	Kyle Erdmann	Our house is on the 'Potential Full Acquisition' list. We would rather be on the Full acquisition list. We have a job offer that will be taking us out of state. We have put money into finishing our home so we would be able to sell it quickly but with these road plans it is impossible to sell this home and we cannot afford to pay 2 mortgages. We are also concerned about the safety of our child and pet that play in our backyard. If just some of our property is effected it would make our backyard so small and our dog and kid would only have cement to play on. The pollution and sound from the vehicles being closer concerns us as well. We have filed for a hardship waiver but we are hoping this can be solved by you fulling acquiring our home. We are willing to move as soon as possible as we plan on moving April 15th. Please consider taking our home so that we can move on with our lives and not worry about what will happen with our land/home.	The design-build process may result in design changes to the Proposed Action. Residences that are designated as a “Potential Full Acquisition” will know by late Summer 2016 whether or not their property will be acquired. UDOT will work directly with affected property owners throughout the design-build phase. Right of way acquisition will occur in accordance with the Uniform Relocation Assistance and Real Property Act. Property acquisition procedures are described on UDOT’s web site in the Acquisition, Appraisal, and Relocation section, which includes brochures on property owner’s rights. Property acquisition will be compensated at fair market value. In the event a project only impacts a portion of an owner’s property, UDOT will pay fair market value for the land and improvements that are actually impacted. UDOT does not compensate for indirect impacts.	Potential Full Acquisitions
59	Public Website	B. Blacker	After attending 2 public meetings, I'm thinking UDOT will be fair about the whole process. I believe that the following should occur regarding the process involving homes where only property is being acquired. Give all homeowners in the yellow sections a choice of a full buyout with benefits as well as a choice to stay with compensation for land and lost property value. Some will choose to stay, others to go. It might be probable that some homeowners further north being displaced might want to purchase these homes, hence being able to stay in the neighborhood. But a choice would be nice.		
60	Public Website	Marilyn Markus Comment 1 of 2	(1) We've lived in this house for 30 yrs and will be sad to leave our friends & neighbors. Bangeter is already very close to our home and we are concerned about the idea of Udot only taking part of our yard to spare our house. This would bring the road that much closer to us and increase the noise level even more. If our options are to lose even one foot of our yard or to have our home purchased and razed we would rather our home be purchased.		
61	Public Website	Steve Larsen Comment 1 of 2	(1) It sounds like anyone that is yellow will have to wait until all of the red home are bought before we can get an offer, not right.		
62	Public Website	Dustin Brusch Comment 1 of 2	(1) I agree with the other houses in the yellow. Please give us the option to leave with a full buyout and benefits or to choose to stay with compensation for land, lost property value and the added noise.		
63	Public Website	Benn Blackmer	I'M with everyone else in yellow. u might as well take the home. Real estate friend says it will hurt property value by 40-50 K. I HAVE ALREADY CONTACTED AN attorney who specializes in this sort of thing to consult. Be interesting to see what he has to say		
64	Email	Melissa Brusch	We live on 9367 S. New Heritage Drive and are going to be affected by this new project of 9000 S overpass. Our neighbors have had the option to be bought out because we are all in the yellow zone and we want that option too. We've tried to contact Michael Timothy a couple of times and still have not heard back. I know things are busy but we want to make sure that we've been heard and to not lose out on this opportunity.		
65	Comment Form	Christine and Stephen Mockli	This was a shock to us initially. We were notified by a neighbor. It is our HOPE that peoples' opinion is valued! This project greatly affects lives!!! We have lived here close to 30 years. It is "life changing" to be told people have to leave (in the name of economic progress) and there will be major construction expanding a highway next to your home! We would greatly appreciate if there was a strip of land east of us left whereby we could zero landscape it. The trees near the sidewalk are beautiful!! We need trees! The main concern is that our opinions really COUNT and this is not just routine procedure. It is tough to spend your life career investing and paying off for a home and in your retirement phase being faced with such a project involving noise,	Remnant Land Decisions on remnant land will be made during the design-build phase of the project and will be made pursuant to UDOT's real property disposal guide (www.udot.utah.gov/go/propertymanagement) after the construction of the project. Any future allowable uses on the property would also be subject to review and approval by West Jordan City. As part of ongoing	Remnant Land, Noise Wall Location, Aesthetics

No.	Method	Name	Comment	Response	Topic
			pollution, traffic and the loss of some good neighbors. If there is some strip of land east of us left, we can maintain if the city chooses not to. Thank you!	coordination, UDOT will share comments related to possible uses of remnant land (green space, landscaping, park, playground equipment, pavilion, etc.) with West Jordan City. Noise Wall Location The “in-kind” replacement noise walls would range in height from 12-ft to 17-ft (see response for Comments 133 to 163). South of 9000 South, the noise walls would be located directly adjacent to either Bangerter Highway or the southbound on-ramp. North of 9000 South, the noise wall would be located on the east side of 3645 West to provide the maximum noise reduction. If the noise wall were to be located directly adjacent to the southbound off-ramp, it would be ineffective due to change in topography (the southbound off-ramp is several feet lower than the homes on the west side of 3645 West). Noise Wall Aesthetics Visual aesthetics will be determined during the design-build phase of the project. Comments on remnant land, aesthetics, and noise wall location have been noted and will be evaluated during the design-build phase of the project. UDOT will continue to update stakeholders and the public throughout the design-build phase of the project and notify them regarding any changes to the design, construction schedule, and other pertinent project information.	
66	Public Website	Angelica	What are you going to do with the extra spaces of land you are taking? You better make it beautiful and landscaped, not an empty, weed ridden piece of land full of bad memories because you tore down beautifully kept homes.		
67	Public Website	Nancy Wiker Comment 3 of 6	(3) Who is going to take care of the property not used?		
68	Public Website		Make this space Beautiful. And where are you placing the wall? There is no blue line on this map. I Want the wall right against the new road (with easement of course) to help protect my family from noise and potential car crashes.		
69	Public Website	Amanda Menlove	Please mark where the relocated sound wall will be so we can see how this will affect the look of our neighborhood. Also when will the final plans be posted. Thanks for your help in keeping us informed on the process and plans.		
70	Public Website	Dustin Brusch	Will this area look like the current northwest corner of 2700 W and Bangerter when these houses are gone? On one side of the street there are houses, the other side is a field with weeds that aren’t taken care of.		
71	Public Website	Paul Crossley	The removal of these homes and moving the wall closer to our homes on the west will, of course, lower the value of our homes on the west . PLEASE, PLEASE, PLEASE put in a new wall that is more attractive than the existing wall! The existing wall would be OK in my back yard, but not in the front - replacing attractive homes that we see out our front door now with an attractive wall well help to lessen the impact on our homes! Also landscaping the remaining land with trees and grass would also help immensely.		
72	Public Website	Kristen Miles	Please consider those that live on the west side of 3645 W. We do not want to have to look at a sound wall and a patch of weeds. An option that would help to ease the feelings of those affected would be to take the space that is left after moving the sound wall and tearing down homes and turn it into a green space that is maintained by the city. This would be a way to help us maintain the value of our homes and create goodwill in the neighborhood.		
73	Public Website	Brady Wheeler Comment 1 of 3	(1) For my neighbors who are going to be directly impacted by having a sound wall right in front of their house, I would like to know the following issues: Can the design of the wall be altered so visual impact is reduced for the homes facing it (design like mountain outline in wall, color to reflect natural tones instead of grey concrete) With the increase in unused "green space" next to the wall, can additional features be added to make the space next to the wall more conducive to a neighborhood environment (landscaping, playground equipment, xeriscaping, etc)		
74	Public Website	Greg Miles	A nice park and a pavilion would be great at this spot. It would be a great gift for UDOT to work it out with West Jordan City.		
75	Public Website	Greg Miles	When you raze the houses please have a green space and if possible. If the trees could be saved it would help with the sound from bangerter.		
76	Public Website	Kristen Miles	A green space and pavilion maintained by the city would be a way to make this area beautiful and ease hurt feelings. Please get the city of West Jordan involved and make this happen. We do not want to look at a row of empty houses for 2 plus years. That will just make them a target for crime and vandalism.		
77	Public Website	Noni Boyle Comment 2 of 2	(2) When you leave us without these good neighbors, please do something for our neighborhood by leaving some space for a park. It will benefit the whole neighborhood.		
78	Public Website	Marilyn Markus	(2) It is our hope something can be done with the remaining space that will reduce the sound level as much as possible and leave it looking nice for those on the west side of our street.		

No.	Method	Name	Comment	Response	Topic
		Comment 2 of 2			
79	Public Website	Marilyn Markus	Something definitely needs to be done with the left over area; a green space would be nice. It will be a change of scenery for the people on the west side of the street but the new exit ramp will never be as close to those homes as the current road is to the homes that are going to be purchased.		
80	Public Website	Joan Edna Rond Comment 1 of 2	(1) Please put in a park and move the sound wall as close to Bangerter as possible. This neighborhood has no park nearby.		
81	Public Website	Marlies Robison Comment 2 of 2	(2) If that circumstance happens please make this area into a neighborhood green space and keep the wall as close to Bangerter as possible. That is a lot of land to leave undeveloped and what better way to use it than turn it into a beautiful green space/neighborhood park.		
82	Public Website	Greg Brimhall Comment 1 of 3	(1) The homes to the west that the project is buying out should be razed and a green space with grass and trees should be in their place to assure the homes left by the project are not negatively impacted.		
83	Public Website	Greg Miles	It would help us to have a better quality of life to have the sound wall as close to bangerter as possible. Also having a small Park would also improve the quality of life as well. That way our kids would have a nice quiet place to play when they feel like it. I think the whole nehiborhoods quality of life would be improved by it.		
84	Public Website	Greg Miles	It would make it nice if a park is put here to remove the circle since it is not needed and it will give more room for the green space. This would have a great impact on the quality of life for the kids and families.		
85	Public Website	Seth Behunin	The noise mitigation diagram shows a new sound wall being constructed alongside 3645 W as close to the houses on the west side of 3645 as possible. Can't this be pushed as close to Bangerter as possible to allow the residents to work with the city to try to reclaim this land as green space?		
86	Public Website	Steve Larsen Comment 1 of 2	(1) When the houses across the street are gone will it become a mess with nothing but weeds!		
87	Public Website	Sarah	Place the wall ASAP and as close to bang. as possible. Please disrupt my family the least you can.		
88	Public Website	Comment 1 of 2	(1) DON'T leave vacant houses for two years that will just be an attraction for crime and vandalism. Instead create something beautiful. Perhaps using additional water-wise plants and more trees to help block the sound.		
89	Public Website	Donna Gregory	It is important to those of use on the west side of 3645.W that all is done to preserve quality of our life style and property values. The sound wall needs to be place as close to Bangerter as possible the space that is left vacant should be made into a park or green space. This should be done early in the project as possible. Our property values have already taken a big hit.		
90	Public Website	Mark Knaras	Recommend the sound wall being as close to Bangerter as it can and reclaim the existing land to a park. Putting it at the curb on the east side of the street is going to look terrible and affect the property value of the homes even more than they already have. Do not rent out any houses that you decide to not tear down and then try to resale them after the project. This again is going to affect everyone's property values which have already taken a big enough hit. Also the houses that are supposed to be taken out should be done as soon as possible so they do not sit empty and are a target for vandals and vagrants.		

No.	Method	Name	Comment	Response	Topic
91	Public Website	Comment 2 of 4	(2) I am requesting that an attractive wall be installed that is at least 10 feet high from New Heritage drive. Please keep the wall as close to Bangerter as possible and landscape the open area with rocks, plants, trees and shrubs and a nice walkway.		
92	Email	Elizabeth Walters Comment 1 of 2	(1) Any properties acquired should be turned into green space.		
93	Public Website	Greg Miles	It would be smart to raze all of the houses vacated so they do not become a safety hazard as well as places for delinquents and criminals to "hang out". Also so they are not resold and drop property value.		
94	Public Website	Kristen Miles Comment 1 of 2	(1) DON'T leave vacant houses for two years, that will just be an attraction for crime and vandalism. Instead create something beautiful.		
95	Public Website	Jacob Jensen	Another concern that I have is the time between the houses being acquired, residents moving out and when the homes will be demo'ed. The public meeting material indicates that properties will start to be acquired in Summer 2016 while construction will start in Spring 2017. That means that there could be up to 9 months where homes are left vacant before they are demo'ed. This is something that is not appealing to those of us that will be living in close proximity to vacant homes and/or yards that are left to become overgrown and not maintained. How is the Department, since they will be the fee title owners of these properties, going to deal with the vacant homes and yards to make sure they don't become an eyesore or worse, occupied by squatters?		
96	Email	Comment 1 of 3	(1) Landscaping: What is UDOT's plan for remainder parcels that end up on the west side of the new noise wall along the southbound on-ramp?		
97	Public Website	Jackie Brimhall Comment 1 of 4	(1) The neighborhood affected is hopeful that the rest of the neighborhood, Nabokov will have already lost beloved neighbors, will have our needs and desires to maintain property value and quality of life be honored: Acquired houses need to be razed, and the land left cannot be left to become an ugly, weedy wasteland--not at all fair to current residents! ...the sound wall be as close as possible to Bangerter, a park with grass and trees maintained in the space,band the sidewalk left in place.		
98	Public Website	Kathy Crossley	We are saddened about the prospects of losing our wonderful neighbors. This will also impact our homes on the west side of this street, as these homes were not built with the extra insulation in the walls and ceilings that the houses on the east side were to insulate the noise from the highway. Also, right now we look out our front windows and doors and see wonderful houses. After they are gone, we will see an UGLY wall (certainly UDOT can come up with something more attractive that doesn't leave our neighborhood looking like a ghetto. What will be done the land remaining to the west of the wall? The existing wall would be OK in my back yard, but looking out the front is a totally different thing. Whenever a wall like this is placed to the front of a property, it attractiveness should be considered as part of the impact, as we are losing a lot of our home's value as it is!		
99	Email	Comment 1 of 5	(1) Homes/Properties Acquired by UDOT All residential properties acquired by UDOT that included a home need to have the home destroyed shortly after acquisition. Having homes uninhabited for a month or longer is not acceptable. If homes/properties need to be purchased, homes need to be destroyed. I do not want UDOT to rent a home that has been acquired. Also, I do not want homes/properties to be acquired and the homes to later sold at a discount. Selling homes at a discount will further decrease property values that have already been negatively impacted. See how I would like this property to be developed in section titled "Use of land between sound wall and 3645 West". Also, residential properties should not be "bundled" together and sold for residential development at discounts. This would impact the integrity of the neighborhood which has a consistent look, feel, lot size and size of home. Use of land between sound wall and 3645 West		

No.	Method	Name	Comment	Response	Topic
			I would like the land between 3645 West and the Bangerter Highway sound wall to be developed into a park. The park should include grass, trees, and a playground area. The sidewalk at the edge of 3645 West should be maintained. This park addition should be part of what UDOT is expected to develop and the City of West Jordan to maintain. The addition of a park would help to maintain the quality of my neighborhood considering the loss of my neighbors. This park should be constructed as early in the project as possible to maintain the quality of life that I presently enjoy.		
100	Public Website	Michael Gregory Comment 1 of 5	(1) Homes/Properties Acquired by UDOT All residential properties acquired by UDOT that included a home need to have the home destroyed shortly after acquisition. Having homes uninhabited for a month or longer is not acceptable. If homes/properties need to be purchased, homes need to be destroyed. I do not want UDOT to rent a home that has been acquired. Also, I do not want homes/properties to be acquired and the homes to later sold at a discount. Selling homes at a discount will further decrease property values that have already been negatively impacted. See how I would like this property to be developed in section titled “Use of land between sound wall and 3645 West”. Also, residential properties should not be “bundled” together and sold for residential development at discounts. This would impact the integrity of the neighborhood which has a consistent look, feel, lot size and size of home. Use of land between sound wall and 3645 West I would like the land between 3645 West and the Bangerter Highway sound wall to be developed into a park. The park should include grass, trees, and a playground area. The sidewalk at the edge of 3645 West should be maintained. This park addition should be part of what UDOT is expected to develop and the City of West Jordan to maintain. The addition of a park would help to maintain the quality of my neighborhood considering the loss of my neighbors. This park should be constructed as early in the project as possible to maintain the quality of life that I presently enjoy.		
101	Public Website	Cindy Minson Comment 1 of 5	(1) Homes/Properties Acquired by UDOT All residential properties acquired by UDOT that included a home need to have the home destroyed shortly after acquisition. Having homes uninhabited for a month or longer is not acceptable. If homes/properties need to be purchased, homes need to be destroyed. I do not want UDOT to rent a home that has been acquired. Also, I do not want homes/properties to be acquired and the homes to later sold at a discount. Selling homes at a discount will further decrease property values that have already been negatively impacted. See how I would like this property to be developed in section titled “Use of land between sound wall and 3645 West”. Also, residential properties should not be “bundled” together and sold for residential development at discounts. This would impact the integrity of the neighborhood which has a consistent look, feel, lot size and size of home. Use of land between sound wall and 3645 West I would like the land between 3645 West and the Bangerter Highway sound wall to be developed into a park. The park should include grass, trees, and a playground area. The sidewalk at the edge of 3645 West should be maintained. This park addition should be part of what UDOT is expected to develop and the City of West Jordan to maintain. The addition of a park would help to maintain the quality of my neighborhood considering the loss of my neighbors. This park should be constructed as early in the project as possible to maintain the quality of life that I presently enjoy.		
102	Public Website	Nancy and Rodger Wiker Comment 1 of 7	(1) If and when UDOT resales the land from the homes the lots need to be the same size as the average lot size in that part of the subdivision. UDOT needs to take care of the property so that weeds and vermin do not move in while they decide what they will do with the excess land during and after the build. Landowners in this area have fought against moles and voles till they were able to get rid of them and do not wish for them to come back.		
103	Public Website	Kimberly Kershaw	(1) All homes acquired should be razed, not resold or rented. UDOT should not be allowed to rent out any home along New Heritage Dr.		

No.	Method	Name	Comment	Response	Topic
		V Comment 1 of 4	All surplus property should be turned into a landscaped park for remaining residents. Park should include walking path, trees, basketball court, and playground equipment. UDOT should petition West Jordan City on behalf of the remaining residents to take over and maintain the area. Park area should be completed as soon as possible following the demolition of homes to help the residents maintain a neighborhood feel. We do not want to live in a construction zone! Any remaining lots not connected to the park should not be sold for housing development, unless they are equivalent in size to existing lots. Sound wall should be consistent in look and height along New Heritage Dr.		
104	Public Website	DeVere Day Comment 1 of 5	(1) Place the sound wall as close to Bangerter Highway as possible. Please make improvements to the areas where homes are removed. Green space, basketball court, trees, pavilion etc		
105	Email	DeVere Day Comment 3 of 10	(3) What is the plan for the new open space where homes are removed? Dirt, grass, playground, bike path, splash pad? Has UDOT ever purchased homes and then ended up renting and/or selling them rather than tearing them down?		
106	Comment Form	Janie Canals Comment 1 of 3	(1) Want the residents who are impacted to be compensated by green space.		
107	Comment Form	Laura Benedict Comment 2 of 5	(2) I want a park put in and maintained. The land left behind needs to be turned into a maintained park or grass area. I don't want my homes value to go down due to a weed patch left behind!!!		
108	Comment Form	Joan Rond Comment 1 of 3	(1) If UDOT will build our neighborhood back up after tearing it down, I will be impressed. We are all on this planet together and I want to work together. A park where homes are displaced would be the right thing to do. Green Space.		
109	Comment Form	Collen Schow Comment 1 of 6	(1) I do not want houses to be resold to investors along the highway which will become a problem for the neighborhood.		
110	Comment Form	Kent Robison	The retaining wall from 90th to old Bingham Highway. Be closer to Bangerter as can be. Also that Bangerter goes under 90th. That a park be placed in between the wall and sidewalk from 90th to old Bingham Highway.		
111	Comment Form	Cavett Eaton Comment 1 of 2	(1) Our concern- if there is no other solution than to take houses from our neighborhood- is to ensure that the remaining property is mitigated into a beautiful, taken care of recreational space that our children can enjoy.		
112	Comment Form	Laura Bodrero Comment 1 of 2	(1) I request that any unused portions of land on the west of the New highway wall be beautified with trees, bushes, grass, splash pad, playground & maintained by the City with a sprinkler system in place. In all fairness to our neighborhood due to the disruption & potential lower home values. Thank you!		
113	Comment Form	Luke Hickman Comment 1 of 3	(1) The sound wall on the northwest corner will bring no visual appeal to the neighborhood. A park or green space would greatly improve the neighborhood.		
114	Comment Form	Jen McIllece Comment 2 of 6	(2) Will we get a park?		

No.	Method	Name	Comment	Response	Topic
115	Comment Form	Miguel Chavez Comment 1 of 3	(1) Have the Wall on 3645 West be against Bangerter instead of the Street (3645 West)		
116	Comment Form	Oswaldo Rojas Comment 1 of 2	(1) This project is going to impact our neighborhood in a social, emotional and financial aspect. Understanding that this is well needed change we as a neighborhood feel we should have a say as to what happens to the remnant property. We are already enclosed as a community and feel it would be beneficial to have a community park with the leftover land.		
117	Comment Form	Brian McIllece Comment 1 of 4	(1) Put the sound wall as close to Bangerter as possible. We want as much green space as we can!		
118	Comment Form	Dan Catllin Comment 1 of 2	(1) Sound walls should be placed as close to Bangerter as possible, keeping as many housing lots as possible or creating a park or green space.		
119	Comment Form	Aurelia Butcher Redd Comment 2 of 3	(2) I am concerned about the sound wall proposal on the northwest side. I would rather see it moved further east and a neighborhood park / walkway or splash pad built.		
120	Comment Form	Teresa Holmes Comment 1 of 2	(1) Also, with putting the wall where you have designed it. I would rather you move it toward Bangerter & have a grassy maintained Park! This will help the value of our homes as well as those that have to look at a wall, don't need to look at it within 20 ft from their homes.		
121	Comment Form	Karen Eaton Comment 2 of 2	(2) I feel that the state has an obligation to put in some sort of parkway in the land that may be left-over after the dust has settled. At least it is some compensation for the loss of great neighbors. We want our neighborhood to be a desired place to live for the rest of us and for future residents. We don't want it to become a ghetto. We hope that the parkway can be beautiful with many trees to help reduce the noise level that will not be as great as without the trees. Please don't leave us in <u>shambles</u> !		
122	Comment Form	Dyke & Julie Nelsen Comment 1 of 4	(1) On the north side of 90 th South we would like the wall put up next to Bangerter. There should be grass and small park on the west side of the wall. We need the wall up next to Bangerter and grass area on the other side.		
123	Comment Form	Malcom Usher Comment 2 of 3	(2) What are they doing with Land up to the Wall on New Heritage, want to see Wall as close to Bangerter as possible and some kind of grassy area with park or something.		
124	Verbal Comment	Mark Knaras	On the south side of 90th South, the sound wall that goes along Bangerter, do not put it along the curb. Push it as close to Bangerter as you can because the neighbors do not want to look at a sound wall that's 25 feet from the front of their house.		
125	Verbal Comment	Anonymous Comment 1 of 3	I would just hope that, of course, they take as least property as possible and put the sound wall as close to Bangerter as possible.		
126	Verbal Comment	Janie Canals Comment 1 of 4	There should be green space to compensate for the concessions that we are making. All of this will benefit the community at large because, as these concessions are met and more green space being made available, that keeps property values and that area desirable for future generations.		

No.	Method	Name	Comment	Response	Topic
127	Verbal Comment	Darrel Marriott	Just wanted to comment regarding for one thing the wall they are proposing. Feel like the wall needs to be close to the overpass rather than away from the overpass so that it controls as much sound as possible. And also for those of us that are left in the neighborhood, we feel that the area that's left there needs to either be turned into a park or some kind of a green area so that the property values are not impacted any more than necessary.		
128	Verbal Comment	Linda Marriott	We have an incredibly close community and things that impact even those closer to the situation impact us because we are a united community, and I really believe that especially homes that are across the street from the homes that are going to be taken, they need to not look into a weed patch, and their sound needs to be so that they can enjoy hearing each other talk rather than just the noise. So I agree with him, the wall needs to be right against Bangerter because it needs to defer the noise from our neighborhood. These are our friends. We care about them. They are as much family as they possible can be plus our whole neighborhood needs a park. For our kids in our neighborhood to go to a park, they have to cross some kind of a busy intersection to get there. If they turn that land that's going to be left over anyway into a park, our neighborhood will actually be upgraded instead of degraded by adding a park for our kids. We have a lot of kids in our neighborhood now. They need to be safe. So that's my two cents. We need to make sure we are real considerate of those people that are left, our property values, and the children who would be benefited by adding a park to the neighborhood besides keeping our property values stable.		
129	Verbal Comment	Kathy Crossley	Our home will be one of the ones left facing where the homes are being taken out. So right across the street from us will be vacant area. Right now they are thinking of having the sound wall right up next to the sidewalk. We would prefer it be farther east and that some grass and trees and landscaping go in there, a little green space park type area so that there is still something attractive there so the value of our homes won't depreciate as much.		
130	Verbal Comment	Paul Crossley	And that the sound wall be replaced. The existing one is ugly. Be replaced with something that's more attractive since that's what we see out the front of our home. That's our main concern.		
131	Verbal Comment	Brent Tenney	I live in the neighborhood on the north side of 90th that's going to be affected. We are going to have some of our houses taken away by this project. There's a lot of concern in my neighborhood about what's going to happen to those lots and where the retaining wall is going to run. It's pretty clear from talking to my neighbors and I feel strongly we would like that retaining wall as close to Bangerter as we can get it as far to the east as we can get the sound wall, the retaining wall. And hopefully we can convince the city to give us a green space park there in what's left of those lots. We would like the wall as far east as we can and have something green and grassy there hopefully and the kids can play in it and we can get some value out of it.		
132	Public Website	Greg Miles	Please keep the sound wall as far away from homes as possible. We would prefer it to be as close to bangerter as you can.		
133	Public Website	Nancy Wiker Comment 4 of 6	(4) Will you replace the sound wall all the way? It does not show on your map.	A noise analysis was performed as part of the State Environmental Study. Noise levels in the study area would generally increase as a result of the proposed construction of a grade-separated Single Point Urban Interchange at 9000 South and Bangerter Highway, with an average increase of 3.7 dBA. The noise wall analysis evaluated raising the heights of existing noise walls in the study area. It was determined that taller noise walls would not provide	Noise
134	Public Website	Kristen Miles	Are there proposals in place for sound mitigation for those left on the west side of 3645 W?		
135	Public Website	Brady Wheeler Comment 1 of 2	(1) How tall will the sounds wall be?		

No.	Method	Name	Comment	Response	Topic
136	Public Website	Greg Miles	This area needs a better sound barrier. Most of the noise comes from the direction of 90th south. If we can have a better sound wall and trees it would help a lot.	the required 8 dBA reduction to 75% of front-row receptors. Therefore, taller noise walls are not considered feasible and reasonable according to the UDOT Noise Abatement Policy. The noise analysis recommends replacing the existing noise walls “in-kind”, consistent with the UDOT Noise Abatement Policy. The “in-kind” replacement noise walls would range in height from 12-ft to 17-ft. South of 9000 South, the noise walls would be located directly adjacent to either Bangerter Highway or the southbound on-ramp. North of 9000 South, the noise wall would be located on the east side of 3645 West to provide the maximum noise reduction. If the noise wall were to be located directly adjacent to the southbound off-ramp, it would be ineffective due to change in topography (the southbound off-ramp is several feet lower than the homes on the west side of 3645 West). Construction noise impacts are considered temporary and will be minimized through adherence to UDOT Standard Specification 01355 Environmental Compliance, Part 3.6 - Noise Control. Extended disruption of normal activities is not anticipated, since no receptors are expected to be exposed to construction noise for a long duration of time.	
137	Public Website	Kristen Miles Comment 2 of 2	(2) Without the house to block the sound, Bangerter will be very loud. Please leave the existing large trees and consider raising the sound wall.		
138	Public Website	Kristen Miles	Sound barriers need to be higher along this area.		
139	Public Website	David and Laura Benedict Comment 1 of 4	(1) We already hear Trax, even with the sound wall in place, everyday. We would like our neighborhood to be a quiet one, not one with the added noise from an overpass that shadows our homes.		
140	Public Website	Steve Larsen Comment 2 of 2	(2) How tall will the wall be to protect us from the noise and the view of the overpass?		
141	Public Website	Sarah	I don't understand your noise level study. You say noise will increase for those on new heritage, but you are not changing wall height? I'm confused. The houses on the west side of new heritage were NOT build with added noise protection and I fear this will make my house hard to live in. What can you do to maintain the noise levels we currently have as promised by project engineers? Green space with bushes and trees between the street And the sound wall can help to absorb some more of the noise. You can also give us a stipend to add more noise insulation to our homes. Make this right.		
142	Public Website	Comment 2 of 2	(2) Without the house to block the sound, Bangerter will be very loud. Please leave the existing large trees and consider raising the sound wall.		
143	Public Website	Jacob Jensen	My main concerns about this project are as follows: 1. The increase in noise and how much closer to my house the noise will be generated. It is my understanding that the existing noise wall on the west side of Bangerter will be replaced with a noise wall that is 12' tall. I understand the topography will dictate the noise wall height, but considering that there are homes in excess of 12' tall between the homes on the west side of New Heritage Drive and Bangerter, I hope that UDOT would make sure that the noise wall is 12' based on which ever side of the noise wall the final grade will be higher. 2. I cannot currently see traffic on Bangerter due to the distance I am from Bangerter and that there are existing homes directly across the street from me. With the project, those homes will be demo'ed and I do not want to be able to see cars/traffic on Bangerter Highway. I know that the Department has provided "privacy" walls on past projects to keep traffic hidden from adjacent residences. Is this something that the Department is willing to consider? This was done on the east side of Bangerter Highway when approaching 6200 South from the north. Additional height was added to the barrier, as a "privacy" wall since the southbound Bangerter left turn lanes to east bound 6200 South ended up being higher then the adjacent noise wall.		
144	Email	Sarah	I need to know what my CURRENT noise level is for 9222 S New Heritage Dr. I was informed at the meeting that you will maintain that noise level when construction is done. Is that true?		
145	Email	Comment 2 of 3	(2) As a resident that lives on the west side of New Heritage Drive (south of 9000 South), I have a few questions regarding the 9000 South and Bangerter work: Noise wall location: The "Public Input/Project Map" does not show the location of the noise wall on the west side of the southbound on-ramp. Where can we find information on where the noise wall will be located in relation to the existing sidewalk that is on the east side of New Heritage Drive?		

No.	Method	Name	Comment	Response	Topic
			Noise wall height: Where we can find information on what the height of the new noise wall that will be constructed on the west side of the southbound on-ramp?		
146	Email	Comment 2 of 5	(2) Retaining Wall and Sound Wall I expect that the current retaining wall height and length (this is the retaining wall running along the west side of Bangerter Highway from “Old Bingham Highway” towards 9000 South) will be maintained. I understand that the new retaining wall will need to be located further towards the west (into existing properties that will be acquired by UDOT). Without maintaining this retaining wall, a sound wall would need to be placed along the east side of 3645 West. This is unacceptable. A retaining wall is essential. Also, I believe that the slope from 3645 West to the Bangerter Highway near old Bingham Highway would be too steep (angle of repose), resulting in a lot of erosion. A retaining wall is essential. Additionally, the sound wall should be placed as close to Bangerter Highway as possible. See below in the section “Use of land between sound wall and 3645 West” for how I want the property between the sound wall and 3645 West to be maintained. Additionally, I want the sound wall to be 3 panels high (6 feet each for a total of 18 feet). This will result in our quality of life, as it pertains to sound and visual intrusion that would not occur with a smaller wall, being maintained. Currently, the sound wall and the homes that will be destroyed reduce noise. Without the homes on the eastside of 3645 West, the sound wall will need to be higher. The sound wall should also be visual appealing (decorative) on the west side rather than a plain concrete/rock wall. The retaining wall and decorative sound wall should be constructed as early in the project as possible to maintain the quality of life that I presently enjoy.		
147	Public Website	Michael Gregory Comment 2 of 5	(2) Retaining Wall and Sound Wall I expect that the current retaining wall height and length (this is the retaining wall running along the west side of Bangerter Highway from “Old Bingham Highway” towards 9000 South) will be maintained. I understand that the new retaining wall will need to be located further towards the west (into existing properties that will be acquired by UDOT). Without maintaining this retaining wall, a sound wall would need to be placed along the east side of 3645 West. This is unacceptable. A retaining wall is essential. Also, I believe that the slope from 3645 West to the Bangerter Highway near old Bingham Highway would be too steep (angle of repose), resulting in a lot of erosion. A retaining wall is essential. Additionally, the sound wall should be placed as close to Bangerter Highway as possible. See below in the section “Use of land between sound wall and 3645 West” for how I want the property between the sound wall and 3645 West to be maintained. Additionally, I want the sound wall to be 3 panels high (6 feet each for a total of 18 feet). This will result in our quality of life, as it pertains to sound and visual intrusion that would not occur with a smaller wall, being maintained. Currently, the sound wall and the homes that will be destroyed reduce noise. Without the homes on the eastside of 3645 West, the sound wall will need to be higher. The sound wall should also be visual appealing (decorative) on the west side rather than a plain concrete/rock wall. The retaining wall and decorative sound wall should be constructed as early in the project as possible to maintain the quality of life that I presently enjoy.		
148	Public Website	Cindy Minson Comment 2 of 5	(2) Retaining Wall and Sound Wall I expect that the current retaining wall height and length (this is the retaining wall running along the west side of Bangerter Highway from “Old Bingham Highway” towards 9000 South) will be maintained. I understand that the new retaining wall will need to be located further towards the west (into existing properties that will be acquired by UDOT). Without maintaining this retaining wall, a sound wall would need to be placed along the east side of 3645 West. This is unacceptable. A retaining wall is essential. Also, I believe that the slope from 3645 West to the Bangerter Highway near old Bingham Highway would be too steep (angle of repose), resulting in a lot of erosion. A retaining wall is essential.		

No.	Method	Name	Comment	Response	Topic
			Additionally, the sound wall should be placed as close to Bangerter Highway as possible. See below in the section “Use of land between sound wall and 3645 West” for how I want the property between the sound wall and 3645 West to be maintained. Additionally, I want the sound wall to be 3 panels high (6 feet each for a total of 18 feet). This will result in our quality of life, as it pertains to sound and visual intrusion that would not occur with a smaller wall, being maintained. Currently, the sound wall and the homes that will be destroyed reduce noise. Without the homes on the eastside of 3645 West, the sound wall will need to be higher. The sound wall should also be visual appealing (decorative) on the west side rather than a plain concrete/rock wall. The retaining wall and decorative sound wall should be constructed as early in the project as possible to maintain the quality of life that I presently enjoy.		
149	Public Website	Michael Gregory	The sound wall should be higher than planned (currently planned to remain the same per public open house discussion with UDOT employee). Another reason that it should be higher is because homeowners on the west side of 3645 West currently receive a buffering of the sound for those homes that currently exist and will be destroyed during the construction period. I want a 3 panel wall in order to maintain my current quality of life.		
150	Public Website	Nancy and Rodger Wiker Comment 2 of 7	(2) The sound wall needs to be placed as close as possible to Bangerter ie 7 to 10 days. The sound wall should be down for the least amount of time as possible.		
151	Public Website	Kimberly Kershaw V Comment 2 of 4	(2) The center median on Bangerter should be raised to 60” (just as it was done on 7800 South) to mitigate noise levels for affected neighborhoods and prevent headlights from vehicles going down the hill from shining into oncoming traffic and creating a safety hazard. Sound wall height should be tall enough to block the view of motor vehicles traveling the new over pass on Bangerter Highway from New Heritage Dr.		
152	Public Website	DeVere Day Comment 2 of 5	(2) Increase the height of the wall as compared to current height to minimize sound that results from losing homes and trees in the current area. Use 60 inch barriers along the Bangerter roadway to minimize the impact of sound and lights travelling the Bangerter Highway. This will be consistent with the Bangerter and 7800 south construction.		
153	Email	Devere Day Comment 4 of 10	(4) How tall will the new wall be along New Heritage Drive?		
154	Comment Form	Janie Canals Comment 2 of 3	Want sound walls. This will keep property tax high and tax revenue for future generations. A little expense now will pay for itself many times over in the future.		
155	Comment Form	Laura Benedict Comment 3 of 5	(3) I am concerned about noise from Bangerter Highway and about the value of homes.		
156	Comment Form	Colleen Schow Comment 2 of 6	(2) I am concerned about noise increasing		
157	Comment Form	Cavett Eaton Comment 2 of 2	(2) There doesn’t seem to be a serious attempt to mitigate the noise and disruption that will result in Bangerter freeway.		

No.	Method	Name	Comment	Response	Topic
158	Comment Form	Luke Hickman Comment 2 of 3	(2) Bangerter going over 9000 S. The sound will be increased.		
159	Comment Form	Jen McIllece Comment 3 of 6	(3) I am concerned about the noise addition. We can already hear the highway and expanding it will increase the noise.		
160	Comment Form	Stephanie Chavez Comment 1 of 5	(1) Very concerned about noise level. Put sound wall against Bangerter – not on West side 3645 West.		
161	Comment Form	Brian McIllece Comment 2 of 4	(2) Noise		
162	Verbal Comment	Janie Canals Comment 2 of 4	The sound impact is going to be affected significantly. Because of this, it should be noted that there should be sound walls.		
163	Verbal Comment	Malcolm Usher Comment 1 of 3	Wondering how close the sound wall is going to be to Bangerter or to New Heritage and how tall.		
164	Public Website	Steve Brinkerhoff	After traveling south along the bangerter highway it goes up over at 7800 and underneath at 8400 south my question is why not just go underneath at 90th south also?	As part of the State Environmental Study, the design team evaluated multiple options for the Bangerter Highway/9000 South Interchange, including Bangerter Highway Over and Bangerter Highway Under. The Bangerter Highway Over was identified as the Proposed Action because it would not require realigning Bingham Creek or impacting underground utilities. However, during the design-build phase of the project the design-build team may evaluate and propose a Bangerter Highway Under option. UDOT will continue to update stakeholders and the public throughout the design-build phase of the project and notify them regarding any changes to the design, construction schedule, and other pertinent project information.	Bangerter Highway Over vs. Bangerter Highway Under
165	Public Website		Make 9000 s. go over Bang. It will take less homes of impact and preserve views for the surrounding neighborhoods.		
166	Public Website	Greg Miles	I would like to see bangerter go under 90th. I think the hill would be very steep for some cars to go over. If you could raise 90th enough to not disturb the creek I think that would work well.		
167	Public Website	Kristen Miles	This is a very steep grade already. Please consider having 90th go over Bangerter instead of the other way around. Winter storms are already a nightmare along this stretch, let's not make it worse by making the hill even steeper.		
168	Public Website	David and Laura Benedict Comment 2 of 4	(2) We would rather see an underpass with off ramps exiting up and 9000 South going over, than a HUGE overpass.		
169	Public Website	Andrew Clegg	90th should go over Bangerter. Too many issues with the under/over that would result from a Bangerter overpass. With how long the ramps are, The on/off ramps could stay at grade, they connect well past where Bangerter would be depressed minimizing eliminating grade issues with the aquaduct. Bingham Creek could be in an elevated culvert like the current canal two blocks north.		
170	Public Website	Greg Brimhall Comment 2 of 3	(2) I would like to see Bangerter go under 9000S in order to minimize noise for adjacent neighborhoods and hospital.		
171	Public Website	Jackie Brimhall	(2) We would like to see Bangerter go under 90 th .		

No.	Method	Name	Comment	Response	Topic
		Comment 2 of 4			
172	Public Website	Clifford Strachan	The map does not show enough detail re the structure here. I'd like to see Bangerter go under 90th, just as it goes under Old Bingham HWY to the north of this intersection.		
173	Public Website	Comment 3 of 4	(3) Bangerter should also go under 9000 south. This would be much safer since Bangerter already goes under Trax. This would also greatly reduce the noise for the neighborhood.		
174	Email	Elizabeth Walters Comment 2 of 2	(2) After attended the meeting concerning the Bangerter project, I believe that Bangerter should go under 9000th south		
175	Public Website	Casey Child Comment 1 of 2	(1) Please UDOT find a way to build the overpass over Bangerter Highway.		
176	Email	Comment 3 of 5	(3) Bangerter Highway over or under 9000 South I understand the challenges of taking Bangerter Highway under 9000 South. These challenges include utilities that run east/west along 9000 South, the Bingham Creek riverbed, and the large aquifer easement that cannot be encroached on. Even with these challenges, I would like to see Bangerter Highway go underneath 9000 South. This would help to maintain my view to the southeast of our subdivision. My quality of life would not be as significantly impacted with this configuration (Bangerter Highway under 9000 South) as I believe that noise off of Bangerter Highway would be mitigated to a greater extent. Also, this would reduce the 6% grade that would be required to take Bangerter Highway over 9000 South (in my mind a safety hazard even though this percentage grade is allowed on highways). If there is no way to overcome these challenges (I suspect all of these challenges can be overcome in a reasonable and affordable way), then 9000 South should be lowered at this intersection so that Bangerter Highway would not need to be raised so high. This would reduce the slope of Bangerter Highway as it moves south from “Old Bingham Highway” to 9000 South. This would also reduce the visual impact (a quality of life issue for me as a currently have a nice view to the southeast) and would reduce the noise from 9000 South. Five foot barriers on the over pass like have been constructed at 7800 South and Bangerter Highway are expected, in addition to 3 sound wall sections (a total of 18 feet) along the west side of Bangerter Highway from “Old Bingham Highway to 9000 South and along 9000 South for the distance that it would altered from its current road bed.		
177	Public Website	Michael Gregory Comment 3 of 5	(3) Bangerter Highway over or under 9000 South I understand the challenges of taking Bangerter Highway under 9000 South. These challenges include utilities that run east/west along 9000 South, the Bingham Creek riverbed, and the large aquifer easement that cannot be encroached on. Even with these challenges, I would like to see Bangerter Highway go underneath 9000 South. This would help to maintain my view to the southeast of our subdivision. My quality of life would not be as significantly impacted with this configuration (Bangerter Highway under 9000 South) as I believe that noise off of Bangerter Highway would be mitigated to a greater extent. Also, this would reduce the 6% grade that would be required to take Bangerter Highway over 9000 South (in my mind a safety hazard even though this percentage grade is allowed on highways). If there is no way to overcome these challenges (I suspect all of these challenges can be overcome in a reasonable and affordable way), then 9000 South should be lowered at this intersection so that Bangerter Highway would not need to be raised so high. This would reduce the slope of Bangerter Highway as it moves south from “Old Bingham Highway” to 9000 South. This would also reduce the visual impact (a quality of life issue for me as a currently have a nice view to the southeast) and would reduce the noise from 9000 South. Five foot barriers on the over pass like have been constructed at 7800 South and Bangerter Highway are expected, in addition to 3 sound wall sections (a total of 18 feet) along the		

No.	Method	Name	Comment	Response	Topic
			west side of Bangerter Highway from “Old Bingham Highway to 9000 South and along 9000 South for the distance that it would altered from its current road bed.		
178	Public Website	Cindy Minson Comment 3 of 5	(3) Bangerter Highway over or under 9000 South I understand the challenges of taking Bangerter Highway under 9000 South. These challenges include utilities that run east/west along 9000 South, the Bingham Creek riverbed, and the large aquifer easement that cannot be encroached on. Even with these challenges, I would like to see Bangerter Highway go underneath 9000 South. This would help to maintain my view to the southeast of our subdivision. My quality of life would not be as significantly impacted with this configuration (Bangerter Highway under 9000 South) as I believe that noise off of Bangerter Highway would be mitigated to a greater extent. Also, this would reduce the 6% grade that would be required to take Bangerter Highway over 9000 South (in my mind a safety hazard even though this percentage grade is allowed on highways). If there is no way to overcome these challenges (I suspect all of these challenges can be overcome in a reasonable and affordable way), then 9000 South should be lowered at this intersection so that Bangerter Highway would not need to be raised so high. This would reduce the slope of Bangerter Highway as it moves south from “Old Bingham Highway” to 9000 South. This would also reduce the visual impact (a quality of life issue for me as I currently have a nice view to the southeast) and would reduce the noise from 9000 South. Five foot barriers on the over pass like have been constructed at 7800 South and Bangerter Highway are expected, in addition to 3 sound wall sections (a total of 18 feet) along the west side of Bangerter Highway from “Old Bingham Highway to 9000 South and along 9000 South for the distance that it would altered from its current road bed.		
179	Public Website	Kimberly Kershaw V Comment 3 of 4	(3) All efforts need to be made for Bangerter Highway to go under 9000 South. The steep grade on the North side of 9000 South will be hazardous if Bangerter Highway is an overpass.		
180	Comment Form	Janie Canals Comment 3 of 3	Bangerter to run under 9000 S		
181	Comment Form	Laura Benedict Comment 4 of 5	I would love to see an underpass INSTEAD of an overpass. I feel that the hill will be shadowing our neighborhood and view.		
182	Comment Form	Miguel Chavez Comment 2 of 3	(2) I see that thing have to change for the growth the Valley is going through. Please have Bangerter go under 9000 So. Instead of over 9000 So.		
183	Comment Form	Stephanie Chaves Comment 2 of 5	(2) Bangerter should go underneath 9000 So.! Not over 9000 South		
184	Comment Form	Dyke & Julie Nelsen Comment 2 of 4	(2) Bangerter needs to go under 90 th not over. The values of our properties will be hurt if it goes over 90 th , it needs to go under.		
185	Comment Form	Cindy Minson Comment 2 of 3	(2) Bangerter should go <u>under</u> 90 th to lessen the noise impact. There is already a much lower portion before you come to the intersection.		

No.	Method	Name	Comment	Response	Topic
186	Verbal Comment	Kayleen Whitelock	I feel like the better option and alternative is for Bangerter to continue underneath. I understand that there are some water issues, but all issues can be taken care of. It's a matter of priority. It would make it a much better scenario for our neighborhood which has already been impacted the first time since I moved there by Bangerter being built and then the next time by Trax going in. So we've already taken two hits in our neighborhood for transportation in the valley. So I think we're worth the investment of having that go underneath 90th instead of over, and so that is what I'm requesting. And I know that they are 20 percent in their planning of over, but I really think under is a better alternative for our neighborhood and for our home values. And I think that needs to be taken into consideration this time since it's the third time we're being impacted. I hope they work that out.		
187	Verbal Comment	Janie Canals Comment 3 of 4	Bangerter Highway should go under 90th South rather than over.		
188	Public Website	Joan Edna Rond Comment 1 of 2	(2) I also prefer to keep Bangerter low rather than roller coaster if there is a way to accomplish it.		
189	Public Website		These on/ off ramps are too long. Don't take all of the houses!	The proposed 9000 South/Bangerter Highway interchange is projected to be one of the busiest Bangerter Highway interchanges. The on- and off-ramps associated with the grade-separated interchange need to be the length specified to meet the 2040 travel demand (based on current and projected traffic volumes). The length of the ramps is a function of ramp metering storage requirements and the length required for vehicles to accelerate to the Bangerter Highway posted speed.	Ramp Length
190	Public Website	Brett Danise	Make the ramps shorter to save more houses.		
191	Public Website	Casey Child	In case others couldn't tell why the ramps were so long, these are metered ramps! (Just like I-15)		
192	Public Website	Andrew Clegg	On/Off ramps seem to be at least 3 times longer than those at 78th South. Why so long?		
193	Public Website	Greg Brimhall	Shorten this ramp by 200 to 250 yards and you save most if not all of these homes. We have lived for years with a deceleration ramp of about 150 yards total, and even during rush hour the main traffic going south on Bangerter is much more backed up than the turn lane collector. Let's sharpen our pencils and think a bit more about this rather than just laying a 7800S template across the top of 9000s and saying that's the way it's got to be.		
194	Public Website	Steve Larsen Comment 2 of 2	(2) Why are the on and off ramps so long, they seem to be longer than those at 7800 South. (1) If the hospital and college are okay with their property being taken lets do that not take all of these homes.		
195	Public Website	Greg Brimhall Comment 2 of 2	(2) I do think that shorter acceleration and deceleration ramps and double collectors on the west could save a bunch of homes.		
196	Public Website	Krista Pickard	This corner house will be affected just like the neighbors. Even If the property isn't physically affected, the property value is going down the drain. I feel bad for the homeowners that have it up for sale, they will not be able to sell with these expansions.	If a property is directly impacted, UDOT will work through the right-of-way process to provide just compensation in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act.	Indirect Impacts
197	Public Website	Joey Comment 1 of 2	(1) Every property that will be within 40-50ft of the new proposed sound wall should be acquired. The value and quality of life lived there will go down the drain.		

No.	Method	Name	Comment	Response	Topic
198	Public Website	Dan Catlin Comment 2 of 2	(2) The map indicates the homes on 3645 West that would be acquired but not identify the homes on the West side of 3645 West that would have a significant negative financial impact due to the expansion on erection of a soundwall directly in front of the homes.	However, UDOT cannot compensate for indirect impacts if there are no direct impacts to the property. Utah Code Annotated 72-5-103 states that UDOT may acquire any real property or interests in real property necessary for temporary, present, or reasonable future state transportation purposes by gift, agreement, exchange, purchase, condemnation, or otherwise. UDOT is not authorized by this to purchase and resell residential property, nor is acquisition allowed as a means to mitigate for actual or perceived decrease in resale value.	
199	Public Website	Kristen Miles	Have you considered buying homes on both sides of 3645 W?		
200	Public Website	Brady Wheeler Comment 2 of 2	(2) Will financial mitigation avenues be available for those who home values are directly impacted (reduce interest re-financing, property tax reductions due to decrease in property value, etc)		
201	Public Website	Cameron Christensen	All of these yellow homes should just be bought outright. If the highway itself doesn't go right through the homes, the market value of all of the homes will be decimated. If UDOT wants to sell them, that's fine, but homeowners shouldn't lose value of their homes when the sound wall moves closer to their bedroom windows.		
202	Email	Devere Day Comment 5 of 10	(5) Is there any financial compensation for the property owners who will lose home value as a result of the wall moving closer to their homes?		
203	Comment Form	Jen McIllece Comment 4 of 6	(4) What will we get in return for this disruption of our lives and our neighborhood? Will our roads be repaved?		
204	Comment Form	Arin Haslam Comment 2 of 3	(2) I'm concerned about how the expansion of Bangerter will affect the re-sale value of my home. I feel that it would be fair for an appraiser to evaluate if any change will happen with the completion of the project and if so, be compensated for the decrease.		
205	Comment Form	Malcolm Usher Comment 3 of 3	(3) What about 2 nd hand compensation for loss in value.		
206	Verbal Comment	Malcolm Usher Comment 2 of 3	What about secondhand compensation for land value loss?		
207	Public Website	Earlene Rasband	Is this going to affect my property Value? If so, how much? How is it going to change entry to my property?	As discussed above, if a property is directly impacted, UDOT will work through the right-of-way process to provide just compensation in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. However, UDOT cannot compensate for indirect impacts if there are no direct impacts to the property. Utah Code Annotated 72-5-103 states that UDOT may acquire any real property or interests in real property necessary for temporary, present, or reasonable future state transportation purposes by gift, agreement, exchange, purchase, condemnation, or otherwise. UDOT is not authorized by this to purchase and resell residential property, nor is acquisition allowed as a	Property Values
208	Public Website	David and Laura Benedict Comment 3 of 4	(3) We are worried about how this will effect the property values in our neighborhood.		
209	Public Website	Jackie Brimhall Comment 3 of 4	(3) We realize these requests are not necessarily the easiest approach, but we obviously didn't acquire and maintain property in this area to have it devalued through no choice of our own and in spite of our own best efforts		
210	Public Website	Jason	Might as well take our home. The new road will be too close and it's just going to ruin the property value.		

No.	Method	Name	Comment	Response	Topic
211	Public Website	Nancy and Rodger Wiker Comment 3 of 7	(3) The homes will need to be re evaluated for property tax as most are losing value due to this project.	means to mitigate for actual or perceived decrease in resale value.	
212	Comment Form	Laura Benedict Comment 5 of 5	(5) Once again, property value.		
213	Comment Form	Colleen Schow Comment 3 of 6	(3) I am concerned about dropping values.		
214	Comment Form	Candace Rond	Property Value is a large concern that we have with the project. Our neighborhood has already been taken advantage of already by TRAX. You are tearing apart our neighborhood family. It's people's lives that you are affecting.		
215	Comment Form	Jen McIllece Comment 5 of 6	(5) Will our property values go down?		
216	Comment Form	Stephanie Chaves Comment 3 of 5	(3) Very concerned about property values going down.		
217	Comment Form	Aurelia Butcher Redd Comment 3 of 3	(3) I am highly concerned about by property value decreasing. We have worked very hard to increase the value of our home and to lose value would be heart-breaking.		
218	Comment Form	Teresa Holmes Comment 2 of 2	(2) I am concerned about the value of the homes that this is going to impact. Out values will go <u>DOWN</u> !		
219	Comment Form	Dyke & Julie Nelsen Comment 3 of 4	(3) Please help keep our value that we have left.		
220	Verbal Comment	Janie Canals Comment 4 of 4	I wanted to make the comment regarding the impact that we are experiencing with the potential traffic flow of 90th South as well as the developments on Bangerter Highway and that we recently underwent the expansion of the Trax system. All of these impact all of the Salt Lake Valley in particular. With this I feel that should be taken in to account that we are giving the residents of Salt Lake County better traffic flow. In return it should be taken into consideration the property values of our homes. As the property values stay high, then the tax revenue for future generations also stays high, and so as these concessions are made to this particularly impacted area, it will benefit the community at large, and that's what we want UDOT to know.		
221	Public Website	Kristen Miles	Can we consider a stop light placed at this street? It is challenging to get in and out of the neighborhood and if the traffic flow is going to be changed then it will only get worse.	UDOT constructs signals at intersections, once those intersections meet certain conditions or warrants. There are eight warrants, which include considerations such as crash history, traffic volumes, and intersection	Signals
222	Public Website	Greg Miles	Please put a stop light here. I can't get out easy with all of the cars during rush hour.		

No.	Method	Name	Comment	Response	Topic
223	Public Website	Greg Brimhall Comment 3 of 3	(3) A light should be placed at the intersection of 9000S and 3780W in order to prevent injuries and fatalities with the increasing traffic along 9000S.	delay. If an intersection meets any one of the eight warrants, a signal may be installed. UDOT may install a signal at the intersection you are concerned about once that intersection meets warrants, independent of the Proposed Action. Additionally, the Proposed Action would construct a grade-separated interchange that will improve east-west traffic and reduce queue lengths on 9000 South by eliminating the north-south traffic movement through an at-grade intersection.	
224	Public Website	Jackie Brimhall Comment 4 of 4	(4) A light at 3780 will become essential (unless we all want to stay permanently in the neighborhood without safe means of exit).		
225	Public Website	Marlies Robison	All kinds of congestion here. A traffic light is necessary!!!		
226	Public Website		Please no stop light here, there are already too many lights on this stretch		
227	Public Website	Mark Knaras	put in a stop light		
228	Email	Comment 4 of 5	(4) A light at 3780 West/Elmhearst Drive A signal light needs to be installed at 3780 West/Elmhearst Drive and 9000 South so that residences on both the north and south side of Bangerter Highway can get out of and into their subdivisions.		
229	Public Website	Michael Gregory Comment 4 of 5	(4) A light at 3780 West/Elmhearst Drive A signal light needs to be installed at 3780 West/Elmhearst Drive and 9000 South so that residences on both the north and south side of Bangerter Highway can get out of and into their subdivisions.		
230	Public Website	Cindy Minson Comment 4 of 5	(4) A light at 3780 West/Elmhearst Drive A signal light needs to be installed at 3780 West/Elmhearst Drive and 9000 South so that residences on both the north and south side of Bangerter Highway can get out of and into their subdivisions.		
231	Public Website	Nancy and Rodger Wiker Comment 4 of 7	(4) Can a light or something be placed between 40th and Bangerter to break up the traffic flow and the speed?		
232	Comment Form	Oswaldo Rojas Comment 2 of 2	(2) Additionally we ask for consideration on pre-constructed overpasses and an additional traffic light on 9000 S.		
233	Public Website	Nancy Wiker Comment 5 of 6	(5) Will all four intersections be worked on at the same time? If so how will those on the west side of Bangerter be able to cross without huge delays?	Construction is scheduled to start in early 2017. Specific design and construction details (construction timing, construction access, contractor staging, night-time construction, safety, fencing, etc.) will be evaluated during the design-build phase of the project. Where possible, UDOT will try to minimize impacts from multiple construction projects. Contractors will be required to comply with UDOT's standard specifications during construction, as well as project-specific specifications intended to minimize	Construction
234	Public Website	David and Laura Benedict Comment 4 of 4	(4) As well as the added noise and traffic that the construction will create.		
235	Public Website	Steve Larsen Comment 2 of 2	(2) I am concerned about my property and the effects of the construction if I happen to stay.		

No.	Method	Name	Comment	Response	Topic
236	Public Website	Dustin Brusch Comment 2 of 2	(2) Dealing with construction in our backyard 24/7 and bright lights at night so the construction workers can work is not sounding appealing for one and a half years. We have a young family with dogs that we are worried about while this process will take place. This project sucks for everyone in the neighborhood.	construction impacts. Some of these specifications include: - During construction the contractor will be required to prepare a detailed traffic-control plan that will maintain access to all commercial and residential properties throughout the project implementation and will be required to submit an approved traffic-control plan prior to the commencement of construction-related activities. - The contractor will also be required to provide an approved public involvement plan designed to notify the traveling public and adjacent property owners of construction-related issues and concerns and to coordinate construction activities with adjacent property owners. - Construction noise impacts are considered temporary and will be minimized through adherence to UDOT Standard Specification 01355 Environmental Compliance, Part 3.6 - Noise Control. The existing project hotline, email and website will be maintained to help facilitate public notification and communication throughout all phases of the project. www.udot.utah.gov/bangerter bangerter@utah.gov 888-776-ROAD (7623)	
237	Public Website	Sarah	Do not allow construction vehicles down this road. Way too dangerous for my children.		
238	Public Website	Anthony	NO construction vehicles down this road.		
239	Public Website	Stacy	Please keep construction vehicles off this road		
240	Public Website	Comment 4 of 4	(4) For the safety of the many children who live on New Heritage, I would hope that no construction vehicles are allowed on New Heritage drive. All construction vehicles should gain access from Bangerter.		
241	Email	Comment 5 of 5	(5) Other Considerations All construction/demolition should be performed by crews entering into the neighborhood or exiting the neighborhood directly from/to Bangerter Highway rather than driving through the neighborhood. This will be essential for my safety and preservation of my quality of life during the construction period.		
242	Public Website	Michael Gregory Comment 5 of 5	(5) Other Considerations All construction/demolition should be performed by crews entering into the neighborhood or exiting the neighborhood directly from/to Bangerter Highway rather than driving through the neighborhood. This will be essential for my safety and preservation of my quality of life during the construction period.		
243	Public Website	Cindy Minson Comment 5 of 5	(5) Other Considerations All construction/demolition should be performed by crews entering into the neighborhood or exiting the neighborhood directly from/to Bangerter Highway rather than driving through the neighborhood. This will be essential for my safety and preservation of my quality of life during the construction period.		
244	Public Website	Nancy and Rodger Wiker Comment 5 of 7	(5) When the homes are taken down the trucks that will be hauling away the debris should not be able to go through the neighborhood due to the large number of children. Fencing will need to be placed and maintained while homes are being torned down and until the land is filled in. No mounds of dirt should be placed in the neighborhood. At Brigham Creek native plants need to go back into that area.		
245	Public Website	Kimberly Kershaw V Comment 4 of 4	(4) No motor vehicles should be allowed to navigate the new overpass on Bangerter Highway until the sound wall is permanently in place. Temporary fencing will not be enough to stop cars traveling at high rates of speed from landing in our yards. Construction vehicles should not be allowed to navigate ANY neighborhood street. All construction access should only be done from Bangerter Highway. Speed along Bangerter Highway should be lowered during construction, especially while the sound wall is down.		
246	Public Website	DeVere Day Comment 3 of 5	(3) Please have an agreement to pay for damage to homes/property that results from construction in the area. There are many children that play in the New Heritage area. Do not allow construction equipment to pass through New Heritage Drive. Access of construction equipment to and from the work zone should occur through the Bangerter Highway.		
247	Comment Form	Brian McIllece Comment 3 of 4	(3) Traffic during construction		

No.	Method	Name	Comment	Response	Topic
248	Comment Form	Dan Catlin Comment 2 of 2	(2) To avoid having construction vehicles driving through the neighborhood to access 3645 W, vehicles should enter from NW corner of 90 th & Bangerter through open fields. Access through neighborhood (3780 W) would be extremely disruptive and a safety issue with ¾ school bus stops in the area.		
249	Verbal Comment	Anonymous Comment 2 of 3	Also, I would hope that they would limit working at night so it's not an all-night deal where we can't sleep and dump trucks and noise all night long.		
250	Verbal Comment	Malcolm Usher Comment 3 of 3	How long will construction be? And what about damage to foundations during construction period of homes close to construction site and security of the construction site during it for small children in the neighborhood.		
251	Public Website	Bradley Sermon	Please close off Winthrop Drive at 9000 South. It is already hazardous to enter or exit at this intersection, and will only be much worse with the new on ramp.	The current design for the 9000 South/Bangerter Interchange will tie in prior to Winthrop Drive; therefore, this project will not address Winthrop Drive closure. We encourage you to coordinate with West Jordan City on this issue. As part of ongoing coordination, UDOT will share comments related to 9000 South with West Jordan City.	Closure of Winthrop Drive
252	Public Website	Penny Morris	We live on Winthrop. Please close off this intersection. It is already almost impossible to get on 90th from this road, and it will be even worse once this becomes the on ramp to Bangerter. It will also be safer for the children in the neighborhood		
253	Public Website	Nancy and Rodger Wiker Comment 6 of 7	(6) Winthrop Dr should be dead ended. Right now all you can make is a right hand turn onto and off of the street if traffic will allow you.		
254	Public Website	Angelica	Spend the money on Mountain View expansion instead!!! Leave all homes along Bangerter. Save Billions of dollars from buying out so many homes!!! Force people to drive Mountain View! Look into expanding West to East roads instead. This may lead to a better balance of traffic by making Mountain View happen instead. Time to start thinking outside of the box of North/South and shift to West/East. You already know Mountain View will be a HWY. You are hurting each city you take homes out of. These homes pay taxes and shop at local stores. Time for each city to get involved in a power hungry UDOT! Each neighborhood having homes taken need to band together in this unjust treatment of wonderful tax paying citizens. Don't we have rights? Who gave UDOT the power to take over any space they want? History says that if you refuse the buyout they will take your land anyway and bulldoze your home. We are citizens and we all have rights. Something is wrong & dirty with the power they have here!	The Wasatch Front Regional Council (WFRC) is the designated metropolitan planning organization for the Wasatch Front Urban Area and is responsible for developing and maintaining a region-wide, long-range transportation plan for Salt Lake, Davis, and western Weber counties. WFRC works in close cooperation with UDOT, the Utah Transit Authority (UTA), the Utah Division of Air Quality, and the cities and counties located within its region to develop regional plans that include new transportation facilities and upgrades to the existing transportation systems and infrastructure. The transportation projects included in the WFRC 2015-2040 Regional Transportation Plan (RTP) are planned to meet the travel needs within the Wasatch Front for the next 30 years. All of the projects on the RTP work together to meet the 2040 transportation need. In addition to the 9000 South/Bangerter Interchange, other projects will also need to be constructed to meet the transportation need, including: • Widening Mountain View Corridor and constructing interchanges • Widening east-west roadways, including 6200 South, 7000 South, 9000 South, 10400 South/10600 South, 12300 South/12600 South	Other Alternatives
255	Public Website	Amanda Menlove	Udot should work on the 201 Bangerter interchange, this is where the biggest delay during morning rush hour is.		
256	Public Website	Laura	I think that Mountain View should be under construction and be turned into a freeway instead.		
257	Comment Form	Cindy Minson Comment 3 of 3	(3) Bangerter was never supposed to be a freeway (we were told that before it was even built). Mountain View Corridor should be focused on.		

No.	Method	Name	Comment	Response	Topic
				Constructing or improving interchanges on Bangerter (including, 600 West, 2700 West, 13400 South, 12600 South, 11400 South, 10400 South, 9800 South, 7000 South, 6200 South, and 5400 South, and SR-201)	
258	Public Website	Kristen Miles	This change needs to be made. I applaud UDOT for taking the steps to increase the flow of traffic. It is a very congested intersection and will only get worse as the population grows. Thank you!!	Thank you for your comment.	Project support
259	Public Website	brandi	This intersection needs to fixed. The traffic backs up in all directions during high traffic times. I think this change will be best for the community.		
260	Email	Flor Olivo	I am a resident who lives on 3743 Westland Dr. In close proximity to this project. I fully support this change & would love to see traffic reduced in my area.		
261	Public Website	Cindy Minson	I question whether the new interchange is really needed. If so, there are many options that would not require people losing their homes. This needs to be more closely looked at with an eye to people's lives rather than what is easiest or most convenient.	The intersection of Bangerter Highway and 9000 South in Salt Lake County is currently congested. The existing intersection has an average delay of 103 seconds in the afternoon peak period and operates at failing conditions. If transportation improvements at the 9000 South/Bangerter Highway intersection are not constructed, the intersection will continue to operate at failing conditions. Traffic modeling shows that in 2040 the intersection will have average delays of 270 seconds in the afternoon peak period if there are no improvements to the intersection. A grade-separated Single Point Urban Interchange (SPUI) will alleviate the future delay and congestion. Traffic modeling indicates that an interchange will have average delays of 41 seconds in the afternoon peak period. The grade-separated interchange will allow uninterrupted north-south traffic on Bangerter Highway and will improve east-west traffic on 9000 South by eliminating the north-south traffic movement through an at-grade intersection. See the Purpose and Need section in the State Environmental Study for more information.	Project Opposition/Need for Project
262	Public Website	Calogero Ricotta	We do not want any change to 90th south interchange. We don't feel it is right to displace and force people to move out of their homes. We also do not want to deal the construction project that will disrupt all of our lives in our neighborhood. This intersection is working just fine with very little delays please leave it alone.		
263	Verbal Comment	Anonymous Comment 3 of 3	I can see the need for it. I don't think the traffic there is that bad right now. It backs up during rush hour, but anywhere in the valley you go is going to be backed up at rush hour. I think that's normal. I would rather wait an extra 20 minutes to get home than see the properties be taken and, you know, go through all that construction.		
264	Public Website	Joey Comment 2 of 2	(2) Whats happening with the drainage pond that looks like it will be located under this on ramp, will it be relocated to the weed waste land, amazing to think that it was not considered in this plan. City of west Jordan will need access to it too.	UDOT will coordinate with West Jordan City to develop a drainage plan that meets UDOT requirements and drainage needs of the city.	Drainage
265	Public Website	Dennis Morgan	With the rise of Bangerter at 90th, which would increase the flow of water runoff down under 8400 during storms or melting of snow, would any changes be made to handle faster and higher flow of water so puddles do not build on the highway?		
266	Public Website	Seth Behunin	At least once a year the storm drain in front of this house fills from too much storm water. It is the last drain in this neighborhood before the storm water is piped off somewhere. when the main pipe out of the neighborhood cannot handle the amount of storm water for the entire neighborhood it overflows into the yard and without proper drainage		

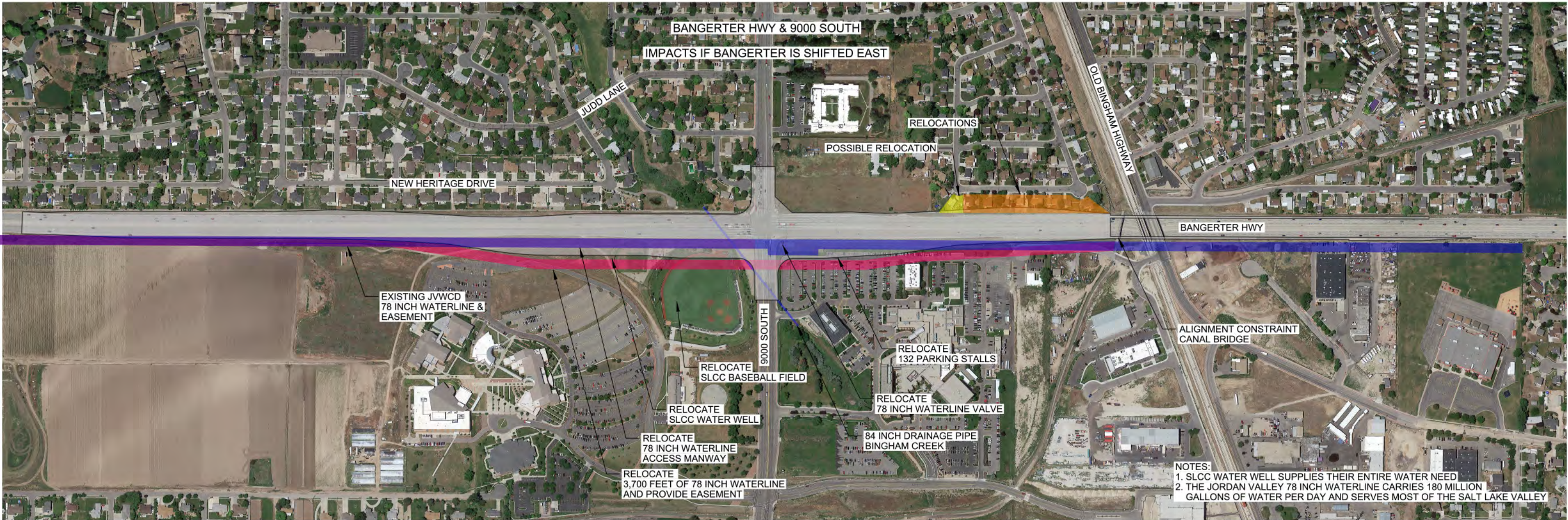
No.	Method	Name	Comment	Response	Topic
			under the sound walls this house will be in danger of flooding regularly. This MUST be addressed if the new sound wall is to run on the property line.		
267	Email	Devere Day Comment 6 of 10	(6) What is the plan for the water retention pond at the end of the Gully Park????		
268	Comment Form	Charles Morris	Adequate drainage at intersection of 90 th So & Bangerter. Must be well done!! Bingham Creek is a flood mitigation area. Appropriate drainage <u>must</u> be maintained.		
269	Public Website	Joey	This steep grade going over 90th south will cause a lot of accidents in the winter time on big snow storms. That might need to be looked at as well.	The current grade of Bangerter Highway between approximately Old Bingham Highway and 9000 South is 5%. The Proposed Action would increase the grade to 6% for a 400 foot long section. The vertical curves associated with this grade meet standards for sight distances.	Road Grade
270	Public Website		where will the grade of the road begin? 7800 s seems to be much smaller in scale and its a busier road. WHY?		
271	Public Website	DeVere Day Comment 4 of 5	(4) Take all steps necessary to decrease the grade of traffic as it goes over 9000th south and under the Trax line. This could be hazardous during winter conditions.		
272	Email	Devere Day Comment 7 of 10	(7) With Bangerter going under the trax line, doesn't an overpass at 90th south create a winter driving hazard with steep inclines?		
273	Comment Form	Joan Rond Comment 2 of 3	(2) Spend the money to avoid the dangerous roller coaster 5% grade. The life saved depends on you fighting for the right.		
274	Verbal Comment	Anonymous	I'm concerned for the safety of people on Bangerter. With the roller coaster, bad visibility I think lives are going to be lost and UDOT it is going to be sued, and that's going to affect taxpayers. That's my concern. I want in the record this design is not intelligent. You don't see roads like that in Arizona, California even Mexico. You don't see (indicating) rollercoaster, 6 percent grade. When you have ice in the winter and low visibility, it's just not safe. I don't think they are thinking about that. Yeah, there's all the worries about the houses, and the people that are staying in the neighborhood are suffering a loss of their home values, but the safety is the big issue.		
275	Public Website	B. Blackmer	I think it would be in the best interest of all to just do the project right the first time. No shortcuts or skimping on lanes or snow removal areas. Yes it might be inconvenient to some home owners but in the long run might save lives.	The current design provides for full shoulders, travel lanes, and snow storage.	Design Exceptions
276	Comment Form	Joan Rond Comment 3 of 3	(3) Traffic needs to improve. City planning and UDOT planning is notorious for doing on the cheap and then redoing it 6 years later. Let's do it right the first time.		
277	Public Website	Kelly Danise	Changing the shoulder and other storage lanes may have less impact on homes.		
278	Public Website		Why did you/ the city ever allow a new home to be built here? It's not even complete, but it is likely going to be demolished? Weird.	At the time Bangerter Highway was constructed, there was no funding available to build interchanges and no plans available that could be used to preserve corridor for future interchange footprints. If there is no design and funding for a project, UDOT cannot acquire property for corridor preservation. The funding and engineering design for the interchange has only recently been developed for the current project and	Lack of Early Coordination
279	Comment Form	Colleen Schow Comment 4 of 6	(4) Why weren't homeowners who added on to their homes or rebuilt homes in the last few years told about this possibility- it seems rather heartless.		
280	Comment Form	Laura Bodrero	(2) We live near New Heritage Drive and are disappointed in the <u>lack</u> of communication between UDOT & West Jordan City that allowed homes to continue being built – the most recent just being completed. Completely unacceptable!		

No.	Method	Name	Comment	Response	Topic
		Comment 2 of 2		UDOT will be working with affected property owners to acquire the properties necessary for the project.	
281	Public Website		What is the intention for this area? Please do something with it - right now it is a big ugly patch of weeds.	Modifications to the park located near Bingham Creek are under the jurisdiction of West Jordan City. We encourage you to coordinate with the City on this issue. As part of ongoing coordination, UDOT will share comments related to the park with West Jordan City.	Park by Bingham Creek
282	Public Website	Penny Morris	This area needs to be taken care of. It is nothing but weeds and trash. When the creek is full of water, the water can hardly flow through all of the mess. This could be a wonderful extension to the park.		
283	Public Website	Nancy Wiker Comment 6 of 6	(6) What about the traffic backup that will happen at 98th as it does at 90th during rush hour? I have seen it several times almost to where the on ramp ends. that is 11 blocks. There are only 8 blocks between 90th and 98th. People will exit at 90th and start coming thru our sub division.	As discussed in the response for comments 253 to 256, the 9800 South/Bangerter Highway intersection is planned to be converted to a grade-separated interchange, which will eliminate the traffic backups on Bangerter at 9800 South. In the meantime, UDOT will modify the signal timing at the 9800 South/Bangerter highway intersection to address traffic back-ups.	Traffic Backups at 9800 South
284	Public Website	Michael	Are there plans to extend the entire highway to 4 lanes? If not, why do it here. Tapering down an unnecessary lane always creates more congestion than the temporary extra lane solves. Oh, and watch out for speed traps right here on the NB side. With all the down-hill sloping from the top of the overpass to the bottom of the dip under the tracks, average speeds will be in the mid-80s to low-90s...	According to the WFRC 2015-2040 RTP (see response for comments 254 to 257), there are no plans to widen Bangerter Highway. The long-term plan is to convert Bangerter Highway to a controlled access expressway from I-15 to 5400 South by constructing grade-separated interchanges. UDOT is in the process of converting several traditional at-grade intersections to grade-separated interchanges, allowing Bangerter to free flow and cross streets to flow more efficiently at these locations. By removing traffic signals and creating fewer interruptions, traffic will move freely and at speeds that are more consistent in all directions. The 600 West Interchange is scheduled for construction this year, with interchanges at 5400 South, 7000 South, 9000 South, and 11400 South scheduled to begin construction in 2017.	Plans to Widen Bangerter Highway
285	Public Website	Casey Child Comment 2 of 2	(2) Four lanes in each direction will be much appreciated!		
286	Email	Devere Day Comment 9 of 10	(9) What is the future plan of Bangerter Highway? Will it continue to expand and if so is there a timeline?		
287	Public Website	Nancy Wiker	When do you plan to widen 90th? Where will that land come from since you cannot touch the hospital or the college?	According to the WFRC 2015-2040 RTP (see response for comments 254 to 257), there are plans to widen 9000 South to six lanes from I-15 to 5600 West. In the study area, this widening is planned to occur in Phase 2 (2025 to 2034). In response to public concerns about potential impacts to the Jordan Valley Medical Center and Salt Lake Community College as a result of 9000 South improvements, the project team evaluated widening 9000 South to seven lanes. This widening would have little to no impact to either facility.	9000 South Widening
288	Email	Devere Day Comment 8 of 10	(8) Is it true that in the future there are plans to turn 9000 south from 5 lanes to 7? If so, when?		

No.	Method	Name	Comment	Response	Topic
289	Public Website		What about the power lines that run 9000 S to 3200W? What are you doing with these?	As part of the Proposed Action, power lines adjacent to Bangerter Highway will need to be relocated.	Utilities
290	Public Website		Please allow the barrier here to curve to prevent collisions from us trying to enter our neighborhood. For some reason it was left straight so cars speed down the middle lane to turn left onto bangerter causing major safely concerns. This has happened to me FAR too many times!	The project team is aware of this issue and has been working with UDOT Region 2 Traffic and Safety on a viable solution that may be addressed as part of this contract. As part of ongoing coordination, UDOT will share comments related to 9000 South with West Jordan City.	Safety
291	Public Website	Nancy and Rodger Wiker Comment 7 of 7	(7) There needs to be a designated turn lane for those wishing to turn on to Judd Ln from 90th. As of now vehicles come down the middle area from back by Walgreens even when the traffic is not backed up. The left hand turn lane to go from 90th south to Bangerter south needs to be so that people cannot fly down from Walgreens to where they can turn. It becomes dangerous for people turning out of the sub division plus the people who abide by the law and move over later.	The project team is aware of this issue and has been working with UDOT Region 2 Traffic and Safety on a viable solution that may be addressed as part of this contract. As part of ongoing coordination, UDOT will share comments related to 9000 South with West Jordan City.	Dedicated left turn onto Judd Lane
292	Public Website	DeVere Day Comment 5 of 5	(5) As you are going west on 9000th south, there needs to be a dedicated left turn lane onto Judd Lane.		
293	Public Website	Ryan Kershaw	UDOT must present final plans to the neighborhood BEFORE any digging or construction begins. The remaining families should have adequate time to review and fully understand the extent to which public input has influenced final plans.	UDOT will continue to update stakeholders and the public throughout the design-build phase of the project and notify them regarding any changes to the design, construction schedule, and other pertinent project information.	UDOT Coordination
294	Email	Brian Mcillece	I understand why homes must be taken for this and I actually have an idea to help out a good cause along with that! Is there any way UDOT could organize a way to take out the windows, doors, cabinets, etc. and donate them to the RE-STORE? If you don't know what Re-Store is it is a store that sells used home products and all of the money that they make goes towards Habitat for Humanity. You will be bettering people's lives with this act of donation. Please consider this and if needed I would be happy to put together a team from the neighborhood that would help with this if needed.	UDOT regularly works with Habitat for Humanity to remove reusable items from homes that will be demolished.	Repurposing
295	Email		One question about 9000 s and Bangerter expansion: Why was not air quality considered as part of environmental impact study? This is an issue that must be addressed as there is a hospital, clinics and school nearby. As this is an impact, the road should be located UNDER 9000 south and considerable green space added will help to mitigate the definite impact to air quality. Or leave the intersection as is. Thank you for your consideration in this matter.	Because the Proposed Action would not add or alter roadway capacity, or result in increased traffic volumes at signalized intersections, a quantitative air quality analysis was not prepared. However, a grade-separated interchange at 9000 South and Bangerter Highway would increase vehicle speeds and reduce congestion, as compared to existing conditions. Higher vehicle speeds and reduction in congestion are associated with lower emissions and improved air quality. During construction, the requirements outlined in Standard Specification 01572 titled "Dust Control and Watering" will be followed.	Air Quality

No.	Method	Name	Comment	Response	Topic
296	Comment Form	Colleen Schow Comment 5 of 6	(5) I am concerned about privacy decreasing.	The noise analysis recommends replacing the existing noise walls “in-kind”; therefore, there will be a 12-ft to 17-ft noise wall located adjacent to either Bangerter Highway or the southbound on- and off-ramps. Additionally, a 42-inch barrier will be located on the outside shoulders of the Bangerter Highway overpass. Both of these barriers will provide some privacy from Bangerter Highway.	Privacy
297			I failed to mention in my last correspondence that you are killing the access management of these neighborhoods - especially the one on the NW corner. There is only 2 ways out and you most likely be a median preventing the residents from going east. What is your solution?	The Proposed Action would not change neighborhood accesses.	Neighborhood Access
298	Comment Form	Colleen Schow Comment 6 of 6	(6) I am concerned about access in and out of the neighborhood becoming more difficult.		
299	Comment Form	Luke Hickman Comment 3 of 3	(3) Following construction, it’s going to be difficult to leave the neighborhood via the two stop sign exits.		
300	Comment Form	Jen McIllece Comment 6 of 6	(6) Will we be able to get out of our neighborhood?		
301	Comment Form	Stephanie Chaves Comment 4 of 5	(4) Very concerned about heavy traffic getting out of neighborhood.		
302	Comment Form	Dyke & Julie Nelsen Comment 4 of 4	(4) How is it going to impact 90 th South going West? I feel it’s going to make it harder to get out of our subdivision.		
303	Email	Comment 3 of 3	(3) Timing of House Demolition: There are a lot of rumors and mis-conceptions floating around our neighborhood about when the houses on the east side of New Heritage Drive will be demo'ed. Where can we find an accurate schedule for this work?	The specific schedule is unknown at this time; however, UDOT will continue to update stakeholders and the public throughout the design-build phase of the project and notify them regarding any changes to the design, construction schedule, and other pertinent project information.	Schedule
304	Email	Devere Day Comment 10 of 10	How far west will the median extend on 90th south? What will be the first left (south) turn option available when construction is complete?	The current design for the 9000 South/Bangerter Interchange will tie in prior to Winthrop Drive; therefore, this project will not change the median curb. The first left (south) turn option available will be Judd Lane (same as existing).	9000 South Median
305	Comment Form	Miguel Chavez Comment 3 of 3	(3) <u>Do Not</u> Widen 9000 South! West of Judd Lane.	The current design for the 9000 South/Bangerter Interchange will tie in prior to Winthrop Drive; therefore, this project will not widen 9000 South west of Judd Lane. However, according to the WFRC 2015-	Project Limits on 9000 South

No.	Method	Name	Comment	Response	Topic
307	Comment Form	Stephanie Chaves Comment 5 of 5	(5) Do Not widen 9000 So going West of Bangerter!	2040 RTP (see response for comments 254 to 257), there are plans to widen 9000 South to six travel lanes.	
308	Comment Form	Brian McIllece	(4) If the neighborhood roads are used for demo on the homes on the north side of 90 th , UDOT repave the neighborhood roads.	UDOT will fix any damage to neighborhood roads caused by construction.	Construction Damage
309	Comment Form	Arin Haslam Comment 3 of 3	(3) I am also concerned about what the view will look like from our house. Will we be able to see the freeway? Will the overpass block the view of the mountains?	Depending on the location of your home, the view will change. The overpass could partially block the view of the mountains.	View





Cultural and Paleo Clearance with Tier 1 Screening Form

Federally funded projects classified as delegated categorical exclusions are processed in accordance with Stipulation II, Part A and Appendix B of the *Memorandum of Understanding, State Assumption of Responsibility for Categorical Exclusions (23 USC §326)*, by which the UDOT assumes responsibility, assigned by the FHWA, for ensuring compliance with Section 106 of the NHPA and with Section 4(f). Federally funded projects classified as documented categorical exclusions are approved by FHWA.

Pursuant to the *Second Amended Programmatic Agreement among the FHWA, the Utah SHPO, the ACHP, the USACE Sacramento District, and the UDOT Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah*, and the *Programmatic Agreement between the UDOT and the Utah SHPO Regarding Implementation of U.C.A. 9-8-404 for State Funded Transportation Projects in Utah*, UDOT has taken into account the effects of this undertaking on historic properties and has determined that the finding of effect is **No Historic Properties Affected**.

Pursuant to the *Memorandum of Understanding between the UDOT and the Utah Geological Survey Concerning Agency Responsibilities Pursuant to U.C.A. 79-3-508*, the UDOT has taken into account the effects of this undertaking on paleontological resources. If applicable, consultation letter from UGS is included in the environmental document.

PROJECT: PIN 13963— S-R299(210)00, 4 Locations on Bangerter Highway, Salt Lake County.

DATE: March 29, 2016

PREPARER: Liz Robinson, M.A., RPA; UDOT Cultural Resources Program Manager

CONTACT: 801-910-2035, lizrobinson@utah.gov

REVIEWER: Elizabeth Giraud AICP, UDOT Architectural Historian

PROJECT STIPULATIONS

- 1) Clearance is contingent upon the contractor adhering to the proposed scope of work and remaining within cleared areas. **Notify Region Environmental of any scope changes.**
- 2) UDOT Standard Specification 01355 Part 3.7, *Environmental Clearances by Contractor*
- 3) UDOT Standard Specification 01355 Part 3.8, *Discovery of Historical Archaeological, or Paleontological Objects, Features, Sites or Human Remains. Notify Region Environmental immediately of any discoveries during construction.*

PROJECT DESCRIPTION

UDOT proposes to improve the intersections of SR-154 (Bangerter Highway) with 5400 South, 6200 South, 7000 South, 9000 South, and 11400 South in Salt Lake County, Utah (see the enclosed Project Location Map). Separate environmental studies will be conducted for each individual intersection, and this document pertains to the intersection of 9000 South and Bangerter Highway. The proposed project will include: construction of a new grade-separated interchange configuration; relocation and/or replacement of existing utilities; installation of new and/or modification of existing storm drainage systems; and reconstruction of existing roadways to facilitate transitions to the proposed interchange. In addition, the project will include: modification and/or replacement of sidewalks/bike lanes and pedestrian ramps; the relocation and/or replacement of existing noise walls; installation/update of roadway signage; and replacement of pavement markings. Acquisition of Right-of-Way (ROW) and relocation of residences are anticipated in order to facilitate construction of the proposed interchange.

SCREENING PROCESS

Screened undertakings have the potential to affect historic properties, but have been determined by UDOT to require no further review or consultation under the Agreements. Screening may include any the following tasks and should be appropriate to the complexity, scale, and location of the undertaking. Documentation of the screening will be included in the project files, quarterly report submitted to SHPO, and environmental document.

Antiquities Project Number: U-16-HX-0017

Literature Review

- ☐ Class I literature search (date completed and by whom):
- ☒ Records review (i.e. UDSH, UDOT, BLM, etc.): Preservation Pro
- ☐ Project plans
- ☐ As-built project plans
- ☒ Aerial photographs: Google Earth

- ☒ Historic Maps: GLO maps
- ☒ Topographic Maps: Midvale, UT 7.5' USGS Quadrangle
- ☐ ROW/Ownership/Parcel Data:
- ☐ Other:

Description of search results:

The area of potential affects (APE) has been defined as a 1.4-mile-long corridor along Bangerter Highway and a 0.6-mile-long corridor along 9000 South. The APE includes the existing UDOT ROW within these corridors as well as all adjacent parcels. The majority of the APE has been previously surveyed. Two historic linear sites (42SL286 and 42SL335) cross the APE and no known properties of historic architecture have been documented, although buildings of historic age may be present.

Field Review

- ☒ Pedestrian survey (Class III) (survey interval): 15m
- ☐ Field review other than Class III (reconnaissance, windshield, etc.):
- ☐ Other:
- ☐ None

Description of survey results (If no field survey was conducted, explain why not):

The APE has been surveyed for archaeology by Horrocks Engineers through an intensive level pedestrian survey was conducted using 15 meter transects to identify archaeological resources. A reconnaissance selective level survey was conducted to record architectural properties. The survey has resulted in the identification of 2 archaeological sites (42SL286, Utah Lake Distributing Canal and 42SL335, Denver and Rio Grande Western Railroad Bingham Branch) and 2 architectural properties (3742 W, 9000 South and Wite's Fort Cemetery). All of these resources are eligible to the National Register of Historic Places (NRHP) with the exemption of the cemetery.

Supporting Documentation

Reports and/or forms generated from any cultural resource inventories shall be submitted quarterly to the Utah Division of State History (UDSH) for filing.

Title of report: *An Archaeological Investigation of the Bangerter Highway at 9000 South Interchange Project and A Selective, Reconnaissance Level Survey of Historic Architecture for the Bangerter Highway at 9000 South Interchange Project*

Consultation

- ☐ Utah SHPO (including APE consultation):
- ☐ Certified Local Government (CLG):
- ☒ Tribes: Cedar and Shivwits Bands of the Paiute Indian Tribe, Confederated Tribes of the Goshute Reservation
- ☐ State/Federal Agencies:
- ☐ Knowledgeable Informants:
- ☐ Other:
- ☐ None:

Description of consultation efforts (If no consultation was done, explain why not):

Native American consultation was initiated through letters sent to the Uintah and Ouray Ute Tribes, Shoshone-Bannock Tribes, and Northwestern Band of Shoshone Nation, Eastern Shoshone Tribe of the Wind River Reservation, Paiute Indian Tribe of Utah, Cedar and Shivwits Bands of the Paiute Indian Tribe, Confederated Tribes of the Goshute Reservation, and the Skull Valley Band of Goshute Indians (sent March 2, 2016). A public hearing will be held to notify the public of the impacts to cultural resources. Information will also be included in the project website. To date, no responses or comments were received and any future comments will be addressed.

- ☐ Controversy based on historic preservation issues? If yes, consultation with SHPO and UDOT Central Environmental is required. Additional consultation with FHWA may be required.

Finding of Effect

The undertaking will result in the following finding of effect:

- ☐ No Historic Properties Affected: no cultural resources present
- ☐ No Historic Properties Affected: cultural resources present but none eligible
- ☒ No Historic Properties Affected: historic properties present, but are completely avoided by the undertaking and the potential for substantial indirect effects is very low

Description of impacts:

The proposed project will require modification of the bridge retaining walls that carry 42SL335 but will not impact the railroad itself and the bridge is not a historic feature. The remaining archaeological site and architectural properties will also be avoided by the project, and therefore the UDOT has determined that this project will result in No Historic Properties Affected.



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

March 2, 2016

Ms. Madeline Greymountain
Confederated Tribes of the Goshute Reservation
P.O. BOX 6104/195 Tribal Center Rd.
Ibapah, UT 84034

Subject: UDOT Project Number: S-R299(210), 4 Locations on Bangerter Highway, Salt Lake County (PIN 13963)

Notification of Project and Invitation to be a Consulting Party

Dear Ms. Greymountain,

The Utah Department of Transportation (UDOT) proposes to improve the intersections of SR-154 (Bangerter Highway) with 5400 South, 7000 South, 9000 South, and 11400 South in Salt Lake County, Utah (see the enclosed Project Location Map). At each location the proposed project will include: construction of a new grade-separated interchange configuration; relocation and/or replacement of existing utilities; installation of new and/or modification of existing storm drainage systems; and reconstruction of existing roadways to facilitate transitions to the proposed interchange. In addition, the project will include: modification and/or replacement of sidewalks/bike lanes and pedestrian ramps; the relocation and/or replacement of existing noise walls; installation/update of roadway signage; and replacement of pavement markings. Acquisition of Right-of-Way (ROW) and relocation of residences are anticipated in order to facilitate construction of the proposed interchange.

UDOT requests that you review this information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by this undertaking. If your organization is aware of any historic properties that may be impacted by the proposed project, we request your notification as such and your participation as a consulting party during the development of the environmental document. A cultural resources investigation is currently being conducted in the Area of Potential Effects.

Please be assured that UDOT will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural places that may be affected by this proposed undertaking. We would appreciate any suggestions you might have about any other groups or individuals that should contact regarding this project.

A response within 30 days would be appreciated, should you have concerns about this project and/or wish to be a consulting party. Please feel free to contact me at 801-910-2035 or via email at lizrobinson@utah.gov to answer any questions or provide any additional information.

Thank you for your attention to this project notification and any comments you may have.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Liz Robinson".

Liz Robinson, M.A., RPA
Cultural Resources Program Manager

Enclosure(s):

- Project Maps

Cc: Mr. Ed Naranjo, Administrator
Ms. Mary Pete-Freeman, Cultural Resources Coordinator

IDENTICAL COPIES OF THIS LETTER SENT TO THE FOLLOWING:

Tribal Contact List For S-R299(210), 4 Locations on Bangerter Highway, Salt Lake County (PIN 13963)

Original to:	CC to:
Mr.Darwin St. Clair Jr., Chairman Eastern Shoshone Tribe of the Wind River Reservation P.O. Box 538/15 North Fork Rd Fort Washakie, WY 82514	Ms. Glenda Trosper, Director, Cultural Center Eastern Shoshone Tribe of the Wind River Reservation P.O. Box 538/15 North Fork Rd Fort Washakie, WY 82514
	Mr. Wilfred Ferris, THPO Eastern Shoshone Tribe of the Wind River Reservation P.O. Box 538/15 North Fork Rd Fort Washakie, WY 82514
Mr. Nathan Small, Chair Shoshone-Bannock Tribes of Fort Hall P.O. Box 306 Pima Drive Fort Hall, ID 83203	Ms. Carolyn Smith, Cultural Resource Director Shoshone-Bannock Tribes of Fort Hall P.O. Box 306 Pima Drive Fort Hall, ID 83203
Ms. Corrina Bow, Tribal Chairperson Paiute Indian Tribe of Utah 440 North Paiute Drive Cedar City, UT 84720	Ms. Dorena Martineau, Cultural Resources Manager Paiute Indian Tribe of Utah 440 North Paiute Drive Cedar City, UT 84720
Mr. Shane Warner, Chairman Northwestern Band of Shoshone Nation 707 North Main Street Brigham City, UT 84302	Ms. Patty Timbimboo-Madsen, Cultural Specialist Northwestern Band of Shoshone Nation 707 North Main Street Brigham City, UT 84302
Mr. Shaun Chapoose, Chairperson Ute Indian Tribe of the Uintah and Ouray Ute Indian Reservation P.O. Box 190 Fort Duchesne, UT 84026	Ms. Betsy Chapoose, Director, Cultural Rights and Protection Ute Indian Tribe of the Uintah and Ouray Ute Indian Reservation P.O. Box 190 Fort Duchesne, UT 84026
Ms. Lori Bear Skiby, Chairperson Skull Valley Band of Goshute Indians P.O. Box 448 Grantsville, UT 84029	None
Ms. Lora Tom, Band Chairwoman Cedar Band of Paiutes 4655 North Utah Trail Enoch, UT 84720	Ms. Eleanor Tom, Cultural Resources Representative Cedar Band of Paiutes 4562 N. Wagonwheel Dr. Cedar City, UT 84721
Ms. Jetta Wood, Band Chairwoman Shivwits Band of Paiute Indian Tribe of Utah 6060 West 3650 North Ivins, UT 84738	Ms. Shanan Martineau, Cultural Resource Director Shivwits Band of Paiute Indian Tribe of Utah 6060 West 3650 North Ivins, UT 84738
Ms. Madeline Greymountain, Chairperson Confederated Tribes of the Goshute Reservation P.O. BOX 6104 195 Tribal Center Rd. Ibapah, UT 84034	Mr. Ed Naranjo, Administrator Confederated Tribes of the Goshute Reservation P.O. BOX 6104 195 Tribal Center Rd. Ibapah, UT 84034 Ms. Mary Pete-Freeman, Cultural Resources Coordinator Confederated Tribes of the Goshute Reservation P.O. BOX 6104 195 Tribal Center Rd. Ibapah, UT 84034



State of Utah

DEPARTMENT OF NATURAL RESOURCES

MICHAEL R. STYLER
Executive Director

Utah Geological Survey
RICHARD G. ALLIS
State Geologist/Division Director

February 25, 2016

Peter Steele
Horrocks Engineers
2162 West Grove Parkway, Suite 400
Pleasant Grove UT 84062

RE: Paleontological File Search and Recommendations for the Bangerter Highway at 9000 Interchange Project, Salt Lake County, Utah
U.C.A. 79-3-508 (Paleontological) Compliance; Request for Confirmation of Literature Search according to the UDOT/UGS Memorandum of Understanding.

Dear Peter:

I have conducted a paleontological file search for the Bangerter Highway at 9000 Interchange Project in response to your email of February 25, 2016. This project qualifies for treatment under the UDOT/UGS executed Memorandum of Understanding.

There are no paleontological localities recorded in our files for this project area. Quaternary and Recent alluvial and lacustrine deposits that are exposed along this project right-of-way have a low potential for yielding significant fossil localities (PFYC 2). Unless fossils are discovered as a result of construction activities, this project should have no impact on paleontological resources.

If you have any questions, please call me at (801) 537-3311.

Sincerely,

Martha Hayden
Paleontological Assistant



Memorandum



To: Marley J. Haupt, Field Biologist
Horrocks Engineers

From: Paul W. West, Wildlife/Wetlands Biologist
UDOT, Environmental Services

P.W.W.

Date: February 16, 2016

Re: S-R299(210) – SR-154 (Bangerter Highway), Reconstruction of Interchanges at four
Locations, Salt Lake County (PIN13963)

CC: Brandon Weston – UDOT, Environmental Services
Ashley Green – UDWR, Headquarters
Mark Farmer – UDWR, Central Region
Matt Howard – UDWR, Central Region
Lloyd Neeley – UDOT, Maintenance
File

Encls:

I understand that the Utah Department of Transportation (UDOT) is proposing to to reconstruct four interchanges on Bangerter Highway (SR-154) in Salt Lake County, Utah (see location maps). These projects propose to construct grade-separated interchanges at 5400 South, 7000 South, 9000 South, and 11400 South. The purpose of this project is to reduce delay and improve mobility on Bangerter Highway and on these east-west arterials.

A review of the Utah Division of Wildlife Resources, Utah Natural Heritage Program (UDWR/UNHP) 2015 database indicates that no federally listed, threatened, endangered or candidate species, or any critical habitat would be affected by this project.

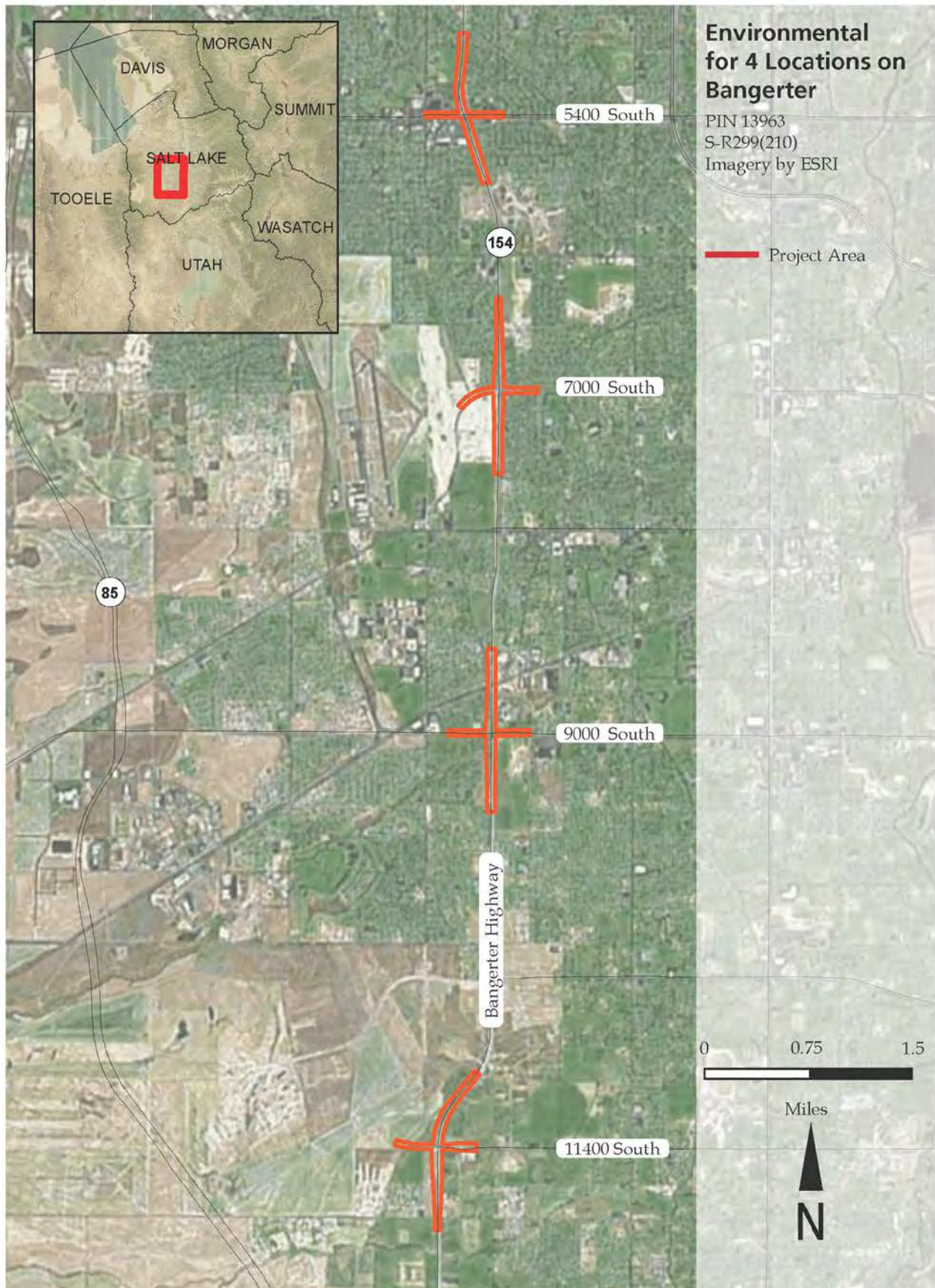
Inasmuch as this is a state funded project with no federal nexus of which I am aware, we are not required to obtain concurrence letters from the U.S. Fish and Wildlife Service. Therefore, I am issuing this memo in-lieu of their concurrence for your environmental documentation.

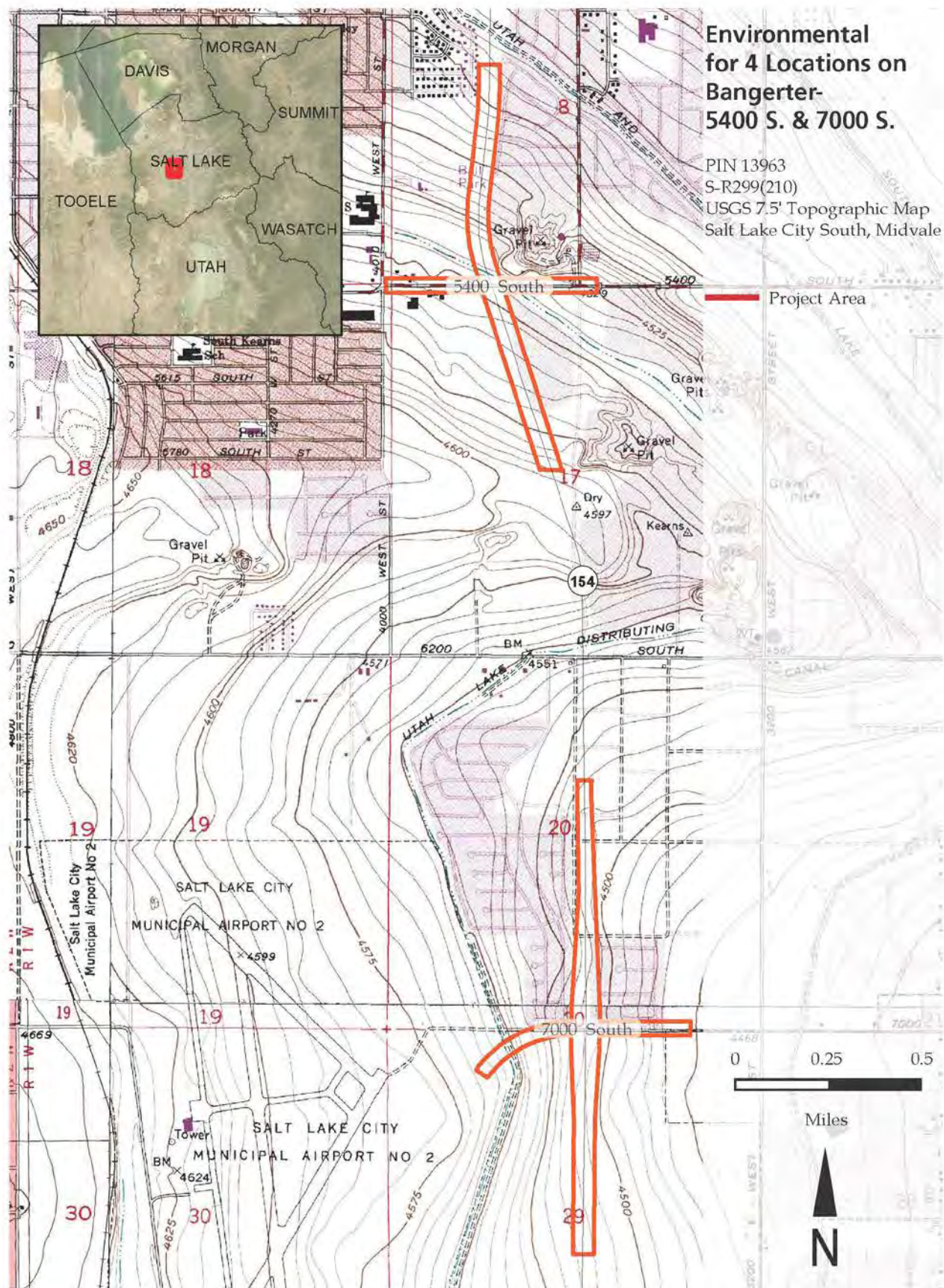
In addition, I have evaluated the above-referenced project with regard to wildlife issues as required in the UDOT Environmental Study Form.

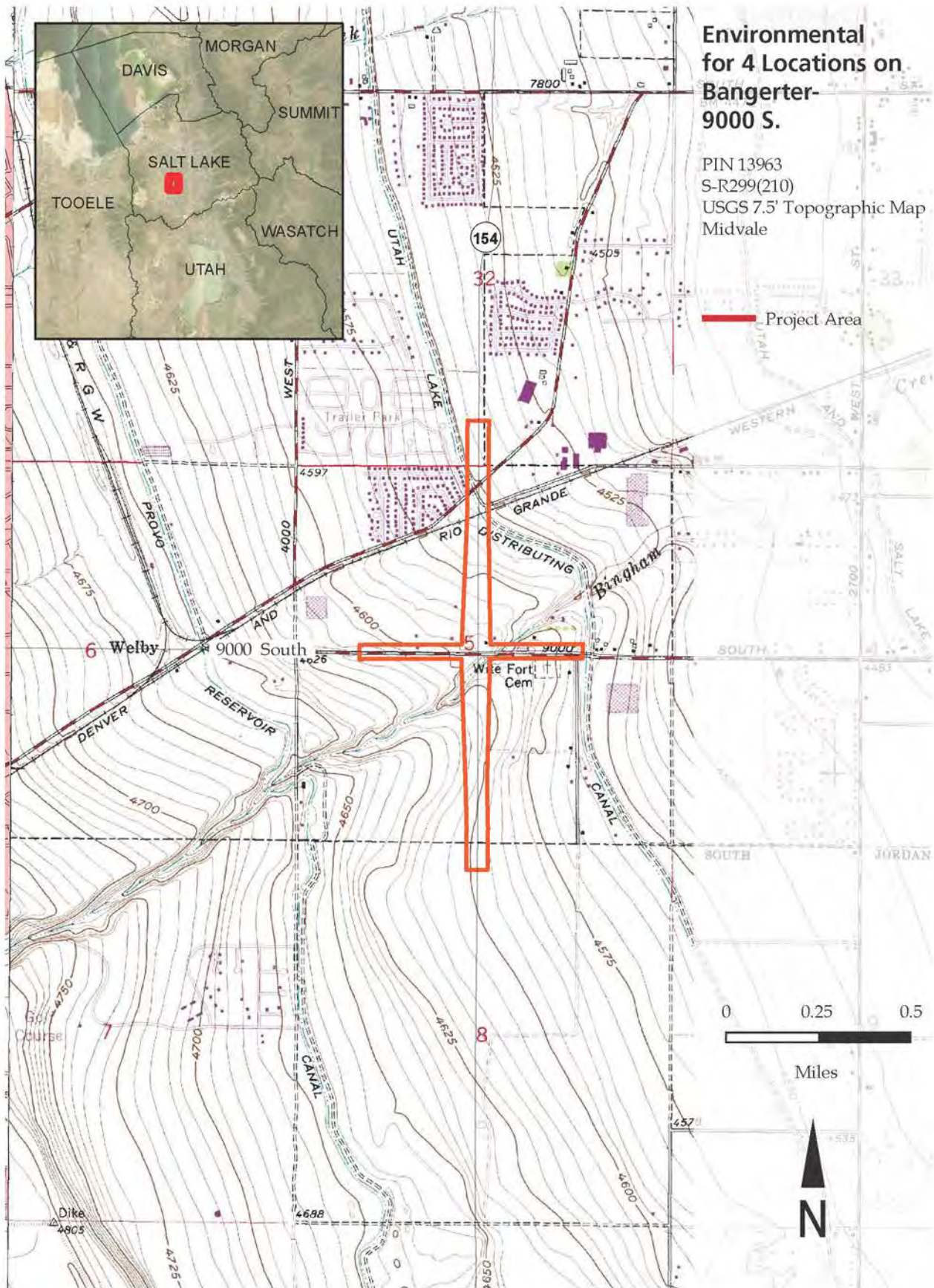
Based on the UDWR/UNHP 2015 database and Greater Sage Grouse 2015 mapping, UDOT's 2015 Utah Wildlife-Vehicle Collision Reporter, and UDOT's Wildlife Connectivity 2007

database, it is my opinion that due to the nature of this project it should not negatively affect state-sensitive species, important wildlife habitat, big game migration routes, habitat connectivity, migratory birds, fish spawning habitat, or fish passage.

If you have any questions, please call me at (801) 633-8747, or email me at paulwest@utah.gov.







NOISE STUDY

1.0 INTRODUCTION

This Noise Analysis was prepared in accordance with 23 CFR §772 and the UDOT Noise Abatement Policy, last revised February 13, 2014.

1.1 DESCRIPTION OF PROJECT

The Utah Department of Transportation (UDOT) has initiated a state environmental study for a project on Bangerter Highway (SR-154) in Salt Lake County, Utah. The project proposes to construct a grade separated Single Point Urban Interchange (SPUI) at 9000 South. The project would include the construction of an overpass (Bangerter Highway over 9000 South) and ramps from Bangerter Highway to 9000 South. The purpose of the project is to reduce delay and improve mobility on Bangerter Highway and the 9000 South east-west arterial (see Figure 2 for study area).

1.2 APPLICABILITY

The UDOT Noise Abatement Policy states that “noise abatement will be considered for all Type I projects where noise impacts are identified.” Type I projects are projects that include any of the following: the construction of a highway at a new location, the physical alteration of an existing highway that substantially alters its alignment, the addition of a through traffic lane, the addition of an auxiliary lane, or the addition or relocation of interchange lanes or ramps. This project is considered a Type I project because of the construction of a new interchange.

2.0 ANALYSIS OF TRAFFIC NOISE IMPACTS

Traffic noise is measured in A-weighted sound levels in decibels (dBA) which most closely approximates the way the human ear hears sounds at different frequencies (see Figure 1). Since traffic noise varies over time, the sound levels for this noise analysis are expressed as “equivalent levels” or Leq, representing the average sound level over a one hour period of time. Unless noted otherwise, all sound levels in this noise analysis are expressed in the hourly equivalent noise level.

2.1 NOISE ABATEMENT CRITERIA

The Federal Highway Administration (FHWA) has established Noise Abatement Criteria for several categories of land use activities (see Table 1). FHWA’s noise criteria is based on sound levels that are considered to be an impact to nearby property owners, also known as receptors. Primary consideration is to be given for exterior areas where frequent human use occurs.

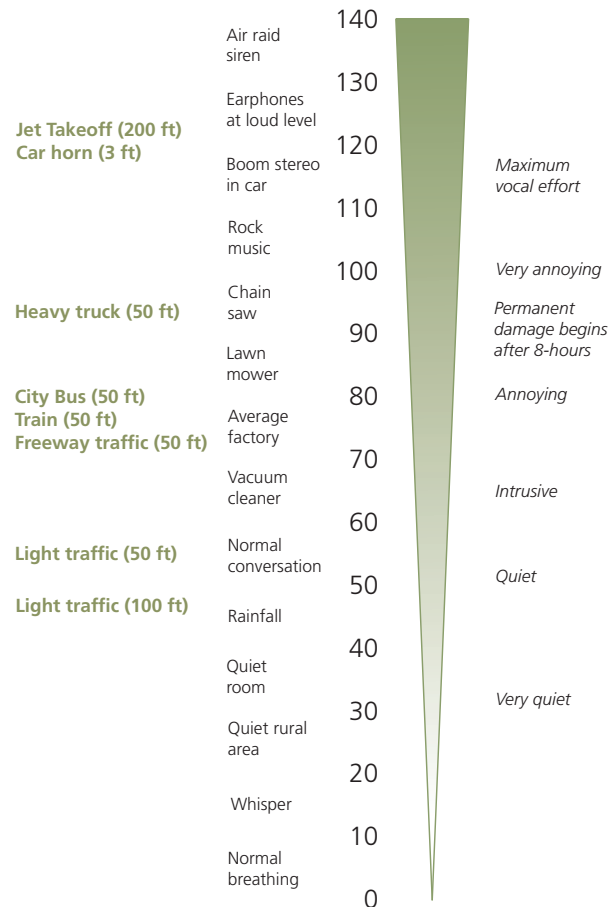


Figure 1. Sound Levels (in dBA) of Common Sounds
(Compiled from Federal Transit Administration and Environmental Protection Agency Data)

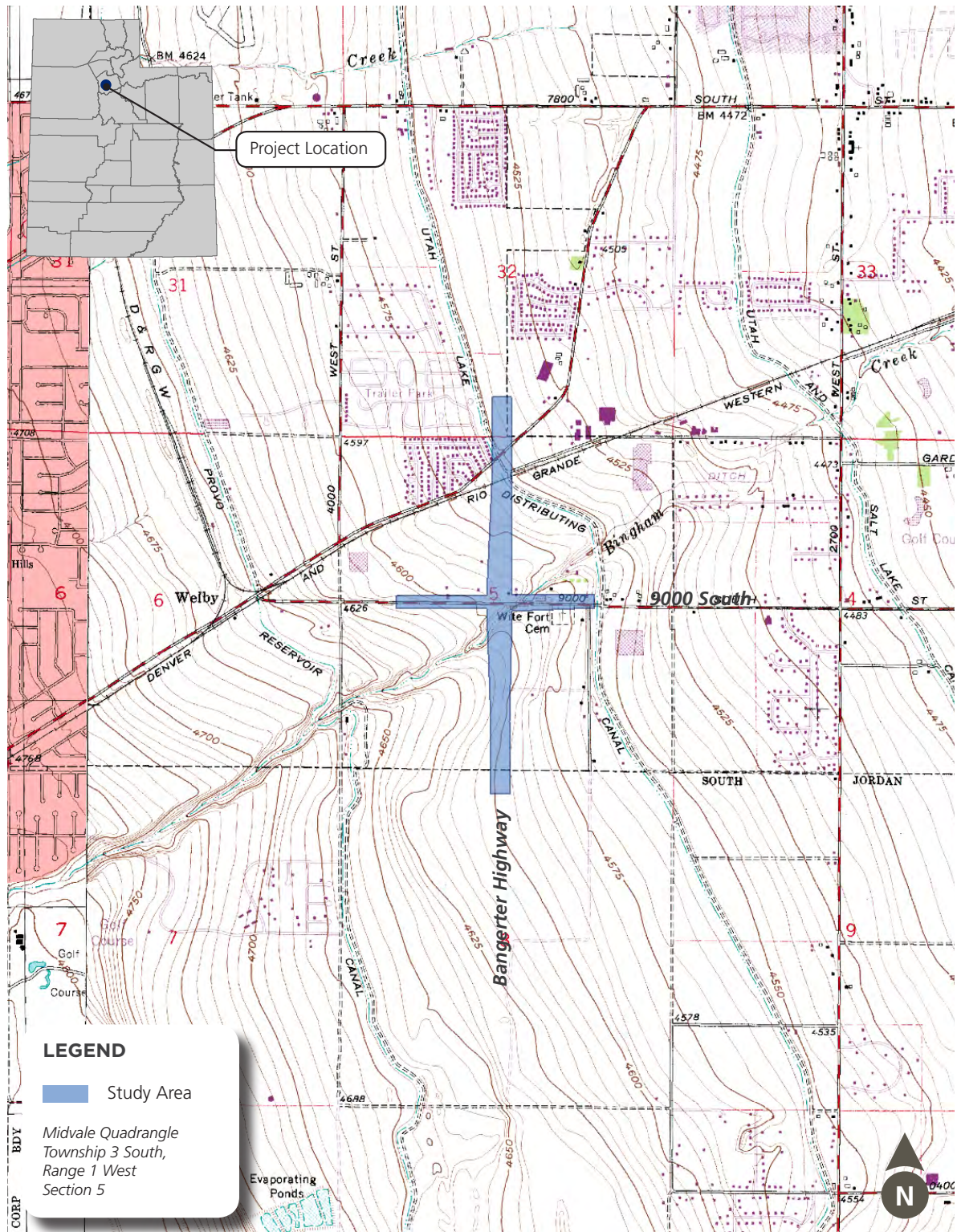


Figure 2. Study Area

UDOT has developed a Noise Abatement Policy for transportation projects, which conforms to FHWA noise abatement requirements outlined in 23 CFR §772. UDOT's Noise Abatement Policy states that a traffic noise impact occurs when either 1) the future worst case noise level is equal to or greater than the UDOT Noise Abatement Criteria for specified land use categories or, 2) the future worst case noise level is greater than or equal to an increase of 10 dBA over the existing noise level.

Table 1: Noise Abatement Criteria

Activity Category	Leq (h)	Activity Description
A	56 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	66 (Exterior)	Residential.
C	66 (Exterior)	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails and trail crossings.
D	51 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	71 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	---	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	---	Undeveloped lands that are not permitted.

Source: UDOT Noise Abatement Policy

Noise impact and abatement analyses are required within Land Use Activity Categories A, B, C, D, and E (see Table 1) only when development exists or has been permitted (formal building permit issued prior to the date the final environmental decision document is approved). Activity Categories F and G include lands that are not sensitive to traffic noise. There are no impact criteria for these land use types and an analysis of noise impacts is not required.

2.2 NOISE SENSITIVE LAND USES

There are no Activity Category A land uses within the study area. Activity Category B land uses include all residences. There are two baseball diamonds and a hospital which classify as Activity Category C land uses. There are no buildings or facilities within the study area which classify as Activity Category D. Activity Category E land uses include all businesses and restaurants within the study area. The UDOT Noise Policy states that a noise impact analysis will not be required for Activity Categories F and G.

2.3 EXISTING NOISE

The primary source of noise in the study area is automobile and truck traffic from Bangerter Highway and 9000 South. Existing traffic sound levels for each receptor in the study area were calculated using the Traffic Noise Model (TNM) 2.5 software using existing conditions (travel lane configurations and the posted speed limit). Existing noise levels were determined using the greatest hourly traffic noise conditions likely to occur on a regular basis, or Level-of-Service (LOS) C traffic volumes.

On-site measurements were made to verify the accuracy of the model and are shown in Table 2 and the Existing Noise Levels figures in Appendix A.

Table 2: Field Noise Measurements

Site #	Location	Field Noise Level (dBA)	TNM Output (dBA)	Difference
R1	Winthrop Circle Cul De Sac on the west side of 9000 S	58.3	61.2	-2.9
R2	Near the baseball diamond on the east side of 9000 S	73.6	71.2	2.4

Existing noise levels can be seen in the Existing Noise Levels figures in Appendix A. The number of receptors that currently experience a noise level that would be considered an impact is 20.

2.4 INTERCHANGE NOISE

Projected traffic noise levels for the Proposed Action were calculated with TNM 2.5 software using build conditions (travel lane configurations and traffic volumes). Noise levels were determined using the greatest hourly traffic noise conditions likely to occur on a regular basis, or LOS C traffic volumes projected for the year 2040.

The Proposed Action would include the removal of two existing noise walls located along Bangerter Highway, one on the northwest side of the interchange and the other on the southwest side of the interchange. Proposed Action noise levels were calculated using replacement noise walls of the same height as the existing noise walls (9-ft, 12-ft, 16-ft, and 17-ft). Noise levels would increase throughout the study area by an average of 3.7 dBA. The greatest increase in noise levels would be 10.8 dBA at Receptor 63B (see Table 3 and maps in Appendix A). Of the 95 receptors included as part of this noise study, 48 would be considered impacted by noise.

Projected future worst case noise levels and impacted receptors can be seen in Table 3 and the noise level figures in Appendix A.

2.5 SUMMARY

Table 3 shows a summary of existing conditions and Proposed Action noise levels (the suffix on the Map Label represents the activity category). Refer to the figures in Appendix A for receptor locations.

Table 3: Summary of Existing and Proposed Action Noise Levels

Map Label	Existing Noise Levels (dBA)	Impact	Proposed Action Noise Levels (dBA)	Impact
3B	65.1	No	59.6	No
4B	62.2	No	65.4	No
15B	65.9	No	68.3	Yes
16B	66.4	Yes	69.6	Yes
17B	66.6	Yes	68.4	Yes
18B	66.7	Yes	69	Yes

Map Label	Existing Noise Levels (dBA)	Impact	Proposed Action Noise Levels (dBA)	Impact
19B	66.2	Yes	70.1	Yes
20B	66.3	Yes	71.7	Yes
21B	66.1	Yes	71.6	Yes
22B	66.4	Yes	70.9	Yes
23B	66.4	Yes	69.4	Yes
24B	66.6	Yes	68.9	Yes
25B	65.9	No	67.8	Yes
26B	66.1	Yes	67.8	Yes
27B	67.5	Yes	69.1	Yes
28B	66.8	Yes	69.4	Yes
29B	64.3	No	68.4	Yes
30B	63	No	67.9	Yes
31B	66.3	Yes	67.8	Yes
32B	64.1	No	65.2	No
33B	63.6	No	65	No
34B	64.7	No	65.5	No
45B	72.7	Yes	72.7	Yes
46B	64.4	No	66	Yes
47B	63.5	No	65.5	No
48B	62.4	No	64.7	No
49B	62.1	No	64.4	No
50B	62.5	No	64.6	No
51B	63.4	No	65.1	No
52B	62.4	No	66.3	Yes
53B	61.6	No	65.5	No
54B	61	No	65.4	No
55B	60.3	No	65.5	No
56B	62.2	No	66.7	Yes
57B	60.1	No	66	Yes
58B	59.8	No	67.9	Yes
59B	59.5	No	68.1	Yes
60B	59.4	No	68.8	Yes
61B	59.3	No	69.5	Yes
62B	59.5	No	70.1	Yes
63B	59.4	No	70.2	Yes
64B	59.5	No	70.1	Yes
65B	59.4	No	69.8	Yes
66B	59.3	No	69.1	Yes
67B	59.3	No	68.4	Yes

Map Label	Existing Noise Levels (dBA)	Impact	Proposed Action Noise Levels (dBA)	Impact
68B	59.4	No	68.1	Yes
69B	60.6	No	68.1	Yes
70B	60.2	No	66.5	Yes
71B	60.5	No	65.6	No
72B	59.7	No	63.5	No
73B	59.9	No	63.4	No
74B	61.9	No	64.1	No
75B	62.8	No	64.8	No
76B	59.1	No	61.7	No
77B	59.2	No	62	No
78B	57.7	No	61.7	No
79B	57.8	No	62.1	No
80B	57.7	No	63.4	No
81B	57.2	No	63.8	No
82B	58.5	No	66.6	Yes
83B	57.7	No	66.3	Yes
84B	58.7	No	69.1	Yes
85B	58.9	No	69.2	Yes
86B	58.5	No	67.8	Yes
87B	57.9	No	65.5	No
88B	58.3	No	64.4	No
89B	58.4	No	64.2	No
90B	59.9	No	64.9	No
91B	59.7	No	64.5	No
92B	61.5	No	65.6	No
93B	61.1	No	65.5	No
94B	60.8	No	63	No
95B	61.9	No	64.1	No
96B	59.5	No	62	No
97B	61.7	No	64.1	No
98B	59.4	No	62	No
99B	62.3	No	64.6	No
100B	64	No	66	Yes
101C	62	No	64.3	No
102C	63.2	No	65.3	No
103C	61.5	No	63.7	No
104C	63.9	No	64.5	No
105C	61.9	No	62.1	No
106C	70.1	Yes	68.2	Yes

Map Label	Existing Noise Levels (dBA)	Impact	Proposed Action Noise Levels (dBA)	Impact
107C	66.9	Yes	66.2	Yes
108C	65.1	No	67.1	Yes
109C	69.7	Yes	68.1	Yes
110C	66.9	Yes	67.7	Yes
111C	66.2	Yes	66	Yes
112C	71.5	Yes	66.9	Yes
113C	62.6	No	61.7	No
114C	61.7	No	60.3	No
115C	59.2	No	58.6	No
117C	59.1	No	58.5	No
118C	60	No	59	No

3.0 NOISE ABATEMENT

According to the UDOT Noise Abatement Policy, specific conditions must be met before traffic noise abatement is implemented. Noise mitigation must be considered feasible and reasonable. Some of the factors considered when determining if mitigation is feasible and reasonable include, but are not limited to, the following:

- **Engineering Considerations:** Engineering considerations such as safety, presence of cross streets, sight distance, access to adjacent properties, barrier height, topography, drainage, utilities, maintenance access and maintenance of the abatement measure must be taken into account as part of establishing feasibility.
- **Safety on Urban Non-Access Controlled Roadways:** To avoid a damaged wall from becoming a safety hazard, in the event of a failure, wall height shall be no greater than the distance from the back of curb to the face of proposed wall.
- **Noise Abatement Design Goal:** Every reasonable effort should be made to obtain substantial noise reductions. UDOT defines the minimum noise reduction (design goal) from proposed abatement measures to be 8 dBA or greater for at least 75% of front-row receptors.
- **Cost Effectiveness:** The cost used to determine reasonable mitigation for Activity Category B is \$30,000 per benefited receptor. (A benefited receptor is a noise-sensitive receptor that is predicted to receive a minimum of 8 dBA of noise reduction as a result of noise abatement.) The cost used to determine reasonable mitigation for Activity Categories A, C, D, or E is \$360 per linear foot.
- **Viewpoints of Property Owners and Residents:** As part of the final design phase, public balloting would take place if noise abatement measures appear to meet the criteria outlined in UDOT's Noise Abatement Policy.
- **Relocation of Existing Noise Barriers:** The UDOT Noise Abatement Policy states that in circumstances when existing noise barriers must be relocated or replaced due to conflicts with new construction projects, and where the barriers do not meet the Noise Abatement Criteria described above, existing barriers will be relocated or replaced with an "in-kind" barrier.

Under UDOT's Noise Abatement Policy, only Type I projects are eligible for noise abatement measures. Type I projects are projects that include any of the following: the construction of a highway at a new location, the physical alteration of an existing highway that substantially alters its alignment, the addition of a through traffic lane, the addition of an auxiliary lane, or the addition or relocation of interchange lanes or ramps. The Proposed Action is a Type I project so noise abatement was considered. The types of noise mitigation measures considered included traffic management measures and noise barriers.

3.1 TRAFFIC MANAGEMENT MEASURES

Traffic management measures include reducing speed or signing for the restriction of compression brakes. According to the Highway Traffic Noise Analysis and Abatement Policy and Guidance report produced by FHWA, a reduction in speed of more than 20 mph is necessary for a noticeable decrease in noise levels. Therefore, speed reduction is not a reasonable abatement measure for this project because it is not consistent with the current roadway classification or the future classification as a freeway.

3.2 NOISE BARRIERS

For a sound wall to be effective, it must be high enough and long enough to block the view of the noise source from the receptor's perspective. The Highway Traffic Noise Analysis and Abatement Policy and Guidance states that a good rule of thumb is that the noise barrier should extend four times as far in each direction as the distance from the receptor to the barrier. For instance, if the receptor is 50 feet from the proposed noise barrier, the barrier needs to extend at least 200 feet on either side of the receptor in order to shield the receptor from noise traveling past the ends of the barrier.

See below for a summary of the noise wall analysis. A more detailed noise wall analysis is in Appendix B.

North Noise Wall

The North Noise Wall is currently located on the northwest side of the 9000 South intersection. A replacement wall would be similarly located, but shifted to the west at the top of the proposed slope to accommodate changes in the roadway geometry of Bangerter Highway. The North Noise Wall analysis evaluated raising the height of the existing 12-ft wall. A 17-ft noise wall (or the addition of 5 feet to the existing 12-ft noise wall) would not reduce noise levels by 8 dBA to 75% of front row receptors. Therefore, any increase in the height of the North Noise Wall would not be considered feasible and reasonable according to the UDOT Noise Abatement Policy (see noise wall analysis in Appendix B). This study recommends replacing the existing 12-ft noise wall "in-kind", consistent with the UDOT Noise Abatement Policy.

South Noise Wall

The South Noise Wall is currently located on the southwest side of the 9000 South intersection. A replacement wall would be similarly located, but shifted slightly to the west to accommodate changes in the roadway geometry of Bangerter Highway. The South Noise Wall analysis evaluated raising the height of the existing 12-ft, 16-ft, and 17-ft walls from the southern limits of the Proposed Action to 9000 South. A 17-ft noise wall (or the addition of 5 feet to the existing 12-ft noise wall and the addition of one foot to the existing 16-ft wall noise wall) would not reduce noise levels by 8 dBA to 75% of front row receptors. Therefore, any increase in the height of the South Noise Wall would not be considered feasible and reasonable according to the UDOT Noise Abatement Policy (see noise wall analysis in Appendix B). This study recommends replacing the existing 12-ft, 16-ft, and 17-ft noise walls "in-kind", consistent with the UDOT Noise Abatement Policy.

Non-Residential Noise Walls

Two non-residential noise walls were evaluated for the Salt Lake Community College ball diamond and the Jordan Valley Medical Center, both located on the east side of Bangerter Highway. Noise walls 17-ft in height would not reduce noise levels by 8 dBA for either of these locations. Therefore, noise walls at the Salt Lake Community College ball diamond and the Jordan Valley Regional Medical Center are not considered feasible and reasonable according to the UDOT Noise Abatement Policy.

4.0 CONSTRUCTION IMPACTS

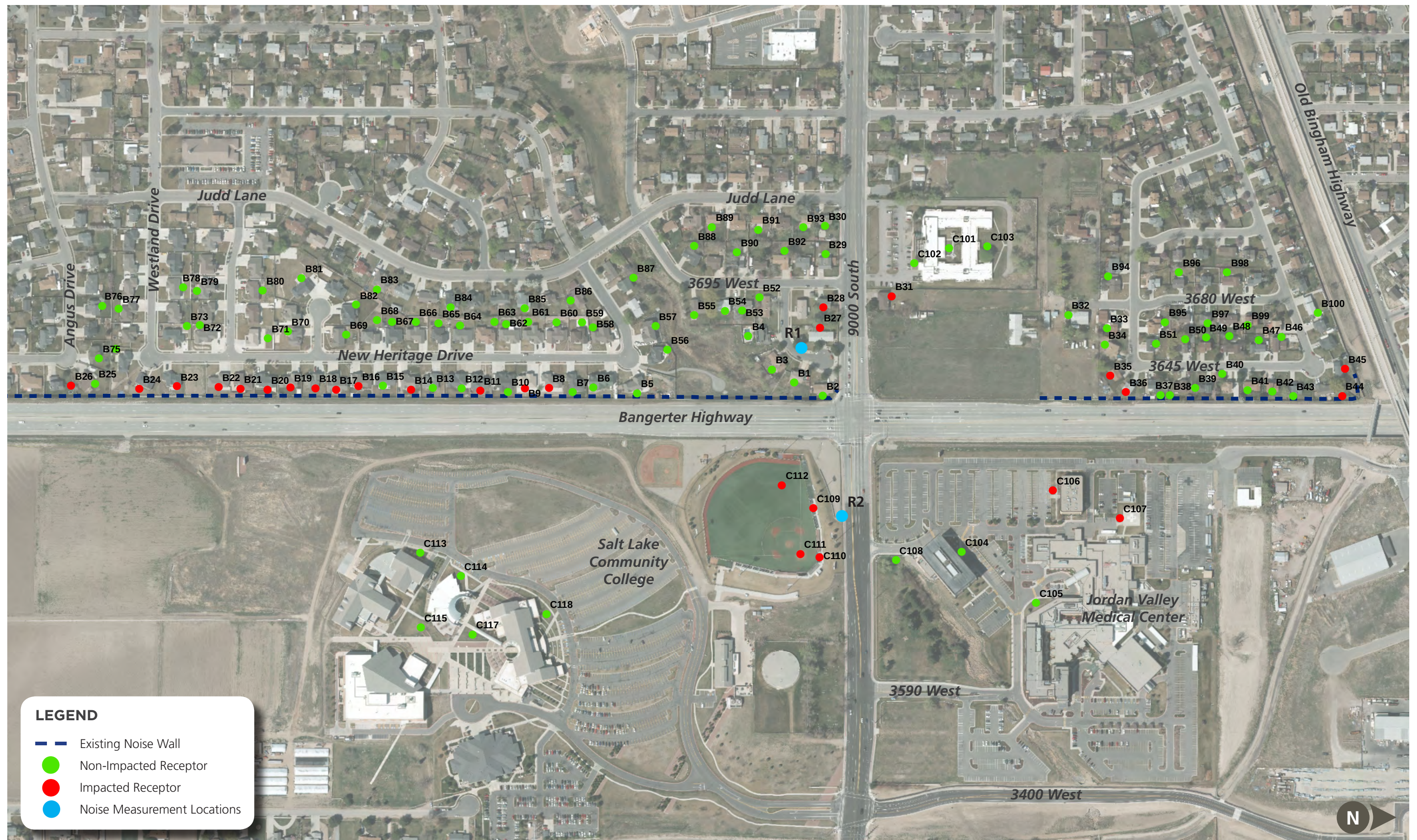
Construction noise impacts are considered temporary and will be minimized through adherence to UDOT Standard Specification 01355 Environmental Compliance, Part 3.6 - Noise Control. Extended disruption of normal activities is not anticipated, since no receptors are expected to be exposed to construction noise for a long duration of time.

5.0 CONCLUSION

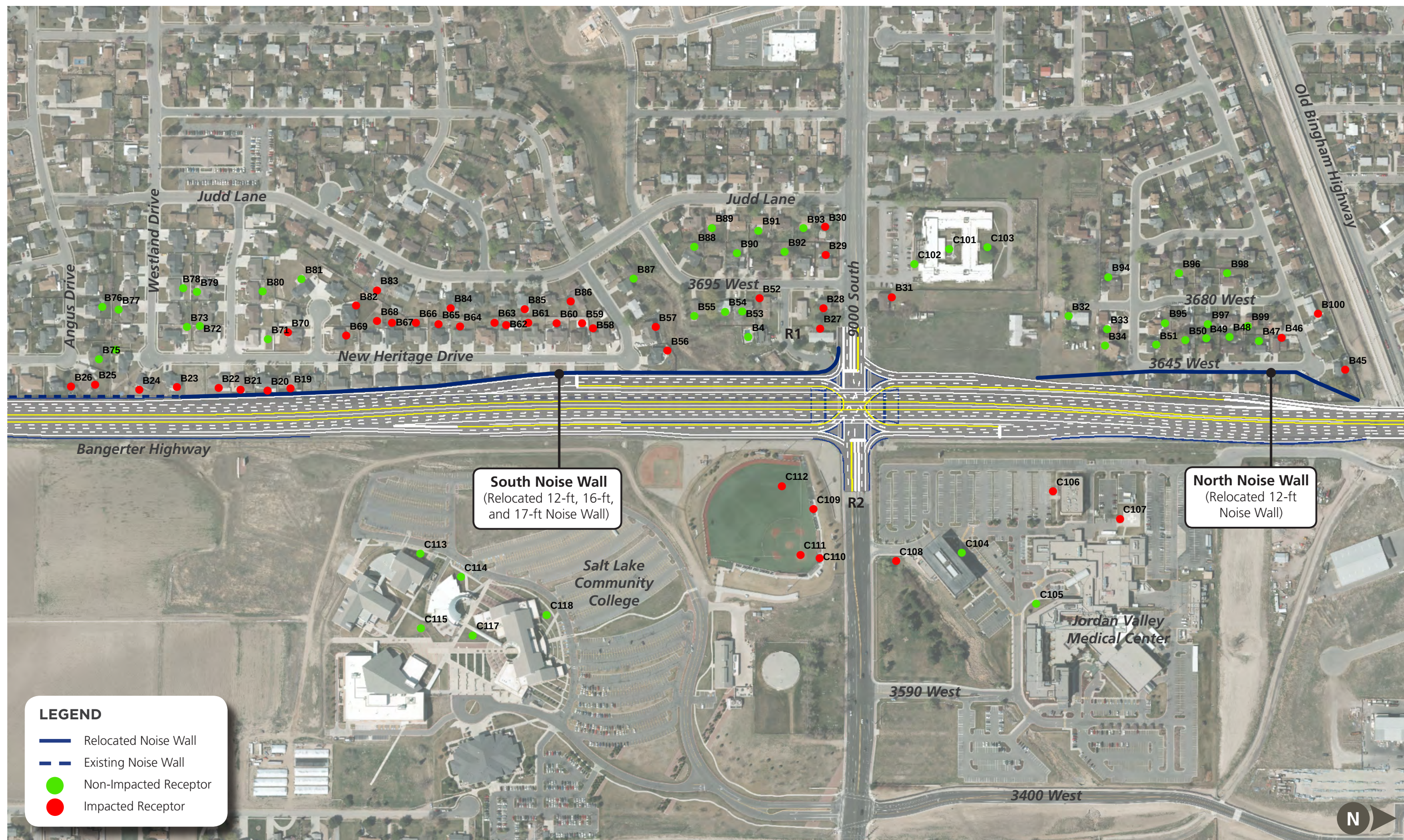
Noise levels in the study area would generally increase as a result of the proposed construction of a grade-separated Single Point Urban Interchange at 9000 South and Bangerter Highway, with an average increase of 3.7 dBA.

The noise wall analysis evaluated raising the heights of existing noise walls in the study area. It was determined that taller noise walls would not provide the required 8 dBA reduction to 75% of front-row receptors. Therefore, taller noise walls are not considered feasible and reasonable according to the UDOT Noise Abatement Policy. This noise analysis recommends replacing the existing noise walls "in-kind", consistent with the UDOT Noise Abatement Policy.

APPENDIX A: FIGURES



9000 SOUTH AND BANGERTER HIGHWAY EXISTING NOISE IMPACTS



APPENDIX B: NOISE WALL ANALYSIS

North Noise Wall

Wall Length: 1169 ft
 Wall Cost per sq ft: \$20
 # of First Row Receivers: 8

Name	# of DU	1st Row	# of 1st Row	Baseline Noise Levels (9-ft Noise Wall)	17-ft Noise Wall Noise Levels	Difference	Benefited	1st Row Benefitted Receptor	# 1st Row	# Benefitted Receptors
B32	1	No	0	65.2	64.6	0.6	No	No	0	0
B33	1	No	0	65	63.9	1.1	No	No	0	0
B34	1	Yes	1	65.5	64.1	1.4	No	No	0	0
B46	1	Yes	1	66	65.6	0.4	No	No	0	0
B47	1	Yes	1	65.5	64.9	0.6	No	No	0	0
B48	1	Yes	1	64.7	64	0.7	No	No	0	0
B49	1	Yes	1	64.4	63.5	0.9	No	No	0	0
B50	1	Yes	1	64.6	63.4	1.2	No	No	0	0
B51	1	Yes	1	65.1	63.7	1.4	No	No	0	0
B94	2	No	0	63	62.5	0.5	No	No	0	0
B95	2	No	0	64.1	63.1	1	No	No	0	0
B96	2	No	0	62.1	61.6	0.5	No	No	0	0
B97	2	No	0	64.1	63.3	0.8	No	No	0	0
B98	2	No	0	62	61.7	0.3	No	No	0	0
B99	3	No	0	64.6	64	0.6	No	No	0	0
B100	3	No	0	66	65.8	0.2	No	No	0	0
B45	1	Yes	1	72.7	72.6	0.1	No	No	0	0

of First-Row Benefited:

0

% of First-Row Benefited:

0.0%

Noise Abatement Design Goal:

No

of Benefited:

0

Cost of Noise Wall:

\$116,900.00

Cost per Benefited Receiver:

-

Cost Effectiveness:

No

Feasible and Reasonable:

No

South Noise Wall

Wall Length: 3517 ft
 Wall Cost per sq ft: \$20
 # of First Row Receivers: 19

Name	# of DU	1st Row	# of 1st Row	Baseline Noise Levels	17-ft Noise Wall Noise Levels	Difference	Benefited	1st Row Benefitted Receptor	# 1st Row	# Benefitted Receptors
B4	1		0	65.4	65.2	0.2	No	No	0	0
B19	1	Yes	1	70.1	66.4	3.7	No	No	0	0
B20	1	Yes	1	71.7	66.9	4.8	No	No	0	0
B21	1	Yes	1	71.6	67.1	4.5	No	No	0	0
B22	1	Yes	1	70.9	67.1	3.8	No	No	0	0
B23	1	Yes	1	69.4	66.4	3	No	No	0	0
B24	1	Yes	1	68.9	66.2	2.7	No	No	0	0
B25	1		0	67.8	65.6	2.2	No	No	0	0
B26	1		0	67.8	65.6	2.2	No	No	0	0
B27	1		0	69.1	69.1	0	No	No	0	0
B28	1		0	69.4	69.4	0	No	No	0	0
B29	1		0	68.4	68.4	0	No	No	0	0
B30	1		0	67.9	67.9	0	No	No	0	0
B52	1		0	66.3	66.3	0	No	No	0	0
B53	1		0	65.5	65.4	0.1	No	No	0	0
B54	1		0	65.4	65.3	0.1	No	No	0	0
B55	1		0	65.5	65.3	0.2	No	No	0	0
B56	1	Yes	1	66.7	66.3	0.4	No	No	0	0
B57	1		0	66	65.8	0.2	No	No	0	0
B58	1	Yes	1	67.9	67.6	0.3	No	No	0	0
B59	1	Yes	1	68.1	67.8	0.3	No	No	0	0
B60	1	Yes	1	68.8	68.4	0.4	No	No	0	0
B61	1	Yes	1	69.5	68.8	0.7	No	No	0	0
B62	1	Yes	1	70.1	68.9	1.2	No	No	0	0
B63	1	Yes	1	70.2	68.7	1.5	No	No	0	0
B64	1	Yes	1	70.1	68	2.1	No	No	0	0
B65	1	Yes	1	69.8	67.5	2.3	No	No	0	0
B66	1	Yes	1	69.1	66.8	2.3	No	No	0	0
B67	1	Yes	1	68.4	66	2.4	No	No	0	0
B68	1	Yes	1	68.1	65.6	2.5	No	No	0	0
B69	1	Yes	1	68.1	65.2	2.9	No	No	0	0
B70	1		0	66.5	63.9	2.6	No	No	0	0
B71	1		0	65.6	62.9	2.7	No	No	0	0
B72	1		0	63.5	61.3	2.2	No	No	0	0
B73	1		0	63.4	61.3	2.1	No	No	0	0
B74	1		0	64.1	62.5	1.6	No	No	0	0
B75	1		0	64.8	63.1	1.7	No	No	0	0
B76	3		0	61.7	60.1	1.6	No	No	0	0
B77	3		0	62	60.2	1.8	No	No	0	0
B78	3		0	61.8	59.8	2	No	No	0	0
B79	3		0	62.1	60.1	2	No	No	0	0
B80	3		0	63.4	61.1	2.3	No	No	0	0
B81	2		0	63.8	61.8	2	No	No	0	0
B82	2		0	66.6	64.4	2.2	No	No	0	0
B83	3		0	66.3	64.6	1.7	No	No	0	0
B84	3		0	69.1	67.6	1.5	No	No	0	0
B85	2		0	69.2	68.5	0.7	No	No	0	0
B86	2		0	67.8	67.5	0.3	No	No	0	0
B87	3		0	65.5	65.4	0.1	No	No	0	0
B88	3		0	64.4	64.3	0.1	No	No	0	0
B89	2		0	64.2	64.1	0.1	No	No	0	0
B90	2		0	64.9	64.9	0	No	No	0	0
B91	2		0	64.5	64.5	0	No	No	0	0
B92	2		0	65.6	65.6	0	No	No	0	0
B93	2		0	65.5	65.5	0	No	No	0	0

of First-Row Benefited:

0

% of First-Row Benefited:

0.0%

Noise Abatement Design Goal:

No

of Benefited:

0

Cost of Noise Wall:

\$351,700.00

Cost per Benefited Receiver:

-

Cost Effectiveness:

No

Feasible and Reasonable:

No

MEMORANDUM

UTAH DEPARTMENT OF TRANSPORTATION

Date: Thursday, March 3, 2016

To: Craig Bown
UDOT Region 2 Environmental Manager

From: Rod Hess
UDOT Senior Landscape Architect

CC: File

Re: **ENVIRONMENTAL REVIEW FOR WETLANDS AND WATER RESOURCES**
PIN 13963; S-R299(210); Environmental for 4 locations on Bangerter, Salt Lake County, Utah – (9000 South)

Project Scope of Work

The Utah Department of Transportation (UDOT) is preparing a State Environmental Study to determine potential project impacts that would occur by making intersection improvements, including the potential of a highway to highway interchange, at the existing intersection of Bangerter Highway (SR-154) and 9000 South (SR-209). The project information, study area and water resource analysis is included as an attachment to this letter.

Wetland and Water Resources

Based on the results of the desktop analysis and field investigation provided in the attached documents, Waters of the US are identified within the project study area. Bingham Creek, an intermittent stream, and the Utah Lake Distribution Canal cross Bangerter Highway within the project limits. Adjacent to Bingham Creek is a Palustrine Scrub-Shrub wetland that would likely be considered jurisdictional by the US Army Corps of Engineers (Army Corps). Proposed project impacts will not affect the Utah Lake Distribution Canal because it is conveyed through the project area via a concrete pipe structure.

The project could impact the wetland adjacent to Bingham Creek (see attached Waters of the U.S. delineation report). If impacts do occur to this wetland, the project will need to obtain an Army Corps permit relevant to the type of work and amount of impacts.

This proposed project is likely to impact more than one (1) acre of earth and be required to comply with the Utah Pollutant Discharge Elimination System (UPDES) by meeting requirements of the General Permit for Discharges from Construction Activities (UPDES Permit Number UTRC00000)

FEMA has identified a 100-year floodplain along Bingham Creek, which crosses through the project study area. The project will need to map the location of the 100-year floodplain and determine whether impacts are likely to occur within the floodplain. If it is determined that the project will impact the 100-year floodplain, a floodplain development permit will be required from the local floodplain coordinator.

Mitigation Commitments:

1. If project related activities impact the potentially jurisdictional wetland adjacent to Bingham Creek, the project must obtain an appropriate Army Corps permit and comply with all special and general conditions.
2. A Storm Water Pollution Prevention Plan (SWPPP) will be required to be completed by UDOT during design and advertisement, which will be provided to the project awarded contractor.
3. The project awarded contractor must implement and maintain the project SWPPP, in accordance with the UPDES Permit No. UTRC00000, throughout the construction of the project.
4. If impacts are planned to occur within the 100-year FEMA floodplain associated with Bingham Creek, the project must obtain a floodplain development permit from the local floodplain coordinator.

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In state toll free: 800.662.1644

March 1, 2016

Mr. Rod Hess
658 North 1500 West
Orem, Utah 84057

**Subject: State Environmental Study - 9000 South and Bangerter Highway
UDOT Project No. S-R299(210); PIN No. 13963
Wetlands and Waters of the U.S.**

The Utah Department of Transportation (UDOT) has initiated a state environmental study for a project on Bangerter Highway (SR-154) in Salt Lake County, Utah. The project proposes to construct a grade-separated interchange at 9000 South. The purpose of the project is to reduce delay and improve mobility on Bangerter Highway and the 9000 South east-west arterial. As part of the state environmental study the project must take into consideration potential project impacts to wetlands and waters of the U.S. (WOUS). On December 11, 2015, Terry Johnson and Marley Haupt of Horrocks Engineers performed a delineation to identify and document any wetlands and waters of the U.S. occurring within proximity to the proposed project. The study area for the wetland and WOUS field work included approximately 60.5 acres within the area of the Bangerter Highway and 9000 South intersection (see attached delineation report for a study area map). The purpose of this letter is to report the results of that delineation.

The delineation resulted in the identification of one potentially jurisdictional wetland totaling 0.199 acres within the study area. The Utah Lake Distribution Canal is a WOUS also located within the study area but the canal does not daylight. It is piped under Jordan Valley Way, enclosed in a concrete structure over Bangerter Highway, and then piped again to where it daylights north of Old Bingham Highway outside the study area. A delineation report has been prepared, but has not yet been submitted to the U.S. Army Corps of Engineers (USACE) for a jurisdictional determination. It is likely that the USACE will determine the delineated wetland to be jurisdictional and that the proposed project will impact portions of that wetland. Therefore, it is proposed that a commitment be included in the state environmental study requiring UDOT to coordinate with the USACE prior to impacting the wetland. Coordination with the USACE would include obtaining a Section 404 Permit and identifying appropriate compensatory mitigation for impacts resulting from the project. It is unlikely that the project will impact the Utah Lake Distribution Canal. However, coordination with the canal company will occur if it appears that project implementation will result in impacts. Since the canal does not daylight within the study area coordination with the USACE for impacts to the canal is not required and is not being recommended.

Portions of the 9000 South Interchange and project area are located within the Federal Emergency Management Agency (FEMA) 100-year floodplain for Bingham Creek. Project construction will require the extension of a culvert within the floodplain. Therefore the project commits to coordinate with the local FEMA Floodplain Development official prior to project construction.

At this time we are requesting your input detailing either concurrence with the actions described above, or comments for alterations. A copy of the delineation report has been attached for your reference. We look forward to your response and thank you for your assistance in support of the proposed project.

Sincerely,
HORROCKS ENGINEERS

Marley Haupt, Field Biologist
Attachment: Wetland and Waters of the U.S. Delineation Report

Waters of the U.S. / Wetland Delineation Report

Project association

9000 South & Bangerter Highway Interchange
UDOT Project No. S-R299(210)
PIN 13963

West Jordan
Salt Lake County
Utah

Prepared by:



Horrocks Engineers
2162 West Grove Parkway, Suite 400
Pleasant Grove, UT 84062

February 2016

Table of Contents

Project Introduction	1
Directions to the Delineation Study Area	1
Site Description	1
Vegetation.....	1
Soils	2
Hydrology	2
Existing Field Conditions	2
Waters of the U.S. Delineation Methodology.....	2
Delineation Methodology for Wetlands	2
Hydrophytic Vegetation	3
Hydric Soils	3
Wetland Hydrology	3
Wetland Boundary Determination Procedure	3
Contact Information for the Applicant	4
Contact Information for the Wetland Consultants.....	4
Delineation Results	4
Wetland Boundary Justification	5
Interstate or Foreign Commerce Connection	5
Conclusion.....	5
References	6
 Table 1: Dominant Vegetation in the Delineation Study Area.....	1
Table 2: Soils in the Delineation Study Area	2
Table 3: Summary of Delineated Wetlands	4
 Appendix A – Delineation Maps	
Appendix B – Soils Map and Information	
Appendix C – Data Forms and Photos	
Appendix D – Aquatic Resources Excel Spreadsheet	

Project Introduction

The Utah Department of Transportation (UDOT) has initiated a state environmental study for a project on Bangerter Highway (SR-154) in Salt Lake County, Utah. This project proposes to construct a grade-separated intersection at 9000 South (see Project Location Map in Appendix A). The purpose of this project is to reduce delay and improve mobility on Bangerter Highway and 9000 South.

UDOT is currently preparing a state environmental study for the proposed project and must identify potential impacts to waters of the U.S. (WOUS) and wetlands. A WOUS delineation was performed on December 11, 2015 by Horrocks Engineers to identify, document, and map the presence of wetlands which could be impacted by the project. The purpose of this report is to document the findings of that delineation.

Directions to the Delineation Study Area

The delineation study area includes areas on either side of 9000 South and Bangerter Highway as well as the intersection itself. To access the delineation study area from Salt Lake City take Bangerter Highway south to 9000 South.

Site Description

The delineation study area covers approximately 60.5 acres along Bangerter Highway and 9000 South in the City of West Jordan in Salt Lake County. Bangerter Highway serves as a major arterial and the areas surrounding the highway, including the 9000 South Intersection, are highly urbanized by both commercial and residential developments. The west side of Bangerter Highway near the 9000 South Intersection is mostly residences while the east side is mostly other developments such as the Jordan Valley Medical Center and Salt Lake Community College.

Vegetation

Most of the vegetation occurring in the delineation study area consists of weedy upland species or Kentucky bluegrass (*Poa pratensis*) associated with residential or commercial landscaping. Table 1 below details the most common plant species observed in and near the delineated wetland along with each species' corresponding wetland indicator status. Plants found in landscaped areas are not included in the table.

Table 1: Dominant Vegetation in the Delineation Study Area

Common Name	Scientific Name	Wetland Indicator Status*
Dominant Hydrophytic Plants		
Coyote Willow	<i>Salix exigua</i>	FACW
Common Reed	<i>Phragmites australis</i>	FACW
Cattail	<i>Typha latifolia</i>	FAC
Dominant Upland Plants		
Cheat Grass	<i>Bromus tectorum</i>	UPL
Orchard Grass	<i>Dactylis glomerata</i>	UPL
Siberian Elm	<i>Ulmus pumila</i>	UPL
Chicory	<i>Cichorium intybus</i>	UPL
Tall Wheatgrass	<i>Agropyron elongatum</i>	UPL

*USACE 2014 Arid West Region North American Digital Flora: National Wetland Plant List

Soils

The soil survey information compiled by the NRCS identifies eight soils within the delineation study area. None of the identified soils are included on the Utah Hydric Soils list (USDA 2010). See Table 2 for general soils information obtained from the NRCS Web Soil Survey. See Appendix B for attached soils map and legend.

Table 2: Soils in the Delineation Study Area

Soil Series Name	Acres in Delineation Study Area	Hydric Soil List
Bingham loam, 1 to 3 percent slopes	15.4	No
Bingham gravelly loam, 1 to 3 percent slopes	5.8	No
Bingham gravelly loam, 3 to 6 percent slopes	0.3	No
Bluffdale sandy loam, 1 to 3 percent slopes	3.6	No
Bluffdale silty clay loam, 1 to 3 percent slopes	14.6	No
Butterfield soils, 0 to 25 percent slopes	16.4	No
Hans silt loam, 1 to 3 percent slopes	0.9	No
Red Rock silt loam	3.4	No

Source: NRCS Web Soil Survey (2015) websoilsurvey.sc.egov.usda.gov/App/HomePage.htm

Hydrology

Bingham Creek passes through the delineation study area and crosses under Bangerter Highway via a box culvert. The creek originates in the Oquirrh Mountains and flows north where it eventually converges with the Jordan River. Near the Oquirrh Mountains Bingham Creek is an ephemeral wash which gradually gets wetter as it gets closer to the Jordan River. Within the delineation study area the creek is a shallow intermittent stream. The creek has been completely overgrown with wetland vegetation and is indistinguishable from the surrounding wetland areas. Bingham Creek has no ordinary high water mark (OHWM) within the delineation study area. Intermittent flows and precipitation/run-off captured in Bingham Creek are the primary source of hydrology within the delineation study area.

Existing Field Conditions

The delineation field work was conducted by Terry Johnson and Marley Haupt of Horrocks Engineers on December 11, 2015. The weather was sunny with a high of 43°F and a low of 31°F. These temperatures are warmer than the average temperatures of 38°F and 23°F, respectively. No precipitation was recorded on December 11, but West Jordan received 0.35 inches of snow the day prior to the delineation field work (Accuweather 2015). Most of the snow had melted prior to conducting the delineation field work but there were still small patches of un-melted snow on the ground on the date of the field work to perform the delineation. The delineation was conducted outside the typical growing season for the region but soils were not frozen, plant species were identifiable, and hydrology was evident.

Waters of the U.S. Delineation Methodology

Delineation Methodology for Wetlands

The wetland delineation was completed in accordance with the U.S. Army Corps of Engineers' (USACE) *1987 Wetland Delineation Manual* (USACE 1987) and the *Arid West Regional Supplement Version 2.0* (USACE 2008). All potential wetland areas were verified for wetland indicators as established in the above delineation manuals. The following procedures were implemented at each sample point to determine

presence of wetland indicators and the collected information was recorded on Arid West Supplement Data Forms. Photographs were also taken to document the sample point (see Appendix C for wetland determination data forms and sample point photos).

Hydrophytic Vegetation

All plant species within a five-foot radius area of the sample point were recorded. The percent of relative cover for each species was determined by estimating aerial cover. The indicator status of each species was determined using the Arid West 2014 Wetland Plant List (USACE 2014). Vegetation species comprising of at least twenty (20) percent of the total aerial cover in its stratum were considered dominant, following the guidelines of the USACE 50/20 rule. If more than fifty (50) percent of the dominant plant species had an indicator status of obligate wetland species (OBL), facultative wetland species (FACW), or facultative species (FAC), the sample point met the hydrophytic vegetation parameter.

Hydric Soils

At the sample point, a soil pit was dug to a minimum depth of eighteen (18) inches to assess soil characteristics and water conditions. A profile of the soil pit was used to determine soil color, texture, and moisture at different depths within the soil profile. Colors of the soil profile and any redox features were identified by comparing a moistened soil sample to the Munsell® Soil Color Charts (Munsell® 2000). Soil texture and moisture were determined by feeling the soil samples. If the soil characteristics met one of the primary hydric soil indicators or two or more secondary hydric soil indicators, identified in the Arid West Regional Supplement (USACE 2008) and the Field Indicators of Hydric Soils in the U.S. Version 7 manual (USDA 2010), the sample point met the hydric soils parameter.

Wetland Hydrology

The soil pits were also examined for the presence or absence of hydrologic indicators. These hydrologic indicators are described in the Arid West Regional Supplement. If it was determined that at least one primary hydrologic indicator or two or more secondary hydrologic indicators were present, the sample point met the hydrologic parameter.

Wetland Boundary Determination Procedure

Sample points that met all three parameters; hydrophytic vegetation, hydric soils, and wetland hydrology, were classified as occurring in a wetland. A second sample point, located in the adjacent upland was then documented for the presence of the three indicators and if the point did not meet all three parameters, the point was classified as occurring in an upland. The next step was to define the wetland boundary occurring between the wetland sample point and the upland sample point. The boundary was based on information gathered from the two sample points and observable changes in elevation and plant communities. The wetland boundary and sample points were surveyed using a handheld Trimble GeoExplorer XT global positioning system receiver. The survey data was downloaded into ArcMAP to produce a map that shows delineated wetland boundaries and sample point locations. The acreages for each wetland polygon were included on the map and the Cowardin Classification System (Cowardin et al. 1979) was used to designate the wetland type.

Contact Information for the Applicant

Craig Bown, Environmental Coordinator
 Utah Department of Transportation
 2010 South 2760 West
 Salt Lake City, Utah 84104
 (801) 887-3689
 cbown@utah.gov

Contact Information for the Wetland Consultants

Terry Johnson, PLA – Wetland Specialist
 Horrocks Engineers
 2162 West Grove Parkway, Suite 400
 Pleasant Grove, UT 84062
 (801) 763-5100
 terryj@horrocks.com

Marley Haupt – Wetland Specialist
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 Pleasant Grove, UT 84062
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 marleyh@horrocks.com

Delineation Results

One palustrine scrub-shrub wetland was identified totaling 0.199 acres. Bingham Creek passes through the delineation study area but has no identifiable OHWM and is completely overgrown with wetland vegetation. Given these conditions, the portions of the creek within the delineation study area were considered part of the delineated wetland. Table 4 summarizes the delineated wetland (see Appendix A for maps and Appendix C for wetland determination data forms and photos). The delineated feature is located on public property and does not require special permission to access. Therefore, no signed statement from a property owner granting access has been included as part of this delineation.

Table 3: Summary of Delineated Wetlands

Feature Name	Cowardin Classification	Total Acres
Wetland 1	Palustrine Scrub-Shrub	0.199
Total Wetlands		0.199

The Utah Lake Distribution Canal and a storm water detention basin were also identified within the delineation study area. The Utah Lake Distribution Canal is a WOUS and is located in the northernmost portion of the study area. The canal is piped under Jordan Valley Way, enclosed in a concrete structure over Bangerter Highway, and then piped again to where it daylights north of Old Bingham Highway outside the study area. Since the canal does not daylight anywhere within the study area no additional information on the canal has been included in this report. The storm water detention basin is associated with Bangerter Highway and is located on a parcel owned by the City of West Jordan. Storm water facilities are not considered waters of the U.S. and are not protected under Section 404 of the Clean Water Act.

Wetland Boundary Justification

Discussion regarding the three parameters of vegetation, soils, and hydrology and how they were used to help determine the line where the wetland area transitioned to upland, is included below:

Vegetation

Vegetation occurring within the identified wetland areas consists mainly of cattail, willow, and common reed. These species have a wetland indicator status of OBL, FACW, and FACW respectively. Vegetation occurring in uplands was composed entirely of UPL species.

Soils

Soils examined in the identified wetland areas were saturated to the surface. Wetland areas had a water table occurring five inches below the soil surface. Surface water was observed within 10 feet of the sample point test pit. Soils deplete to 10YR 5/2 with no redox features. These soils do not meet the requirements for hydric soils as per the USACE *1987 Wetland Delineation Manual* (USACE 1987) and the *Arid West Regional Supplement Version 2.0* (USACE 2008). However due to the presence of obligate plant species and obvious wetland hydrology, hydric soils were assumed. Soils in the paired upland pit were extremely dry and lacked any indication of hydric conditions.

Hydrology

The primary source of hydrology in the delineation study area was intermittent flow and precipitation/run-off captured in Bingham Creek. Wetland areas had the following primary hydrology indicators: High Water Table (A2) and Saturation (A3). No wetland hydrology indicators were observed in the paired upland sample point.

Interstate or Foreign Commerce Connection

The waters of the U.S. within the delineation study area have no identifiable connection to interstate or foreign commerce.

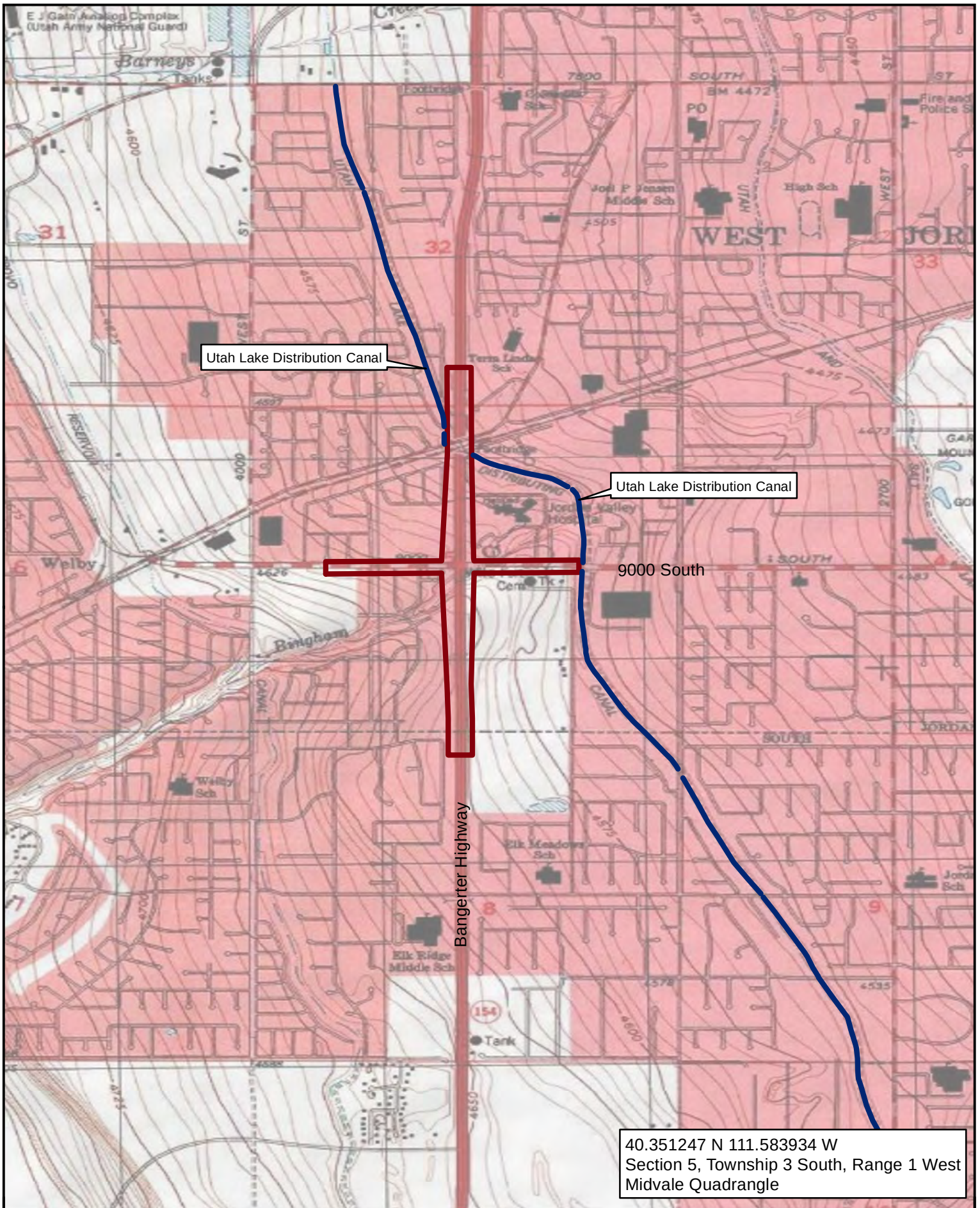
Conclusion

One palustrine scrub-shrub wetland totaling 0.199 acres was identified within the delineation study area.

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Appendix A: Delineation Maps



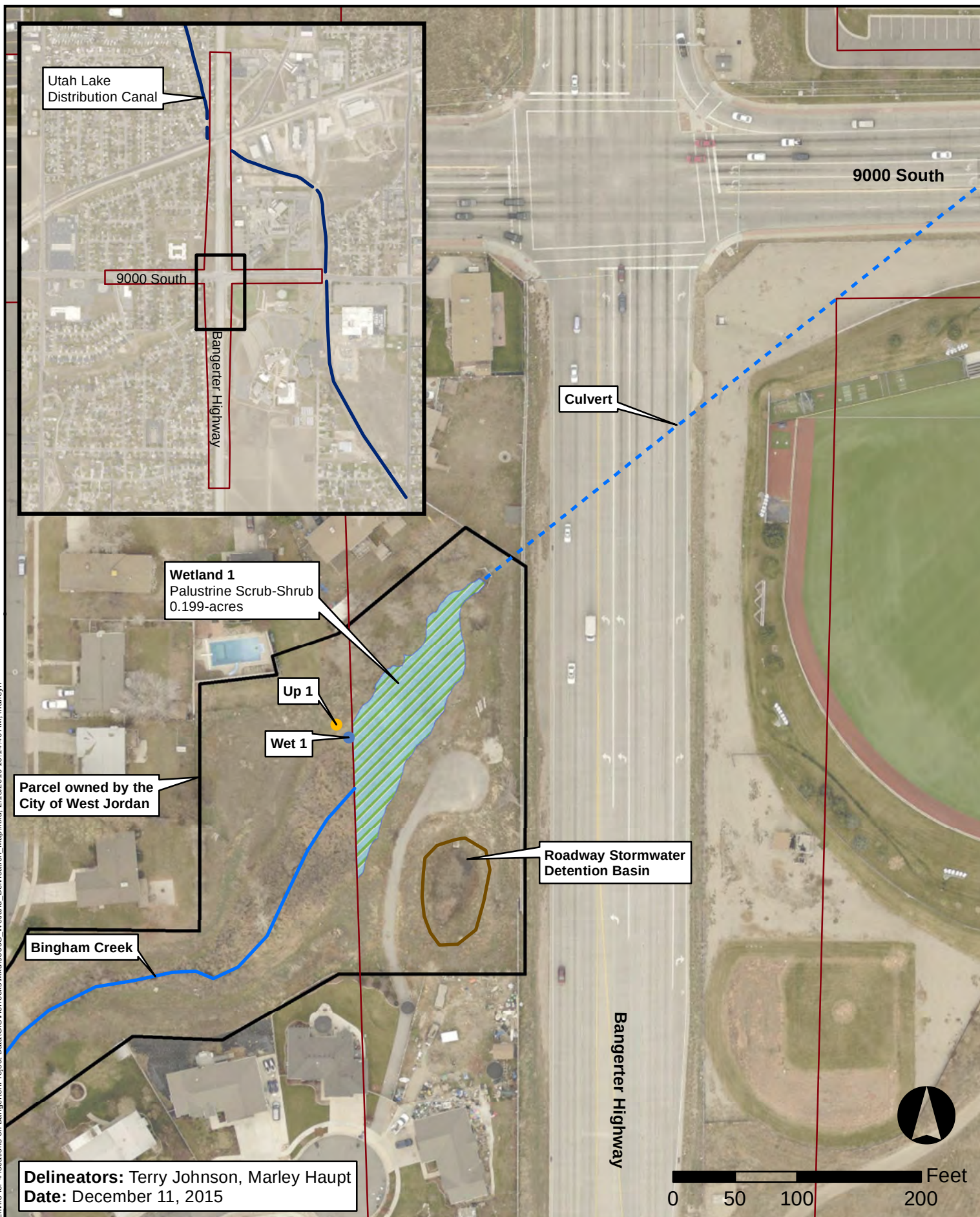
Study Area

0 0.25 0.5 1 Miles



Bangerter Highway
Project Location Map

01/20/2016 09:05:15 AM Enviro for 4 locations on Bangerter Highway Data\GIS\Horricks\Map\9000S Wetland Delineation Map.mxd, 21/02/2016 10:14:46 AM, marleyh



- | | | |
|--------------|------------------------|-------------------|
| — Study Area | ● Upland Sample Point | ▭ Parcel |
| ▨ Wetlands | ● Wetland Sample Point | ▭ Detention Basin |

Bangerter Highway
Wetland and WOUS Delineation
Wetland - 0.199 acres

Appendix B:

Soils Map and Information



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features

 Blowout

 Borrow Pit

 Clay Spot

 Closed Depression

 Gravel Pit

 Gravelly Spot

 Landfill

 Lava Flow

 Marsh or swamp

 Mine or Quarry

 Miscellaneous Water

 Perennial Water

 Rock Outcrop

 Saline Spot

 Sandy Spot

 Severely Eroded Spot

 Sinkhole

 Slide or Slip

 Sodic Spot

 Spoil Area

 Stony Spot

 Very Stony Spot

 Wet Spot

 Other

 Special Line Features

Water Features

 Streams and Canals

Transportation

 Rails

 Interstate Highways

 US Routes

 Major Roads

 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Salt Lake Area, Utah
Survey Area Data: Version 8, Sep 28, 2015

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 28, 2014—Jul 22, 2014

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Salt Lake Area, Utah (UT612)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
BgA	Bingham loam, 1 to 3 percent slopes	15.4	25.4%
BhA	Bingham gravelly loam, 1 to 3 percent slopes	5.8	9.6%
BhB	Bingham gravelly loam, 3 to 6 percent slopes	0.3	0.5%
BIB	Bluffdale sandy loam, 1 to 3 percent slopes	3.6	6.0%
BnB	Bluffdale silty clay loam, 1 to 3 percent slopes	14.6	24.2%
BuE	Butterfield soils, 0 to 25 percent slopes	16.4	27.1%
HaB	Hans silt loam, 1 to 3 percent slopes	0.9	1.5%
Re	Red Rock silt loam	3.4	5.6%
Totals for Area of Interest		60.5	100.0%

Appendix C:

Data Forms and Photos

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Bangerter Highway 9000 S Interchange City/County: West Jordan/ Salt Lake Sampling Date: 12/11/2015
 Applicant/Owner: Utah Department of Transportation State: UT Sampling Point: Wet 1
 Investigator(s): Terry Johnson, Marley Haupt Section, Township, Range: Section 5, T3S, R1W
 Landform (hillslope, terrace, etc.): floodplain Local relief (concave, convex, none): none Slope (%): 0
 Subregion (LRR): D - Interior Deserts Lat: 40.351146 Long: 111.584094 Datum: NAD83
 Soil Map Unit Name: Bingham gravelly loam, 1 to 3 percent slopes NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
 Are Vegetation ☐ Soil ☐ or Hydrology ☐ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
 Are Vegetation ☐ Soil ☐ or Hydrology ☐ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☒	No ☐	Is the Sampled Area within a Wetland?	Yes ☒ No ☐
Hydric Soil Present?	Yes ☒	No ☐		
Wetland Hydrology Present?	Yes ☒	No ☐		
Remarks:				

VEGETATION

Tree Stratum (Use scientific names.)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:			
1. _____				Number of Dominant Species That Are OBL, FACW, or FAC: <u>2</u> (A)			
2. _____				Total Number of Dominant Species Across All Strata: <u>2</u> (B)			
3. _____				Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100.0 %</u> (A/B)			
4. _____							
Total Cover: <u> </u> %							
<u>Sapling/Shrub Stratum</u>				Prevalence Index worksheet:			
1. <i>Salix exigua</i>	<u>10</u>	<u>Yes</u>	<u>FACW</u>	Total % Cover of: <u>10</u> Multiply by: <u>x 1 = 10</u>			
2. _____				FACW species <u>100</u> x 2 = <u>200</u>			
3. _____				FAC species <u> </u> x 3 = <u>0</u>			
4. _____				FACU species <u> </u> x 4 = <u>0</u>			
5. _____				UPL species <u> </u> x 5 = <u>0</u>			
Total Cover: <u>10 %</u>				Column Totals: <u>110</u> (A) <u>210</u> (B)			
<u>Herb Stratum</u>				Prevalence Index = B/A = <u>1.91</u>			
1. <i>Phragmites australis</i>	<u>90</u>	<u>Yes</u>	<u>FACW</u>	Hydrophytic Vegetation Indicators:			
2. <i>Typha latifolia</i>	<u>10</u>		<u>OBL</u>	☒ Dominance Test is >50%			
3. _____				☒ Prevalence Index is ≤3.0 ¹			
4. _____				☐ Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet)			
5. _____				☐ Problematic Hydrophytic Vegetation ¹ (Explain)			
6. _____				¹ Indicators of hydric soil and wetland hydrology must be present.			
7. _____							
8. _____							
Total Cover: <u>100 %</u>							
<u>Woody Vine Stratum</u>				Hydrophytic Vegetation Present? Yes ☒ No ☐			
1. _____							
2. _____							
Total Cover: <u> </u> %							
% Bare Ground in Herb Stratum <u>0 %</u>		% Cover of Biotic Crust <u> </u> %					

Remarks:

SOIL

Sampling Point: Wet 1**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features			Loc ²	Texture ³	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹			
0-6	10YR 3/2	100					Silty Clay Loam	
6-8	10YR 4/2	100					Silty Clay Loam	
8-16	10YR 5/2	100					Silty Clay Loam	Cobble

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix. ²Location: PL=Pore Lining, RC=Root Channel, M=Matrix.³Soil Textures: Clay, Silty Clay, Sandy Clay, Loam, Sandy Clay Loam, Sandy Loam, Clay Loam, Silty Clay Loam, Silt Loam, Silt, Loamy Sand, Sand.**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- | | |
|--|---|
| ☐ Histosol (A1) | ☐ Sandy Redox (S5) |
| ☐ Histic Epipedon (A2) | ☐ Stripped Matrix (S6) |
| ☐ Black Histic (A3) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ Stratified Layers (A5) (LRR C) | ☐ Depleted Matrix (F3) |
| ☐ 1 cm Muck (A9) (LRR D) | ☐ Redox Dark Surface (F6) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Depleted Dark Surface (F7) |
| ☐ Thick Dark Surface (A12) | ☐ Redox Depressions (F8) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Vernal Pools (F9) |
| ☐ Sandy Gleyed Matrix (S4) | |

Indicators for Problematic Hydric Soils:⁴

- ☐ 1 cm Muck (A9) (**LRR C**)
- ☐ 2 cm Muck (A10) (**LRR B**)
- ☐ Reduced Vertic (F18)
- ☐ Red Parent Material (TF2)
- ☐ Other (Explain in Remarks)

⁴Indicators of hydrophytic vegetation and wetland hydrology must be present.**Restrictive Layer (if present):**

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ☒ No ☐

Remarks: Soils depleted to 10YR 5/2 with no redox features. Soils do not meet the requirements for hydric soils as per the USACE Manuals. Due to the presence of obligate plant species and obvious wetland hydrology, hydric soils are assumed. Surface water was located on site approximately 10 feet from the sample point test pit.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (any one indicator is sufficient)

- | | |
|--|--|
| ☐ Surface Water (A1) | ☐ Salt Crust (B11) |
| ☒ High Water Table (A2) | ☐ Biotic Crust (B12) |
| ☒ Saturation (A3) | ☐ Aquatic Invertebrates (B13) |
| ☐ Water Marks (B1) (Nonriverine) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Sediment Deposits (B2) (Nonriverine) | ☐ Oxidized Rhizospheres along Living Roots (C3) |
| ☐ Drift Deposits (B3) (Nonriverine) | ☐ Presence of Reduced Iron (C4) |
| ☐ Surface Soil Cracks (B6) | ☐ Recent Iron Reduction in Plowed Soils (C6) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (2 or more required)

- ☐ Water Marks (B1) (**Riverine**)
- ☐ Sediment Deposits (B2) (**Riverine**)
- ☐ Drift Deposits (B3) (**Riverine**)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Thin Muck Surface (C7)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)

Field Observations:Surface Water Present? Yes ☐ No ☒

Depth (inches): _____

Water Table Present? Yes ☒ No ☐Depth (inches): 5Saturation Present? Yes ☒ No ☐
(includes capillary fringe)Depth (inches): 0**Wetland Hydrology Present?** Yes ☒ No ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Wet 1



Wet 1



Wet 1 – General Conditions

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Bangerter Highway 9000 S Interchange City/County: West Jordan/ Salt Lake Sampling Date: 12/11/2015
 Applicant/Owner: Utah Department of Transportation State: UT Sampling Point: Up 1
 Investigator(s): Terry Johnson, Marley Haupt Section, Township, Range: Section 5, T3S, R1W
 Landform (hillslope, terrace, etc.): Drainage Bank Local relief (concave, convex, none): Slope Slope (%): 2
 Subregion (LRR): D - Interior Deserts Lat: 40.351192 Long: 111.584074 Datum: NAD83
 Soil Map Unit Name: Red Rock silt loam NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
 Are Vegetation ☐ Soil ☐ or Hydrology ☐ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
 Are Vegetation ☐ Soil ☐ or Hydrology ☐ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☐	No ☒	Is the Sampled Area within a Wetland?	Yes ☐	No ☒
Hydric Soil Present?	Yes ☐	No ☒			
Wetland Hydrology Present?	Yes ☐	No ☒			
Remarks:					

VEGETATION

Tree Stratum (Use scientific names.)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:	
1. _____	_____	_____	_____	Number of Dominant Species That Are OBL, FACW, or FAC:	<u>0</u> (A)
2. _____	_____	_____	_____	Total Number of Dominant Species Across All Strata:	<u>2</u> (B)
3. _____	_____	_____	_____	Percent of Dominant Species That Are OBL, FACW, or FAC:	<u>0.0</u> % (A/B)
4. _____	_____	_____	_____		
Total Cover: <u> </u> %					
<u>Sapling/Shrub Stratum</u>				Prevalence Index worksheet:	
1. _____	_____	_____	_____	Total % Cover of:	Multiply by:
2. _____	_____	_____	_____	OBL species	x 1 = <u>0</u>
3. _____	_____	_____	_____	FACW species	x 2 = <u>0</u>
4. _____	_____	_____	_____	FAC species	x 3 = <u>0</u>
5. _____	_____	_____	_____	FACU species	x 4 = <u>120</u>
Total Cover: <u> </u> %				UPL species	x 5 = <u>350</u>
				Column Totals:	<u>100</u> (A) <u>470</u> (B)
				Prevalence Index = B/A = <u>4.70</u>	
<u>Herb Stratum</u>				Hydrophytic Vegetation Indicators:	
1. <i>Bromus tectorum</i>	<u>50</u>	<u>Yes</u>	<u>UPL</u>	☒ Dominance Test is >50%	
2. <i>Aster sp.</i>	<u>5</u>		<u>UPL</u>	☒ Prevalence Index is ≤3.0 ¹	
3. <i>Cichorium intybus</i>	<u>10</u>		<u>FACU</u>	☐ Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet)	
4. <i>Agropyron elongatum</i>	<u>15</u>		<u>UPL</u>	☐ Problematic Hydrophytic Vegetation ¹ (Explain)	
5. <i>Dactylis glomerata</i>	<u>20</u>	<u>Yes</u>	<u>FACU</u>		
6. _____	_____	_____	_____		
7. _____	_____	_____	_____		
8. _____	_____	_____	_____		
Total Cover: <u>100</u> %					
<u>Woody Vine Stratum</u>				¹ Indicators of hydric soil and wetland hydrology must be present.	
1. _____	_____	_____	_____	Hydrophytic Vegetation Present?	
2. _____	_____	_____	_____	Yes ☐ No ☒	
Total Cover: <u> </u> %					
% Bare Ground in Herb Stratum <u>0</u> %			% Cover of Biotic Crust <u> </u> %		
Remarks:					

SOIL

Sampling Point: Up 1

[illegible]

HYDROLOGY

Wetland Hydrology Indicators:			Secondary Indicators (2 or more required)	
Primary Indicators (any one indicator is sufficient)				
☐ Surface Water (A1)	☐ Salt Crust (B11)	☐ Water Marks (B1) (Nonriverine)	☐ Sediment Deposits (B2) (Riverine)	
☐ High Water Table (A2)	☐ Biotic Crust (B12)	☐ Sediment Deposits (B2) (Nonriverine)	☐ Drift Deposits (B3) (Riverine)	
☐ Saturation (A3)	☐ Aquatic Invertebrates (B13)	☐ Drift Deposits (B3) (Nonriverine)	☐ Drainage Patterns (B10)	
☐ Water Marks (B1) (Nonriverine)	☐ Hydrogen Sulfide Odor (C1)	☐ Surface Soil Cracks (B6)	☐ Dry-Season Water Table (C2)	
☐ Sediment Deposits (B2) (Nonriverine)	☐ Oxidized Rhizospheres along Living Roots (C3)	☐ Inundation Visible on Aerial Imagery (B7)	☐ Thin Muck Surface (C7)	
☐ Drift Deposits (B3) (Nonriverine)	☐ Presence of Reduced Iron (C4)	☐ Water-Stained Leaves (B9)	☐ Crayfish Burrows (C8)	
☐ Surface Soil Cracks (B6)	☐ Recent Iron Reduction in Plowed Soils (C6)		☐ Saturation Visible on Aerial Imagery (C9)	
☐ Inundation Visible on Aerial Imagery (B7)	☐ Other (Explain in Remarks)		☐ Shallow Aquitard (D3)	
☐ Water-Stained Leaves (B9)			☐ FAC-Neutral Test (D5)	
Field Observations: Surface Water Present? Yes ☐ No ☒ Depth (inches): _____ Water Table Present? Yes ☐ No ☒ Depth (inches): _____ Saturation Present? Yes ☐ No ☒ Depth (inches): _____ (includes capillary fringe)			Wetland Hydrology Present? Yes ☐ No ☒	
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:				
Remarks:				

Up 1



Up 1



Up 1 – General Conditions

Wetland 1/ Bingham Creek



Wetland 1/ Bingham Creek– General Conditions in the Delineation Study Area

Appendix D:
Aquatic Resources Excel Spreadsheet

Waters_Name	State	Cowardin_Code	HGM_Code	Meas_Type	Amount	Units	Waters_Type	Latitude	Longitude	Local_Waterway
Wetland 1	Utah	PEMC	Slope	Polygon	0.199	Acres	Wetland	40.586789	-111.977631	Bingham Creek