

ENVIRONMENTAL STUDY

Project Name: **SR-154; Environmental Study for Four Locations (Bangerter Highway and 7000 South)**
Project No.: **S-R299(210)**
Prepared by: **Nicole Tolley**

PIN: **13963**

Job/Proj:

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: 2016.04.28 10:13:24
-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:  Date: _____

UDOT Environmental Services

Randall R Park

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Approved: _____ Date: _____

UDOT Project Development

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 7000 South intersection in West Jordan City, Utah (see attached Project Location Maps).

The intersection of Bangerter Highway and 7000 South in Salt Lake County is currently congested. The intersection currently has an average delay of 56 seconds (Level of Service [LOS] E) in the afternoon peak period.

Traffic modeling conducted in 2016 shows that in 2040 the intersection would have average delays of 158 seconds in the morning peak period (LOS F) and 162 seconds in the afternoon peak period (LOS F) 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 7000 South.

2. Description

UDOT proposes to construct a grade-separated Single Point Urban Interchange (SPUI) at Bangerter Highway and 7000 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 23 seconds (LOS C) in the morning peak period and 28 seconds (LOS C) in the afternoon peak period.

The grade separated interchange will allow uninterrupted north-south traffic on Bangerter Highway in this area and will improve east-west traffic on 7000 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 7000 South), ramps from Bangerter Highway to 7000 South, and the relocation of the pedestrian structure over Bangerter Highway. 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 15, 2016 for potentially impacted residences near the project area.

A public hearing was held on March 31, 2016 from 5 p.m. to 7 p.m. at West Jordan Elementary (7220 S 2370 W). 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 and the relocation of the pedestrian bridge. The Proposed Action would require partial right-of-way acquisition from 16 parcels for a total of approximately 0.5-acres. Also, the Proposed Action would require full acquisition of eight residences and potential full acquisition of an additional 14 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 and April 6, 2016 memos 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 and April 6, 2016 memos 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 7000 South and Bangerter Highway, with an average increase of 1.4 dBA.

The noise wall analysis evaluated raising the heights of existing 9-ft 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 9-ft 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.

No 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.
- No** 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

- No** 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: See attached March 3, 2016 memo from the UDOT Senior Landscape Architect.

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 19, 2016 identified the following hazardous waste sites near the project area:

- Exxon Mobile #66613 at 3731 W. Jordan Landing: 3 active USTs, 3 closed USTs, and 1 closed LUST.
- Sears 1888 at 7453 South Plaza Center Drive: Small Quantity Generator

Although impacting these hazardous waste sites is unlikely, 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 the full acquisition of eight residences and the potential full acquisition of up to 14 residences (see attached Proposed Action Figure):

Full Acquisitions:

- 3542 W Foxton Circle
- 3542 W Wheatwood Circle
- 3542 W Millerberg Circle
- 3540 W Millerberg Circle
- 3536 W Brandy Circle
- 6980 S 3535 W
- 6968 S 3535 W
- 6954 S 3535 W

Potential Full Acquisitions:

- 6989 S Dixie Drive
- 6889 S Dixie Drive
- 6895 S Dixie Drive
- 6863 S Dixie Drive
- 6851 S Dixie Drive
- 6839 S Dixie Drive
- 6825 S Dixie Drive
- 7026 S Angelsea Drive
- 6880 S 3535 W
- 6868 S 3535 W
- 6858 S 3535 W
- 6848 S 3535 W
- 6836 S 3535 W
- 6826 S 3535 W

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.

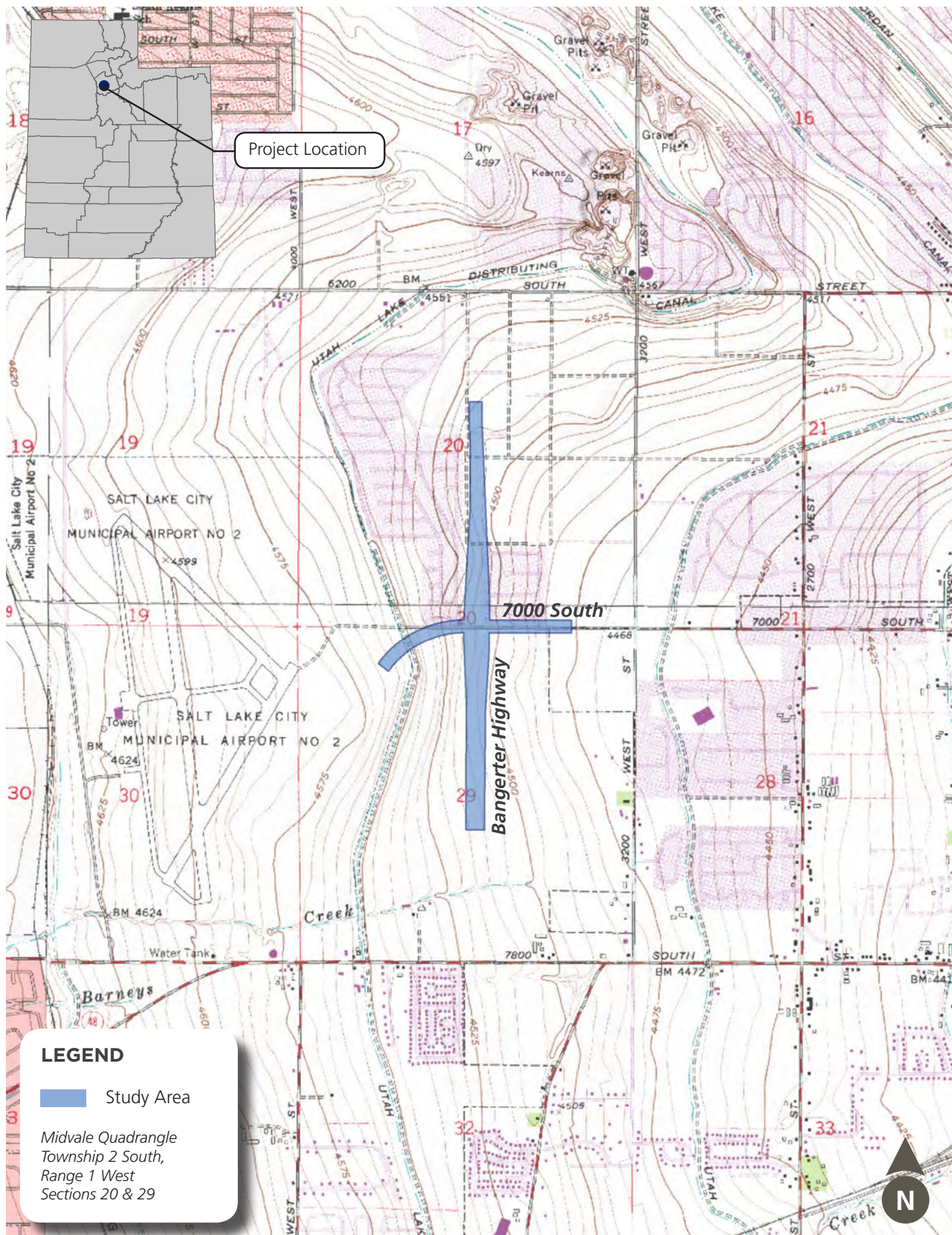
MITIGATION COMMITMENTS

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

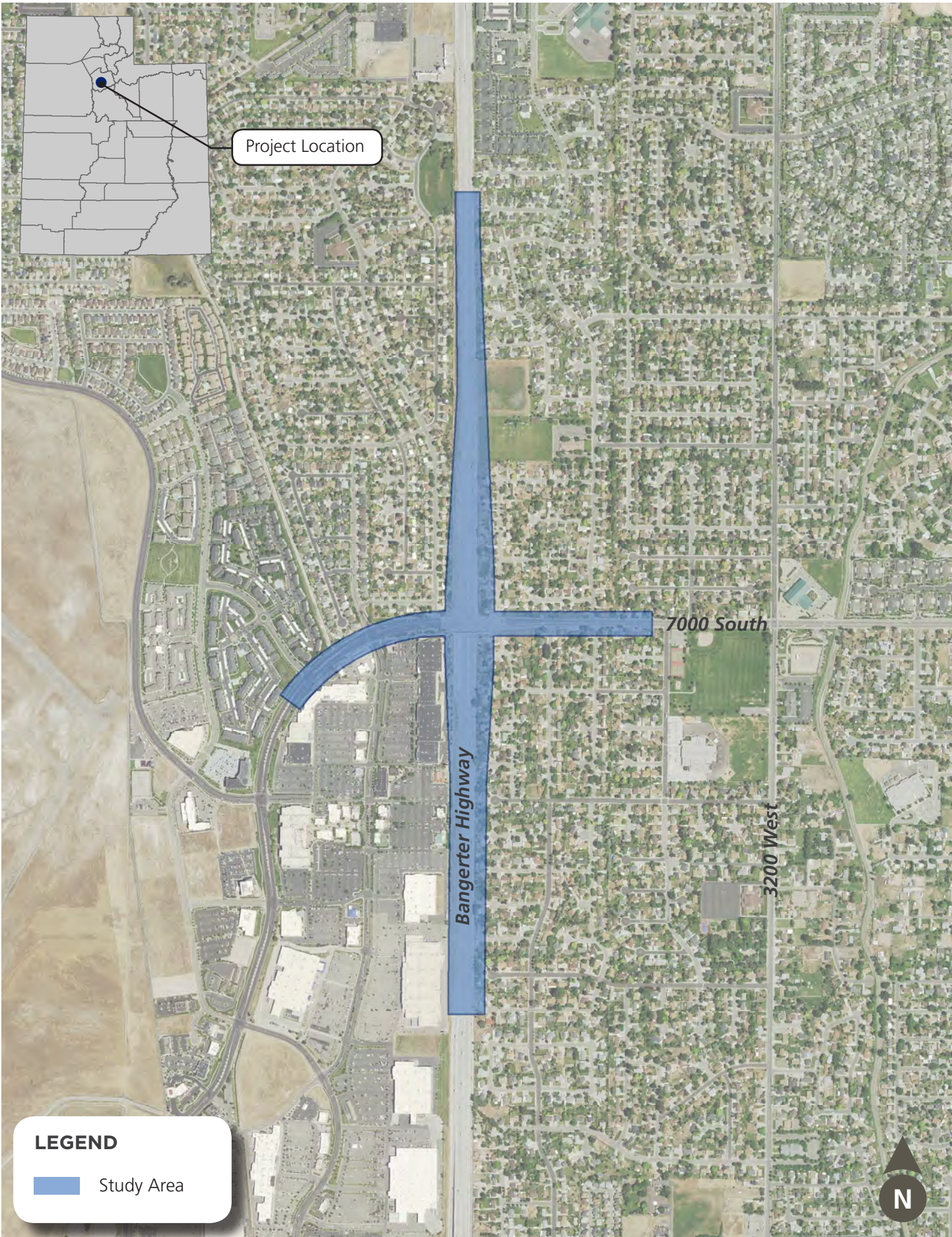
PRELIMINARY ENGINEERING		Responsible
Relocations	Property Owners will be compensated according to the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended.	UDOT Right Of Way
Water Quality	A Storm Water Pollution Prevention Plan (SWPPP) is required to be completed by UDOT during design and advertisement, which will be provided to the project awarded contractor.	Designer/Contractor
Pedestrians	In regards to the pedestrian overpass, UDOT is currently coordinating and will continue to coordinate with the Jordan School District, Oquirrh Elementary School, and West Jordan City to determine a solution that meets safe walking route criteria, including alternate pedestrian overpass locations.	UDOT

ATTACHMENTS

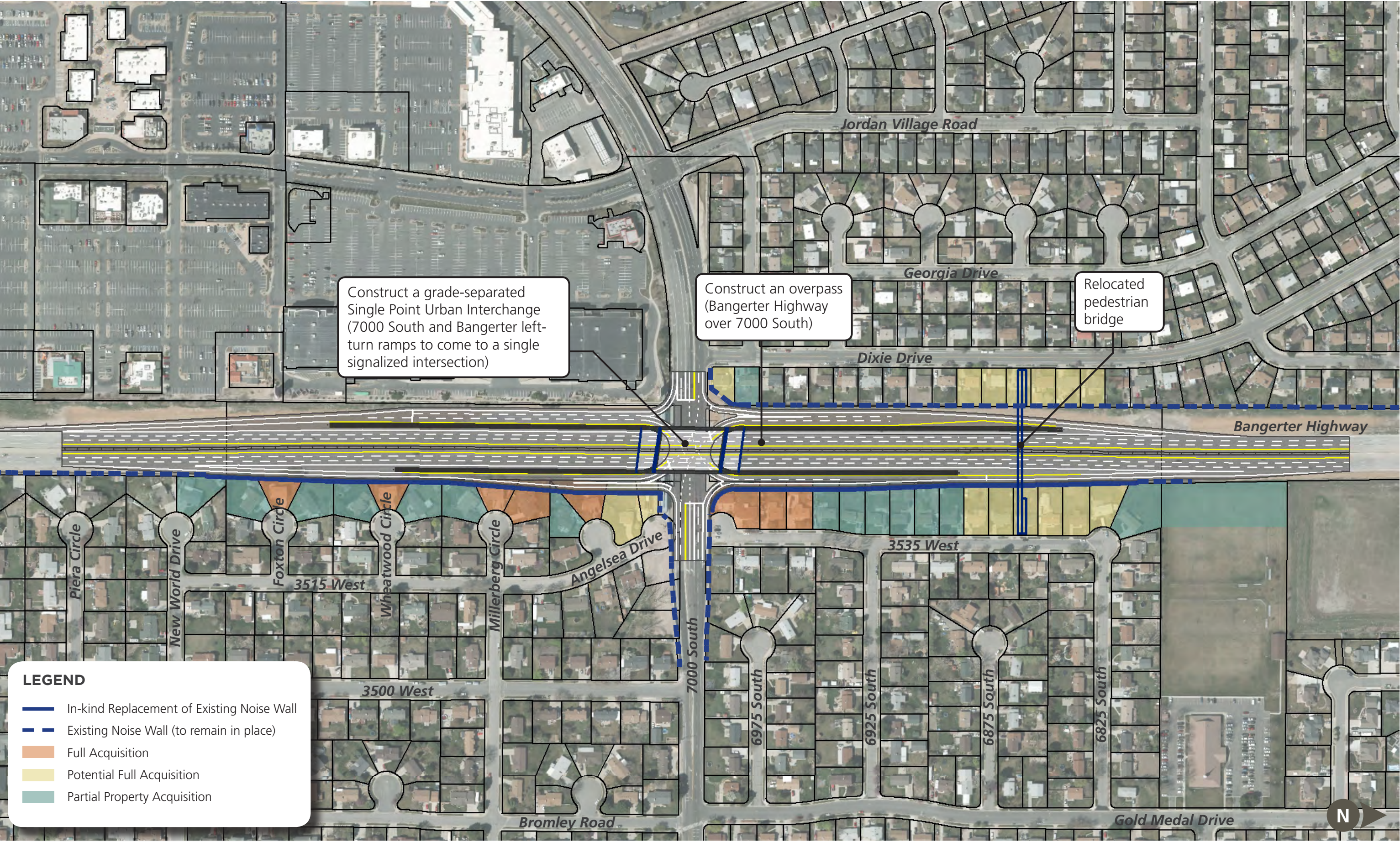
- Project Location Maps
- Proposed Action Figure
- Public Hearing Documentation
- Cultural Clearance
- Native American Consultation
- Utah Geological Survey (UGS) Letter
- Threatened, Endangered, or Candidate Species/Wildlife Memo
- Noise Study
- Environmental Review for Wetlands and Water Resources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



7000 SOUTH AND BANGERTE HIGHWAY PROJECT LOCATION MAP



7000 SOUTH AND BANGERTER HIGHWAY PROJECT LOCATION MAP



7000 SOUTH AND BANGERTER HIGHWAY PROPOSED ACTION

Bangerter Highway at 7000 South Environmental Study
Public Hearing
March 31, 2016

For the proposed interchange at 7000 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 state environmental study related to the planned interchange at 7000 South on Bangerter Highway (SR-154) in West Jordan, Utah.
When/Where	The Public Hearing was held on Thursday, March 31 from 5:00 to 7:00 p.m. at West Jordan 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 15, 2016 and again on March 22, 2016 • 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; 68 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	Seven individuals shared comments using the court recorder. Seven written comments were received via comment form at the public hearing. Eleven comments were received by email following the meeting and 48 comments were received through the online public comment website. Comments are attached.



Bangerter Highway Environmental Studies 7000 South Public Hearing

UDOT is in the process of conducting a State Environmental Study at the Bangerter Highway and 7000 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, potential property impacts, and gather information about the next steps leading to construction, scheduled for 2017.

Public Hearing (Open House Format)

When: March 31, 2016, 5 – 7 p.m.

Where: West Jordan Elementary School Gymnasium,
7220 S. 2370 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

March 2016: Public Hearing and
Comment Period

April 2016: Final Environmental Study

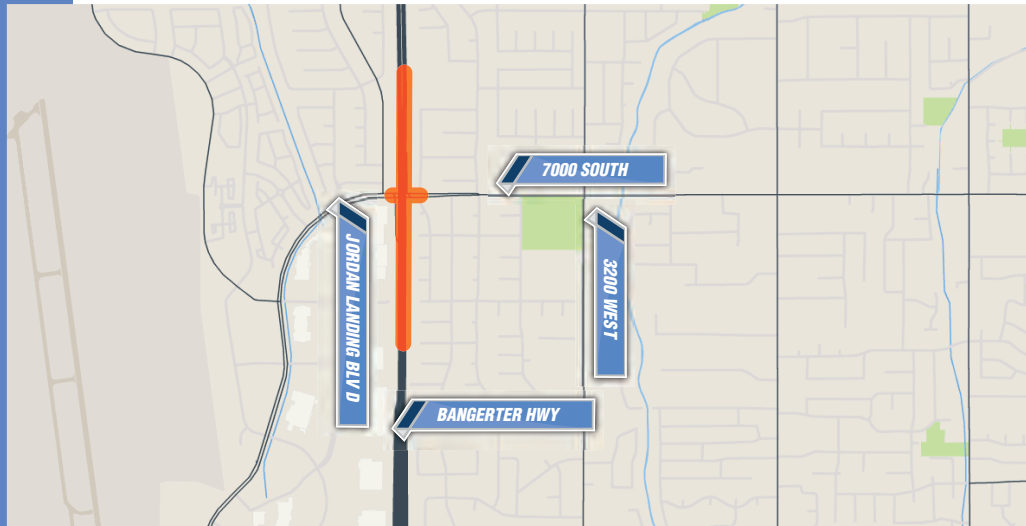
Summer 2016: Begin Property Acquisitions

Spring 2017: Begin Construction

A UDOT PROJECT

Get Involved

Beginning March 15, proposed interchange design documents will be posted at udot.utah.gov/bangerter7000south. Public comments on this design will be accepted through April 13. Public hearing materials will also be on the website beginning April 1.



Website: www.udot.utah.gov/bangerter7000south
Email: bangerter@utah.gov
Hotline: 888-766-ROAD (7623)

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

Public Hearing notice published on March 15, 2016 and March 22, 2016 in the Salt Lake Tribune and the Deseret News.

NOTICE OF PUBLIC HEARING On proposed improvements for Bangerter Highway and 7...

NOTICE OF PUBLIC HEARING On proposed improvements for Bangerter Highway and 7000 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 7000 South and Bangerter Highway in West Jordan, Utah. An official Public Hearing will be held for this project on March 31, 2016, at the West Jordan Elementary School (7220 South 2370 West) 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/bangerter7000south, 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 14, 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, visit www.udot.utah.gov/bangerter7000south. 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. 1081081 UPAXLP

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

The image shows two Facebook posts from the page "West Jordan - City Hall".

The top post, dated March 31 at 2:17pm, has the text: "Questions about UDOT's proposed Bangerter Hwy interchange at 7000 S? Join our public hearing today 5pm at West Jordan Elementary School!". It has 3 likes and a comment box.

The bottom post, dated March 29 at 1:59pm, has the text: "Public hearing this Thursday @ West Jordan Elementary School, 7220 S 2370 W. Join us to hear about the proposed changes at Bangerter & 7000 South and share your thoughts.".

Below the text in the bottom post is a flyer for the "BANGERTER 7000 SOUTH" project. The flyer includes the title "PUBLIC HEARING (Open House Format)", the date "March 31st", the time "5:00 to 7:00 PM", and the location "West Jordan Elementary School Gymnasium, 7220 South 2370 West, West Jordan". It also contains a paragraph of text: "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 on the next steps leading to construction, scheduled for 2017. Beginning March 15, proposed interchange design documents will be posted at www.udot.utah.gov/bangerter7000south. Public comments on this design will be accepted through April 14. Public hearing materials will also be on the website beginning April 1." At the bottom of the flyer, it lists contact information: "Website: www.udot.utah.gov/bangerter7000south", "Email: bangerter@utah.gov", and "Hotline: 888-766-ROAD (7623)". A small image of a highway interchange is also present on the flyer.



WELCOME

***7000 South and Bangerter Highway
Public Hearing***

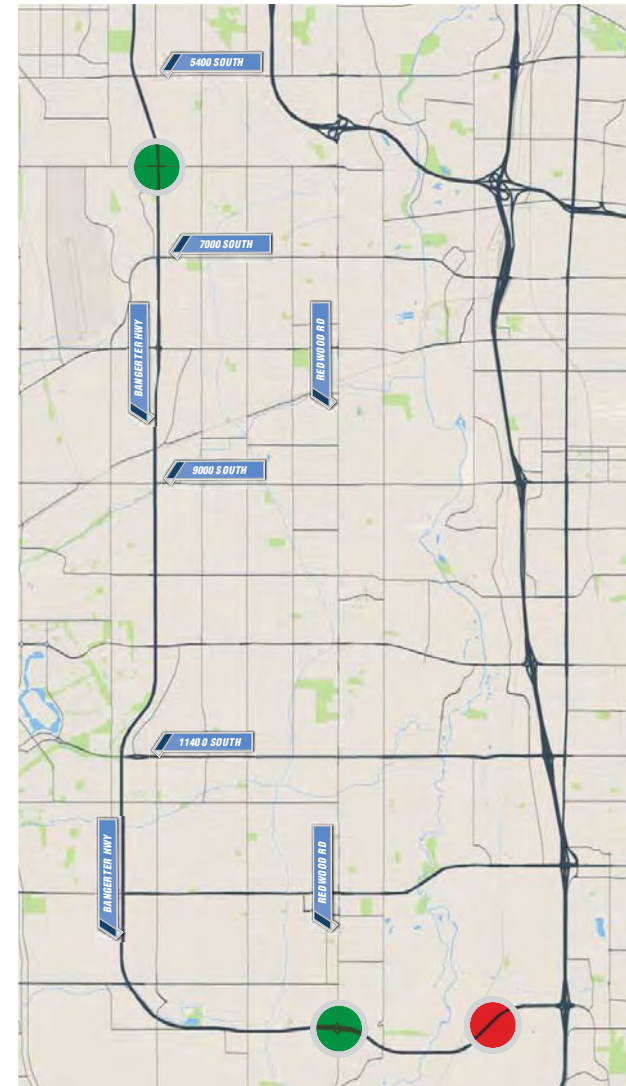


Bangerter Highway Overview

Conversion to Expressway

Other Bangerter intersections have been converted to interchanges:

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

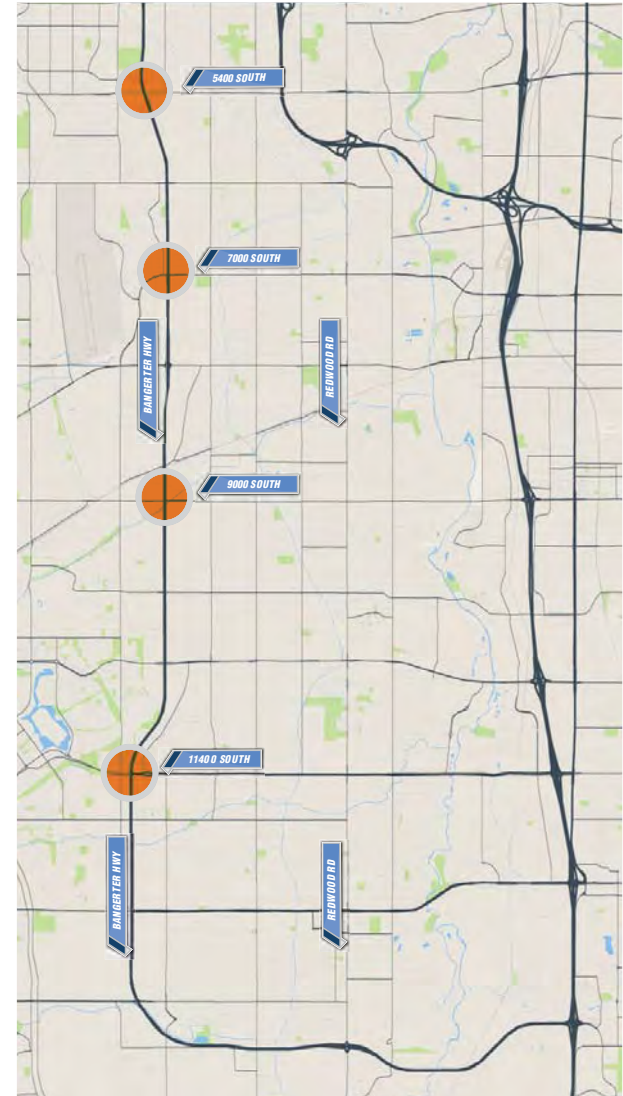




Bangerter Highway State Environmental Studies

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.

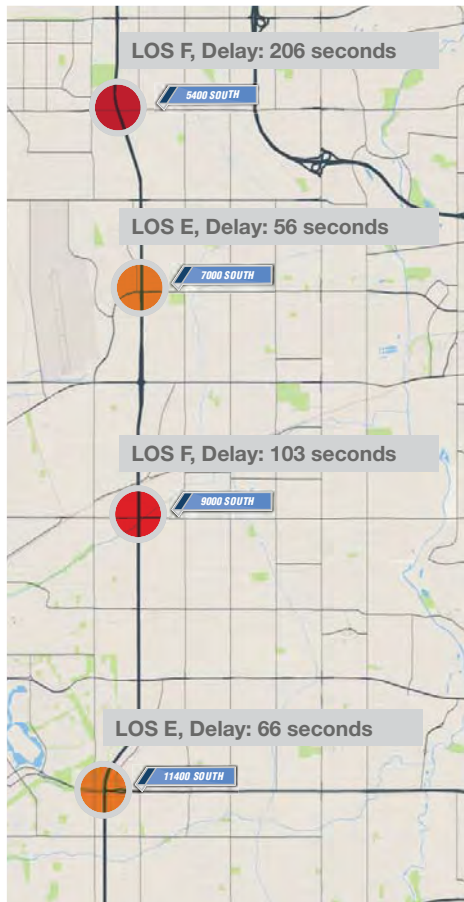
Intersection Level-of- Service



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.

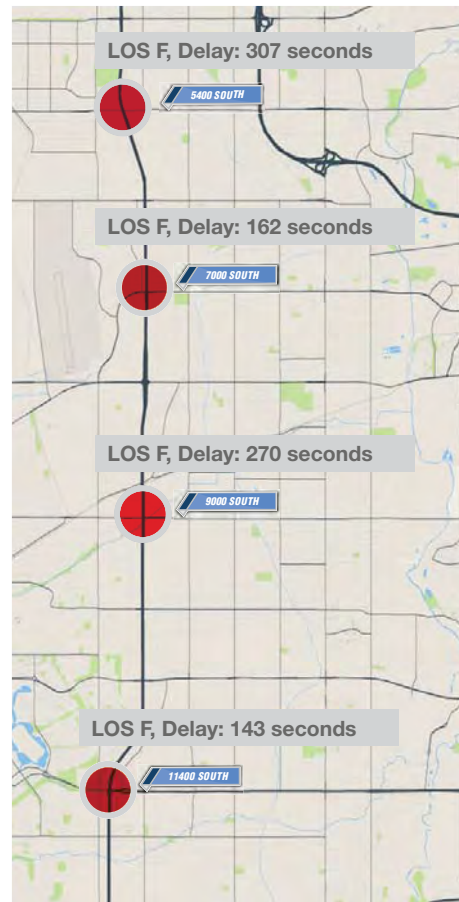
Existing Level-of-Service

Intersections are currently congested



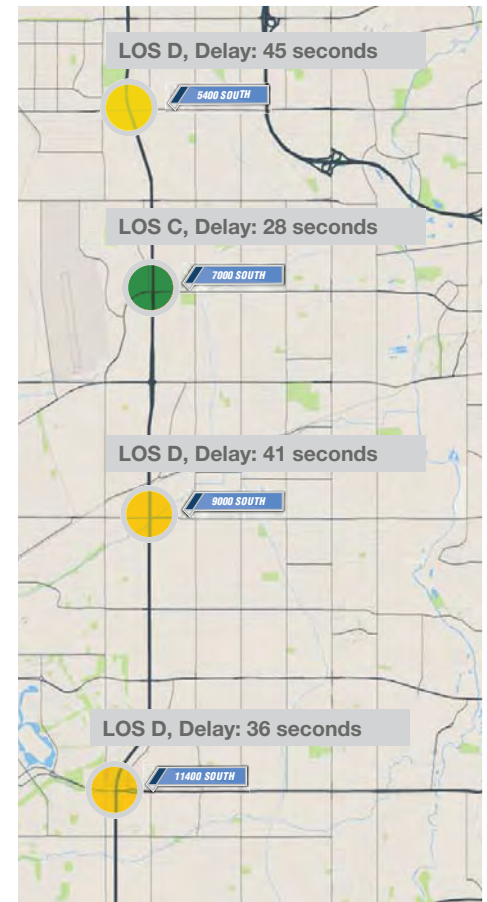
2040 No-Build Level-of-Service

Overall delay will exceed 300 seconds in some locations



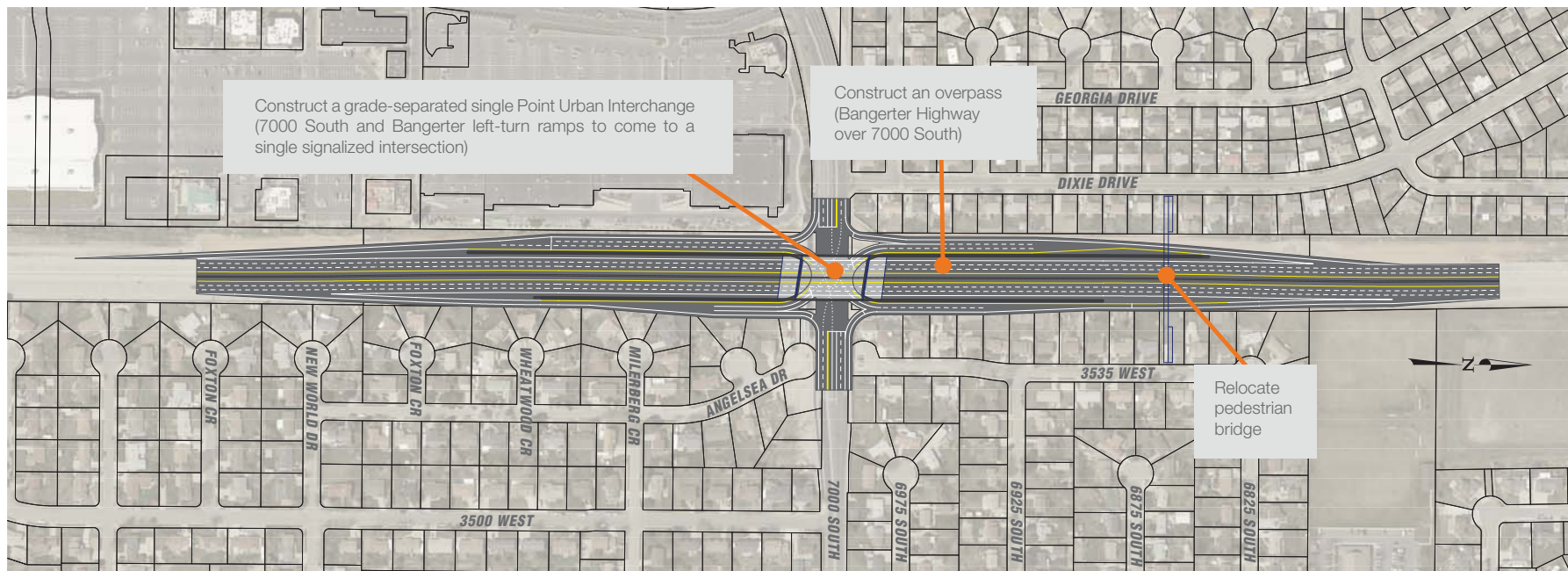
2040 Build Level-of-Service

Grade-separated interchanges



7000 South Proposed Action

- Construct grade-separated Single Point Urban Interchange (SPUI) at Bangerter Highway and 7000 South
- Construct overpass (Bangerter Highway over 7000 South)
- Relocate pedestrian bridge





Project Schedule & Process

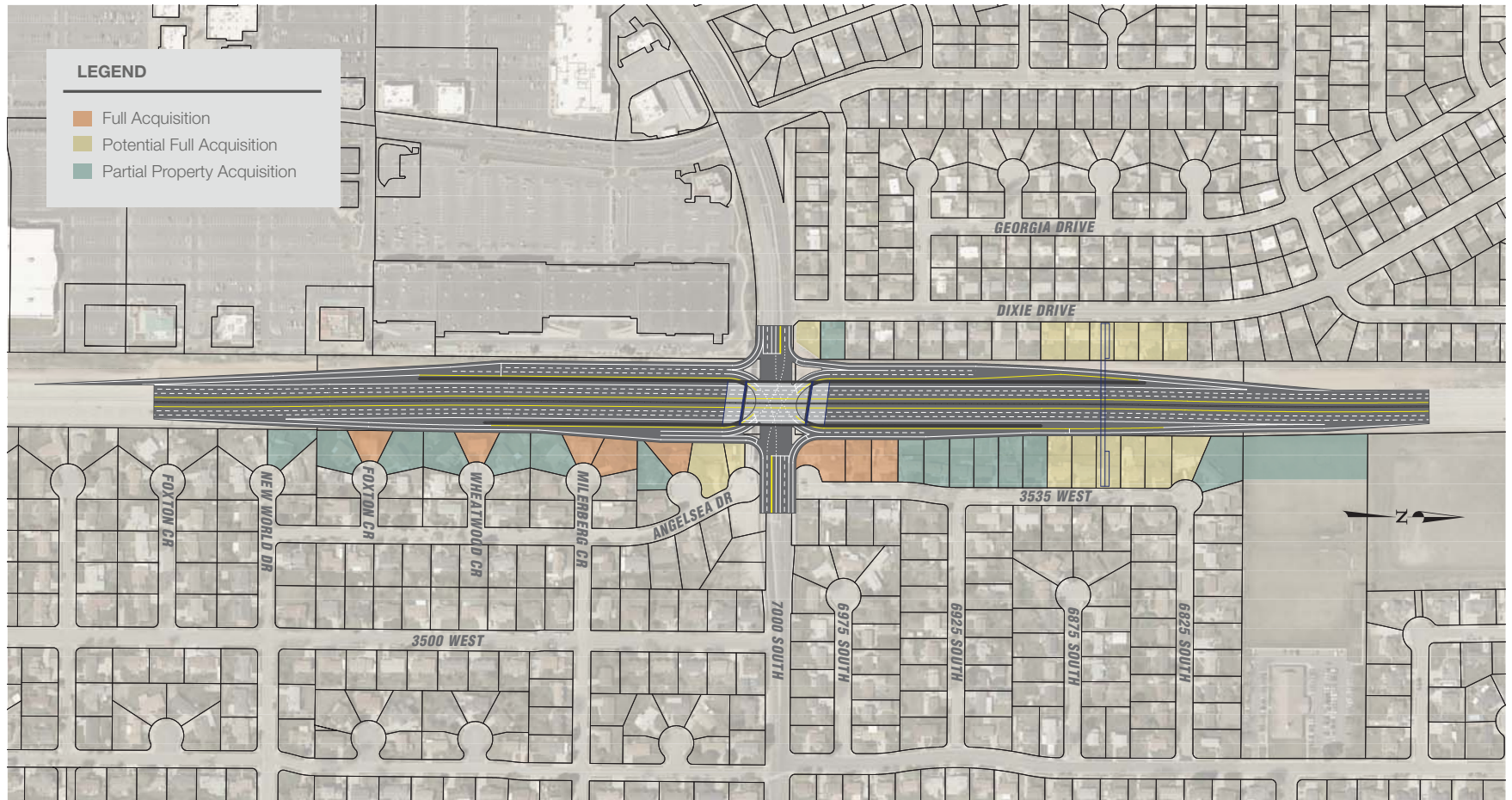




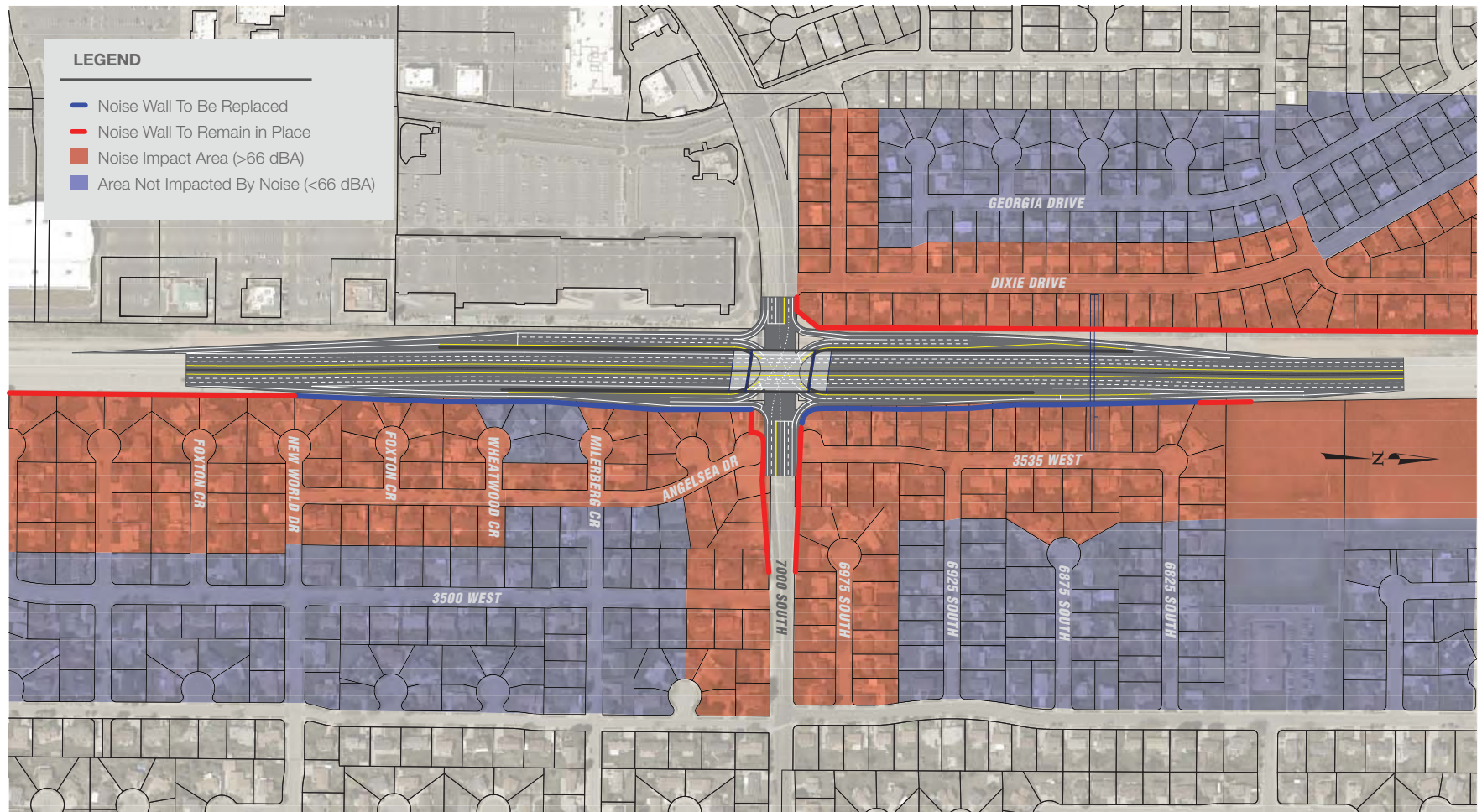
Environmental Impacts and Mitigation

Resource	Impact	Mitigation
Right-of-Way/ Relocations	• Partial right-of-way acquisition from 16 parcels • Full acquisition of 8 residences and potential full acquisition of an additional 14 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 1.4 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/bangerter7000south***

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

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

SR-154; Environmental Study for Four Locations (Bangerter Highway and 7000 South) – Comments and Responses (March 15, 2016 to April 14, 2016)

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

No.	Name	Comment	Response	Topic
1	Caleb Lowry	With the acquisition/destruction of this property you can place the pedestrian here [3542 West Foxton Circle] and run it across to jordan landing.	In regards to the pedestrian overpass, the Utah Department of Transportation (UDOT) is currently coordinating and will continue to coordinate with the Jordan School District, Oquirrh Elementary School, and West Jordan City to determine a solution that meets safe walking route criteria, including alternate pedestrian overpass locations. It should be noted that decisions about busing and altering school boundaries are under the jurisdiction of the Jordan School District. We encourage you to coordinate with the school district on these issues. As part of ongoing coordination, UDOT will share comments related to the pedestrian overpass with the school district.	Pedestrian Bridge
2	Anonymous	Using the existing sidewalk in front of Jordan Landing and putting a walk way east bringing the skywalk down on the property on wheetwood circle that you are already buying would make the walk to school safe while not increasing the distance. It would also allow us access to Jordan Landing which is where the majority of the traffic wants to go.		
3	Kristi Dearing	I am concerned that this bridge will increase crime in our subdivision. Would there be an option to move the bridge to the north through the church property? This would eliminate traffic right through our subdivision.		
4	Kristi Dearing	Has there been any discussions with West Jordan City to increase police support due to the increase in crime with having a skywalk directly in the middle of both neighborhoods? The city council has already been struggling with existing crime issues happening in Dixie Valley. Adding a skywalk into another neighborhood would extend the incidents into a subdivision with very little access for police response. What assurances can be given to residents of both subdivisions that incidents would not increase? Would the entire subdivision be compensated for the reduction in properly value? There has got to be a better solution.		
5	Jens Hansen	The main objection to the Crossing bridge in either subdivision would be the area under the crossing bridge where the exit is to the road in the subdivisions. The openness of that area makes for places for drug and drinking to take place and the discard of trash. The homes next to the crossing bridge would be most exposed to this. I would suggest that a concrete structure be built as part of the exit ramp rather than an open area as is now the case with the 70th south east side ramp. It would be more expensive but would be less likely to invite undesirable activity. Then plant grass on these patches and have taxes set aside to manage these plots of lawn just like the parks, or let the neighbors to these patches purchase the land for their own use. I think the former would be more likely. To leave that open area unattended would be thoughtless on the part of the people planning this and should be taken up with the City and Jordan school district. Right now since the expansion of the Bangerter highway to the continuous flow intersections there are three plots of land where homes used to be that lay unused and for all I know maintained also a small section of land under the east crossing bridge. Next item: Why move the crossing bridge to the north. I understand the crossing guards could be reduced by one if they double up on the 3420 W and 70th S cross walk. But as i see it this would increase the distance that some of children have to walk as much as a half of a mile also there is a traffic control signal at the present crossing with the increased children crossing at 3420 and 70th S I think that would justify putting in a traffic control signal at 3420 W and 70th S for the children's and the crossing guards safety. I notice on the map that the house across from 7180 S is to be purchased. If the crossing bridge were to be moved to there I think that the desired purpose would be accomplished the children would not need to travel any farther than they do now and the cost of purchasing two additional properties would be circumvented, and the Shopping area would not be affected with access to the delivery and removal of trash if the crossing bridge were terminated in the open area just west of Bangerter highway. Again the construction as suggested above to help curtail the undesirable usage of the vacated property. If there is concern about the safety of the children walking through the shopping center parking lots or if the store owners are concerned about their property. Those concerns could also be made for passing through any subdivision. Thank you for listening. I hope I have made my views and suggestions understandable and valid with the present knowledge i have of the project.		
6	Jens Hansen	To those in charge of decisions I have been thinking that if we could leave the sky-bridge in its present place this would be the optimal safety and convenience for the school children or at least maintaining the status quo. To facilitate this I suggest we leave 7000 south at grade level and run Bangerter highway under 7000 south. Support structures would need to be constructed in the same locations that they would be constructed to build the over pass this would allow for the easement that the owners of the viaduct require. The Sky bridge is still with in the allowable area also required by the owners of the viaduct. The		

No.	Name	Comment	Response	Topic
		sky-bridge would not need to be moved if the 7000 south section of road were allowed to be widened for the left turn onto Bangerter. This would also facilitate future widening of 7000 south by the city of West Jordan. I do not see that any more land would need to be taken on the north or south end of Bangerter which is now scheduled for acquisition. In fact the projected homes that would be needed for the Sky-Bridge would be saved. The only added cost would be the excavation of the dirt under 7000 south and its disposal. I have a suggestion for that, Used it as part of the fill for the other approaches to the bridges over the other three intersections or find someone willing to take it. My reasoning is this, moving the sky-bridge to any other location would not facilitate safety or convenience for the School children going to Oquirrh elementary. Where the sky-bridge is now seems the most optimal for all needs. I am not an engineer and there could be more to this than I may for see, but it seems feasible to me and even cost effective. Thank you		
7	Heidi Paulsen (Comment 1 of 2)	Complete access to this neighborhood needs to be cut off completely so that children and others are not tempted to cross and 70th when the pedestrian bridge is moved. Concerned about fatalities.		
8	Scott Langford - West Jordan City Planner	Placing the bridge at the proposed location (north of 70th South) is out of the way for most of the kids going to school. People will gravitate to the shortest route. I fear that because of this, some kids will cross Bangerter Hwy. at 70th South, which will likely lead to a fatality. I recommend placing the ped bridge in alignment to New World Drive and Center Park Drive.		
9	Paul LeFevre	This is great for traffic on Bangerter. Not so great for elementary students forced to cross 70th at street level with drivers that do not stop for them. Is there a secondary sky walk for 70th to not increase pedestrian accidents?		
10	Ami	It makes no sense to put the bridge here, Between neighborhoods? Most people use the one by Jordan Landing to get to and from Jordan Landing, and children use it to get to school. I believe it should stay as close to where the original one is. I also fear that many kids would choose to cross at 70th.		
11	Heidi Christensen	Having a sky walk right here serves no purpose. It dumps the kids into a neighborhood that does not house the school. They still need to cross a very busy street to get to that school. And then there is the problem that comes with all sky walks and that is a rise in crime and vandalism. I don't want this in my neighborhood. Bus the kids! You save money on not building a sky bridge, the home owners don't lose their home, kids get to school safely, and the crime rate doesn't jump in our neighborhood.		
12	Heidi Christensen	There is not one comment that I have read or from anyone that I have talked to that supports this sky walk! It will cause more problems than it will solve. Bus the kids from the other side of Bangerter or put them in another school's boundary.		
13	Heidi Christensen (Comment 1 of 2)	The sky bridge coming in will come in right across the street from me and we already have a problem with crime and vandalism and drug deals and things right there and we don't want it to get any worse and it will. A better alternative, we believe, is to not build the sky bridge and to bus those kids from over there because the sky bridge is mainly there for the protection of the children that are going to school and it's only used for that two hours a day. The rest of the time, the other 22 hours, is open to other traffic and anything, and that's going to end up in my neighborhood. We have a lot of kids and families in that neighborhood and we don't want the crime rate to go up. We don't want the vandalism, we don't want the problems that come with that. So I would like to see the kids over there bussed and not have the sky bridge at all right there.		
14	Craig Christensen	I live across the street where the proposed sky-walk is going to be. When I look at the proposed map of the project, the environmental and impact study, I see a few things that are left out. It says that there is no impact but there definitely will be an impact on this neighbor hood. People who live around sky-walks have an increased crime and vandalism rate. So don't show that there is no impact ! The area you are trying to service with this sky-walk now has to cross a future six lane road with no light. (future sky-walk there as well?) I think the map needs to show the Wood-gate apartments to the west of seventieth. If you were going to send your kids to school and have them walk 900 yards out of the way not including the length of the ramps to the sky-walk. How many parents are going to have their children use this bridge? This proposal adds an additional ten to fifteen minutes of walking time for young kids in that area. In stead of moving the sky walk north so that you have two sky-walks fairly close to each other, why don't you just make the over pass or bridge a little higher and have the walk way go just underneath the bridge. You will not have to purchase any extra homes for this proposal. And you will have a much happier person. My other thought is, that if this is for the school children and that is the		

No.	Name	Comment	Response	Topic
		purpose of it, you could gate and lock the sky-walk and who ever has cross walk duty can unlock the gate for the kids in the morning and lock it back up after school hours. You could also take the safest route and bus the kids. I have not found one person who is in favor of this sky-walk proposal. I hope you consider some alternatives ideas.		
15	Walt and Ora Hegerhorst	There is no good place to put the walk way over the Bangerter Highway. The best place to put it is north of 70th south in my opinion. Why? Because it is safer. On the north of 70th the walk way would go through neighborhoods of houses. If the walkway goes south of 70th the walk way on the west would go through parking lots and past buisnesses. I don't think that would be safe because it would be hard to know who would be in the parking lots watching the children. Some people might not have good intentions. North of 70th there are houses with more families potentially watching the children. As a parent, I think that is safer. Thank you.		
16	Malisa Salazar	Hi, I am a parent of 2 boys at Oquirrh Elementary a 5th and 3rd grader who both walk home from school and we live behind Jordan Landing. Right now it already takes my kids it least a half hour to get home, having a bridge more into Jordan Landing is a little concerning to me. One, its a very public place where they could get stolen, hit by a car, or even just being curious little kids which would make it even a longer task to get home. Right now where the bridge is as soon as they pass Carls Jr. there is a crossing guard there. Are there going to be crossing guards at ANY of the 4 way stops in Jordan Landing? Is there going to be a path that the kids are going to be told to use? I understand the bridge as well through the neighborhood which to me anything West of Jordan Landing seem more efficient to me beings there are neighborhood streets to go through rather than a very busy shopping center where anything could happen to our kids. The last thing I want to do already as a single parent is worry more about my kids getting home in a longer amount of time with them being even further from the house. I will sincerely think about moving my children to another school if we are going to be put out in getting our kids to and from school in a safe and timely manner. I have also asked about Busing, which there is a bus that comes to my apartments which I know is for a resource student and federally funded, but if you guys even knew how many elementary kids are in my apartment complex alone would literally fill probley more than half the bus. Why cant the school district fund a bus to gets kids safely to school instead of risking kids getting hurt or kidnapped which to me would be a very costly lawsuit if something happened. Bangerter functioning is going to happen rather we agree to the bridge or not. But the safety of my kids is more important than any bridge anywhere and I would hope that the school would be highly concerned if our kids get there safely! Thank you so much		
17	Nancy Robins (Comment 1 of 2)	I am sending this email regarding the upcoming project on Bangerter Highway at 7000th south. First off, I would like to thank you for your willingness to hear public comment from those of us who live in the surrounding areas. I was able to make it to one of the meetings that was held. I know it's an emotional time for some and I know it's quite a daunting job to listen to everybody's opinions. With that being said, I wanted to give some input regarding the area that will affect where I live. I live on Angelsea Drive. Our street ends at the circle where the walkway at Bangerter and 7000th South lands. I am aware that the skywalk will be moved further north to accommodate school kids that need to cross the highway and I fully support that, as it is a better option than to have the kids behind the buildings of Jordan Landing.		
18	Peter Houston	I'm concerned about the crime rate. I know, in the field behind my home there, there's already some crime, and I guess my concern is if that sky bridge comes right into the neighborhood there may be more already added to it. That's one concern. Another one, you know, people -- the older kids are the ones, I guess, I'm worried about. I'm not worried about a 5- or 6- or 7-year-olds doing things like that. The idea is to keep them safe, but if it's a longer walk going into the north side of 70th South to the school on the south side of 70th south, the older kids may not use that anyway. And if they do, those are the ones I'm worried about in the crime issue. So anyway, I recognize there's, you know, safety concerns with predators and a long walkway along the back side of Jordan Landing but, you know, I think that we can work that out. I just think it's a matter of putting our heads together to figure that out. I hope that if the		

No.	Name	Comment	Response	Topic
		older kids would skip the sky bridge anyway, you know, maybe there's something there to consider putting it on the south side of 70th. That's probably about it. So there's already some kids sometimes over in the LDS pavilion in the ball field there. You know, I don't know what they do, but, you know, heaven knows. Hopefully they're up to good things, not bad, but I can't imagine it's positive. They're hiding out in a secluded pavilion and I worry that people coming across the skybridge say, "Hey, there's our place. Let's meet at the pavilion and do our drug deal," or whatever they're doing, you know. So I worry about that as well. There's all sorts of other things, I guess. That's it.		
19	Janice Johnson	My main concern is that the sky bridge move north. My kids live in there and I don't want them crossing Jordan Landing commercial zones. I don't feel that that's a safe option. My other concern, though, is my children have friends further west and there's a canal that separates us. There's no through access. So kids are still going to 70th. To make sure that there's a safe walking route to the new sky bridge would be a priority. I think that's it. Just most importantly is, I want the skybridge safe. So I prefer it north. My kids were almost hit at that Jordan Landing crossing twice on their bikes, even with crossing guards. And one -- a couple years ago, my littlest one went into the Carl's Jr. and it was 20 minutes trying to find all my kids in a commercial parking lot, which I don't ever want to do again. So that's my big concern.		
20	Kathy Canning	Comment is the fact that Jordan School District owns half of each subdivision and Granite School District owns the other half of each subdivision. Why couldn't they change the boundaries and let each school stay on the side of the Bangerter without ever crossing it? Because, you know, this is half Jordan and then half Granite and this is 62 here. All they do is change and let Granite have this side of 62 because they have a school right there and let Jordan have the -- we would be the west side of the Bangerter, because those kids could then go to school with their neighbors. I mean, heaven forbid it should be such a tough thing. I don't know what it takes to change a school boundary. So that would just be my thought. It seems like a very easy thing that cuts away the cost of the skywalk because there wouldn't have to be one, and it also takes away costs of buying property because you don't have to buy it to put the skywalk in. I mean, it's cheaper, both schools win, nobody buses. They told me to come and tell you. They're going, "Well, why didn't we think of that?" I'm going, "Because you don't live there." I mean, I don't even have any kids that go there anymore, but those poor kids coming out of Dixie Valley have to walk twice as far the way they're proposing it. Or they could buy a 10-foot slot behind Jordan Landing and just put a walkway and a straight shot to school.		
21	Alicia Abbott (Comment 1 of 2)	There's some talk about redoing the school district boundaries. I like that. That should happen so children can just take that completely out and not have the children cross at all. Take the sky bridge out. Remove the sky bridge.		
22	Stephanie Grange	I want to be clear that I'm a parent of two students that go to Oquirrh Elementary. So first, 100 percent, there should never be a bridge over in the Jordan Landing area south because the kids -- if you enclose them in an area, there is going to be bullying. You are going to get -- if there's a pedophile in there, it is going -- they can get stabbed easier. They have nowhere to run. Plus, all of that area with all the commercial area, the students are more likely a target to get stolen because they're going to be a bigger area by themselves, as well as it's going to be harder for the parents -- because if they go in a store or anything like that, it's going to be harder for the parents. We already have a problem with the Carl's Jr. where kids walk up 70th with the kids almost getting hit by cars there because they cross over the little crosswalk and go in Carl's Jr. We've had such a big issue there. So then you're taking one issue and now making it into a hundred stores' issues. One hundred percent, that skywalk should not go that direction. It is not safe for my children who are going to Oquirrh Elementary. It is not safe. Second issue, the bridge on the north side, skywalk on the north side, the issue then becomes my children now go from a 30-minute walking route, which is long enough, to a 60-minute walking route now. How many pedophiles are in that area? How many houses do they have to avoid? So that's not safe either. To take an hour for a kid to get to school and from school is not safe. So number three solution would be for UDOT not to put in that bridge and for UDOT to help fund bussing for our schools and take those kids that live in The Ridge and Woodgate Apartments and the boundaries, so at least have anybody west of 70th South would get bussed to Oquirrh Elementary to their school to keep them safe. So number four, if UDOT cannot support the bus plan and has to put in a bridge on the north side, put the skywalk on the north side, how are they going to maintain it?		

No.	Name	Comment	Response	Topic
		Also, it increases crime rate between the two sides. So that's an issue. If my kids are going across there, what's going to happen on top of the 60 minutes it's going to take my kids to get to school? Because per the district of our schools, your kid has to be in a 1.5 mile radius driving in order to be able to be bussed and my kids do not qualify for that, even though the walking route now becomes a lot longer and over 1.5 miles, which is taking my kids an hour to get to school. How is that making my child safe? So in conclusion, UDOT please help bus our kids to school to keep them safe and don't put in the sky bridge. But the best alternative, if you guys choose not to help bus our kids to school, to keep our kids safest, then the sky bridge is the next best option on the north side. The families that we could save without having to lose their homes would be beneficial to them if you guys just chose to help our kids by bussing them to school, the ones who live past 70th on the west side of 70th. I would love to speak to the main person in charge of UDOT because I don't think that our voices truly get heard because I am under the impression that the people who live on the north side do not want that bridge there because they are afraid of the crime rate, but what about my child and what about my child's safety? What about the 60 children who live between The Ridge Apartments and Woodgate Apartments, what about their safety? The main point that I would like to get to you, is you need to think about our children that go to school and have to walk to and from school, what is the safest for them and the safest thing would be to bus them. The second safest thing would be that bridge on the north side. This is my official comment. So I want this on the books as an official statement. Thank you.		
23	Thomas Thomas	I believe this [3542 West Foxton Circle] would be an excellent site for a Pedestrian overpass. I support an ease of congestion not only for cars, but also for pedestrians. Easier walkability encourages healthy lifestyles. Plus, it comes out right at the bookstore! +1 for healthy lifestyles. Reading is the best way to learn.		
24	Paul Brockbank (Comment 1 of 3)	Move the ped bridge to the south to perhaps Millerberg Cir or New World Dr rather than farther away from the school. Just stands to reason.		
25	Nicole and Matt Klepacz	We are concerned with the impact the sky bridge will have to our subdivision. Having access right into the middle of our neighborhood 24/7 is a real concern for increased crime, especially vandalism, littering, etc. We are also concerned with the value of our properties being lowered because of the sky bridge. The look of it between houses is not desirable, not to mention the potential of increased foot traffic and crime. This will affect the selling price of the homes in this area. Wondering if there is any way to convince the school district to bus the kids living across Bangerter and eliminate the need for the sky bridge altogether.		
26	Andrew Clegg	If 70th bridged over Bangerter, a daylight pedestrian culvert could provide access under 70th South. A sidewalk could be built along east side of Jordan Landing south to a pedestrian overpass. This would provide grade separated pedestrian pathways across both 70th and Bangerter.		
27	Andrew Clegg	Should consider putting pedestrian bridge on the south side of 70th. Lines up closer to the school.		
28	Steven Jones	After a review at the open house, it was concluded that it would be far safer to bus the children rather than to install the walkway. With roughly 2 million to install this walkway, one million could be used for the busing (two buses funded for 10 years) and one million could be saved on the project. This does not included maintenance, increased police, loss of property value, and other saving that could be included with the 2 million.		
29	Wesley Scott Sommer	The best solution to this problem would be to go under Bangerter at 70th so where their would be side walks anyway with a bridge over the on & off ramps with a tunnel under Bangerter -- if they will let a road go over the aquaduct a concrete tunnel out of lightweight concrete would not affect it anymore than traffic. Moving the existing structure No. or So. would impact more than just students.		
30	Wendy Langeberg (Comment 1 of 3)	We really like the bridge to Jordan Landing. The new location is ridiculous - it both hurts access to Jordan Landing and increases the distance the kids need to walk to get to Oquirrh Elementary.		

No.	Name	Comment	Response	Topic
31	Caleb Lowry	The question was asked "why not push it further to the jordan landing side", the reason was "cost" of altering the waterway. There is more to "cost" than dollars and cents. Home owners with "roots", financial and hardship impact to home owners, re-sale value of existing home, visual appeal to perspective buyers when home owners sell after construction is complete. The cost of the failed intersections (CFI) added to the cost of creating the new ones should be reason enough to try everything possible to not affect any homes.	As part of the State Environmental Study, the design team evaluated multiple options for the Bangerter Highway/7000 South Interchange, including an East Shift, West Shift, Bangerter Highway Over, Bangerter Highway Under, and 7000 South Over. The Bangerter Highway Over with an East Shift was identified as the Proposed Action because it resulted in the fewest full property acquisitions. A west shift would require the relocation of the Jordan Valley Aqueduct into residential areas, requiring the full acquisition of several residential properties. An underpass would require moving Bangerter further to the east to accommodate the Jordan Valley Aqueduct, resulting in additional full acquisitions to the east.	Rationale for Proposed Action/Consideration of Other Alternatives
32	Caleb Lowry	Would an underpass have less effect on acquisitions?		
33	Alicia Abbott (Comment 2 of 2)	And then I would like to have some more real information on how to do an underpass instead of an overpass, if it's possible. Because they're doing it on 114th, if they can do it there, and they did it close to 90th, they can do it here too. I think that's it.		
34	Alicia Abbott	What would the impact of our neighborhood be with an underpass instead of an overpass?		
35	Paul Brockbank (Comment 2 of 3)	If UDOT is determined to build the bridge, push it to the west side of the highway as much as possible. The cost of relocating the water line, even as big as it is, can't be more than the land acquisitions being shown here.		
36	Heidi and Jeremy Paulsen (Comment 1 of 4)	Can it be made into an underpass?		
37	Paul Brockbank (Comment 3 of 3)	Do we really need a bridge here? Yes, traffic backs up for westbound during the commute but otherwise, it runs fairly smoothly during the day. I go through this intersection 3-4 times or more a day and very rarely have to wait more than one light cycle. Plus, access to Jordan Landing is easier rather than flying by it like 78th.	If transportation improvements at the 7000 South/Bangerter Highway intersection are not constructed, the intersection will operate at failing conditions. Traffic modeling shows that in 2040 the intersection will have average delays of 162 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 28 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 7000 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.	Need for Proposed Action
38	Anonymous	LEAVE IT AS IT IS..... PEOPLE DRIVE WAY....WAY...WAY TOO FAST NOW!!! Go take a drive from 7000 S. and head South at 7:00 in the morning. You are inviting just HIGHER speeds, and more accidents. Leave it as it is..... and IF anything, slow the speed limit down!!! OR get some police patrol. Same situation at 5:00 pm We don't need any more high speed roads!!!!		
39	Terri Hooton	Why is this even necessary? 7000 is all residential east of bangeter, and some even west of it, unlike 7800 which is mostly businesses on both sides. The traffic is not backed up most of the time, only during rush hour. There is both an elementary school and a park within 2 blocks of this intersection. It will be too dangerous for the children and the entire neighborhood.		
40	Heidi Christensen (Comment 2 of 2)	If we could get a sound wall that extends all the way down behind the church and past the retaining pond because the sound of Bangerter is very loud and it just funnels right down into our neighborhood, and it's very loud. That's all.	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 7000 South and Bangerter Highway, with an average increase of 1.4 dBA (this change in	Noise
41	Heidi Christensen	The sound wall needs to be extended so that the sound does not funnel down into the neighborhood. It is so loud most of the day.		

No.	Name	Comment	Response	Topic
42	Heidi and Jeremy Paulsen (Comment 2 of 4)	We are also very concerned about the added noise pollution that this over pass is going to produce.	noise levels is considered imperceptible to the human ear). The noise wall analysis evaluated raising the heights and extending the existing 9-ft noise walls in the study area. It was determined that changes in noise wall configurations would not provide the required 8 dBA reduction to 75% of front-row receptors, as per the UDOT Noise Abatement Policy. Therefore, changes in noise wall configurations are not considered feasible and reasonable according to the UDOT Noise Abatement Policy. The noise analysis recommended replacing the existing 9-ft noise walls “in-kind”, consistent with the UDOT Noise Abatement Policy. 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.	
43	Kathy	Would it be possible to extend the wall one or two sections and make it all the same height on the north side of 7000 the wind carries the sound and makes it hard to hear in my yard plus the sound makes it hard to sleep.		
44	Edin and Nicole Vagzovic	We would like have the study also look at putting a wall between our property and connecting it to the existing wall past the retention pond. We are right next to Bangerter Highway. We're on Bangerter Highway and the way that it looks, is the onramp and everything is going to shift more towards the property line. They're saying it's only a 2 to 3 decibel impact and it's not warranting anything, but they don't take into account that we live next to an open field with the wind carrying all that noise into our yard. It's going to even increase with the through intersection and onramp being that much closer to us. So if they can just add --Well, continue the Bangerter wall and connect the wall to where the wall is going to stop with the project. And it's only maybe -- I don't even know --a tenth of a mile extra. Or if not, we want the Bangerter wall to go from Bangerter east. So it then blocks all those houses that have all that impact north because there's a giant field affecting us all. They said to make a comment so it gets to UDOT and their proposal because we're very concerned.		
45	Lori Hancock (Comment 1 of 3)	Hello, We weren't sure if we were suppose to contact someone about the impacts on our property. As of now we see that both properties on the side of us will be physically affected by this project, as we are unsure what that means for our house in the middle, we were wondering our future rights of the impacts that "could" happen. Our concerns are: #1 - Noise during construction and after. Possible solutions Desired - Sound proof windows installed -Purchase our property then resell when completed so future family can then choose the amount of noise.		
46	Wendy Langeberg (Comment 2 of 3)	A new Sound Wall is needed as well there [7000 South]. I would love to put up a barrier at end of Woodgreen as well.		
47	Nancy Robins (Comment 2 of 2)	With that move of the skywalk, there have been rumors that our circle will not be closed off completely and that the sound wall will be left open to allow pedestrian access to our neighborhood. As a resident of this street for 12 years, I am asking you to please consider my opinion to have the sound wall completely closed off so it will not allow pedestrian access from the intersection into our neighborhood. I am very concerned about panhandlers and other pedestrian traffic coming to our street. We have dealt with the walkway for years and it has been more than frustrating. I am attaching a picture I took with my phone last Monday evening from my front yard. It is a perfect example of the kind of scene that happens at the end of our circle, grafitti on the wall and random people loitering around. People wander in and engage in criminal activity because it is an area that is easy to hide in and it is out of sight from onlookers at the busy intersection. Thank you for your time. I hope my concerns are taken into consideration and looked at through the eyes of a homeowner in the area. Please contact me with any questions.	Removing the gaps in the noise wall at the southeast corner of 7000 South and Bangerter Highway will be evaluated during the design and construction phase of the project.	Gaps in Noise Wall at southeast corner of 7000 South and Bangerter Highway

No.	Name	Comment	Response	Topic
48	Nancy Robins	I would like to have the sound wall built with no gaps in it that would allow outside access from 7000 s into our circle. In the 12+ years we have lived here, we have dealt with pedestrian access to our circle from both the walkway and access from 7000 south. It has only allowed more crime and graffiti into the neighborhood. I see no reason why it should be left open. It's no secret that underpasses are notorious hang out spots for pan-handlers. If the sound wall is left open, it will be an open invitation for them to come into the circle and our neighborhood. Please do a continuous sound wall with no opening to keep unwanted people and pedestrian traffic out.		
49	Nancy Robins	The circle that the current skywalk feeds into is Angelsea Cir. It has been notorious for crime, graffiti, and panhandling. Can that circle be completely closed off to public access? Also will people try to cross Bangerter (when the sky walk is moved) at 70 th because they don't want to walk down to the sky walk? Closing the neighborhood off to public access would help that.		
50	Roger Ball (Comment 1 of 2)	1) The gap in the wall needs to be closed off.		
51	Heidi Paulsen (Comment 2 of 2)	Will contractors use Angelsea cir for parking?	Specific design and construction details (type of fencing, contractor staging, night-time construction, safety, etc.) will be evaluated during the design and construction phase of the project. Contractors will be required to comply with UDOT's standard specifications during construction, as well as project-specific specifications intended to minimize 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. A project hotline will be implemented to help facilitate public notification and communication.	Construction
52	Kristi Dearing	We are concerned about the type of temporary fencing that will be used during the construction. We have dogs and want to make sure the fencing is secure at both ground level and sides. In addition, the last time there was construction for this intersection, construction crews used temporary lighting. This was extremely bright and shined right into our bedroom and bathroom windows. We'd like to know what accommodations will be made to reduce the amount of disruption during night construction.		
53	Heidi and Jeremy Paulsen (Comment 3 of 4)	What will be done to keep this property safe and secure during construction. There are many children that live in this circle? Can the trees that are on the East side (along the neighboring fence line) of the property be left in place during construction to help cut down on the noise and construction pollution? What steps can be take to protect our home from damage during the construction?		
54	Jeremy Paulsen	What steps can we take to protect our property from damage during the heavy construction. We would really like to keep the trees on the west side of our property and east side of the neighboring property where the house will be taken down. We feel it will help with noise and construction pollution during this lengthy process of construction.		
55	Jeremy Paulsen	Will this circle become a construction thoroughfare for large construction equipment. Will the empty lots store construction equipment or materials? Where will all of the contractors park? My wife runs a preschool out of our home and we are very concerned about the safety of the children in are our care as well as the traffic congestion during drop off and pick up during preschool hours.		
56	Heidi and Jeremy Paulsen (Comment 1 of 2)	What about potential property damage that could be done during construction? Can we have an assessment done before construction begins so that if damage is occurred during the process it can be fixed without us footing the bill ourselves?		
57	Heidi Paulsen (Comment 1 of 2)	We want a safe temporary fence put up once the sound wall is taken down. I run a preschool from my home ages 3-5 yr of age. I need to keep Millberg cir as safe as possible. We also have pets and would be devastated if our dog got through temporary fencing and was hit.		
58	Tammy and Rick Low (Comment 1 of 2)	I work nights in an ICU and sleep days, my sleep would be greatly decreased with the noise of construction and therefore my ability to function. Lastly we are greatly concerned for the safety of our family and dog when the sound wall is removed. Cars and semis go 70 mph on that highway and the sound wall offers significant protection. The Bangerter project will be a huge negative impact on our lives.		

No.	Name	Comment	Response	Topic
59	Callie Lamb	During construction, please have the speed on Bangerter reduced. There were way too many accidents where people are flying 50 mph past a blind wall and someone has ran the red light going east/west.		
60	Caleb Lowry	With the proposal of this intersection why can't there be a definite design before acquisitions so home owners that are impacted can make a better decision? Right now with the proposed design there is no way of knowing how much the property could be affected. You are asking home owners to make a decision without giving all the facts, plans, drawings and telling them "we are projecting this but it could be more or less". How am I as a property owner supposed to make a decision if you tell me "it is only 3 feet but could be as much 10 later". If I stay I am giving up 3 feet now but later you take 10 and now I am locked into that 10 without the option to renegotiate for a total acquisition.	UDOT will work directly with affected property owners throughout design and construction and will have a more defined design prior to beginning the acquisition process. 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.	Right-of-Way Acquisition
61	Tammy and Rick Low (Comment 2 of 2)	We have many concerns about the bangerter construction and my home. The corner of my yard you will be taking has a playhouse, shed, cemented in swing set and teeter totter as well as bushes, sprinkler system and a side fence. The playhouse and shed are on a large cement pad and have electricity to them. The cost of moving them would be expensive. It would also decrease the size and use of my yard. This as well as having the highway closer will significantly decrease the value of my home. The sprinkler system, fence and landscaping would also have to be repaired. There is also the cost of property survey and appraisal for my home lender. We also have a 12 foot patio where we bbq and eat out on that would be impacted.		
62	Mark Peterson	I hope there is a better plan than this scar from the last improvement of this intersection. I understand these need to be used last time but how many blemishes does this intersection put in these neighborhoods? There has to be a better plan than leave a blank spot posted "no trespassing ". Was there consideration for other ideas?	Decisions on remnant land will be made during the design and construction 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.	Remnant Land
63	Heidi and Jeremy Paulsen (Comment 4 of 4)	We are very concerned about how this property and the one next to it will be dealt with after construction. Will it become a weed covered lot that is just left neglected? It is too large space at the end of a busy road just to remain vacant and unkempt.		
64	Heidi Paulsen (Comment 2 of 2)	We do not want a vacant empty lot that accrues weeds and rodents. Our home value will be affected by this and above all this is my biggest concern. What will we be left with! I do not want a vacant lot with a NO trespassing sign on it. PLEASE! Keep our neighborhood looking nice!		
65	Heidi and Jeremy Paulsen (Comment 2 of 2)	We are very interested in purchasing the property in Millerberg Cir once construction is complete. We would like to be made aware of when the surplus property is available once the overpass is finished.		
66	Lori Hancock (Comment 2 of 3)	The amount of vacant homes near and around our property for squatters, crime and bugs/unkept yard land maintenance. Possible Solutions Desired - Will udot be caring for the yards and homes being vacated? -Purchase our home during construction and resell after the fact.		
67	Kathy Canning	Would you please consider putting in a walk across like is found on 2700 west and 6200 south since you are putting in a neighborhood and landscaping it so it is not such an eyesore. Your taking homes for the good of more. How about not leaving such an ugly footprint.	Visual aesthetics will be determined during the design and construction phase of the project.	Aesthetics
68	D. Canning	Please consider a walk across like in taylorville on 6200 south and 2700 west so it does not detract from the neighborhood		

No.	Name	Comment	Response	Topic
69	Mark	Love it! UDOT missed the boat on this 10 years ago. I am glad they are finally starting to correct their mistakes by making Bangerter freeway like.	Thank you for your comment.	Support for Project
70	Thomas Thomas	I support this upgrade 100%. I have family to the west of Bangerter, and I have commuted through this intersection frequently. Sometimes during rush hour the traffic can be backed up past 3200 West, and take up to 9 greens to get through. Yes, it is sad to see people lose their homes, but these improvements will make the lives of many more people better.		
71	Carter Crosland	I think what you guys are doing is fantastic. Converting Bangerter to a freeway is an incredible idea, and one that will help break up congestion immensely. People would be crazy to oppose the change! The modifications at Redwood and 7800 South are incredible. Keep up the great work!		
72	Kristen Smith	I will unfortunately not be able to attend the public hearing this coming Thursday for the discussion of 7000 S. Bangerter Hwy, however, I would like to throw out a couple things. After the project to add the 'continuous flow' intersection, two lanes were added east of the intersection/heading eastbound that quickly merge without a lot of notice and it seems to cause more congestion right there than what it was worth. Also, for those of us needing to turn into the neighborhood as the lanes merge (onto Wood Green Rd), it has been nothing more than a nightmare. I have almost been rear ended more often than not while trying to turn right/south onto Wood Green while, excuse me if you will, idiot drivers try to merge at the last second. I've had so many close calls (along with one-fingered waves and a lot of honking) that I sometimes opt to go around the block and turn onto Bromley Rd instead, which is a pain but I'd rather avoid a collision. Not to mention the island preventing us from turning left/south onto Wood Green Rd from westbound has been nothing more than a headache; again, having to drive around the block for no reason when the island could just start fifty feet farther west. I also know at one point there was talk of widening 7000 S to two lanes all of the way down for eastbound traffic, is that an idea still in the works? If so, will it have any effects of houses on the south side of the street as far as needing to be torn down? (I'm hoping the answer will be "yes" due to some undesired neighbors who cause more problems than what it's worth with their tagging, parties, drugs, rape charge/parole violations, suspects in robberies, etc - you can look it up, it's legit, and they're pushing me to the point of wanting to move just to get away from them.) BUT, on a more serious note, I worry that with the likelihood of added traffic from the freeway style off ramp that 7000 South will become more congested; traffic is bad enough as it is being one of the smallest of the state roads heading east and west from a freeway on/off ramp. Take a look at the other state roads leading to the freeway (9000, 10400/10600, 5300, etc.) they are all AT LEAST two lanes each direction plus a center two-way turn lane, there's absolutely no reason that 7000 S shouldn't compare to these other roads. If you can provide feedback on some of these concerns when you get a minute, I'd really appreciate it. Thanks for your time	The grade-separated interchange at 7000 South and Bangerter Highway will improve east-west traffic flow and congestion on 7000 South by eliminating the north-south traffic movement through the at-grade intersection. The potential widening of 7000 South is outside the scope of this project. Widening 7000 South between Bangerter Highway and Redwood Road is listed on the WFRC 2015 RTP as a Phase 1 project. As part of ongoing coordination, UDOT will share comments related to 7000 South with West Jordan City.	Improvements to 7000 South
73	Roger Ball (Comment 2 of 2)	2) The merge lanes here are too abrupt and make the intersection of 70th and Woodgreen very dangerous--also cars end up going too fast when they enter the school crossing just one block down.		
74	Wendy Langeberg (Comment 3 of 3)	Please work with West Jordan City to improve the terrible /dangerous merge lane going east off Bangerter to 7000 South.		
75	Casey Child	Please extend an exit lane to make it easier to merge with entering traffic. In other words, please have four southbound lanes, the far right being an exit only.	For the Bangerter Highway southbound on-ramp, the design includes three lanes that merge into one lane prior to merging with Bangerter Highway. An auxiliary lane between 7000 South and 7800 South is not required to handle projected 2040 traffic volumes.	Design – Auxiliary Lane
76	Greg Brimhall	Would it be possible to identify where the Jordan Aqueduct is between 10300 south and 7800S? We have been told that it parallels Bangerter Highway, but how far off Bangerter Highway is the aqueduct?	The Jordan Valley Aqueduct is directly adjacent to the west side of Bangerter Highway south of 7800 South	Jordan Valley Aqueduct

No.	Name	Comment	Response	Topic
		Thanks!	until it crosses Bangerter Highway at approximately 8030 South and parallels Bangerter Highway on the west side. The Aqueduct runs on the west side of Bangerter Highway until 10400 South where it veers to the southeast.	
77	Jeff Haaga	We should talk about widening this to narrow [Dixie Drive].	The roadway in question (Dixie Drive) is a local road and currently only allows right-in/right-out movements to and from 7000 South. The travel demand for this road does not justify any improvements to Dixie Drive.	Design – Dixie Drive
78	Brandy Graham	The sound wall or a VERY good fence needs to be erected all the way down to the corner [7000 South and 3420 West]. The fence at my property has been hit twice since this all started because people are still making u-turns and is only upright because I have a 2x4 holding it there. I have called the city about it many times but I haven't received a response. I believe a sound wall would make people stop the crazy u-turns there.	The area in question is outside of the project limits. Additionally, a sound wall is not intended to prevent traffic from exiting the roadway. We encourage you to coordinate with the City of West Jordan on this issue.	Noise Wall
79	Lori Hancock (Comment 2 of 3)	#2 - Decrease in value of home. Possible Solutions Desired - some type of compensation now or future, unsure how this looks. - Purchase our home and resell it so udot can better address the decrease in value of our home.	UDOT does not compensate for indirect impacts. UCA 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.	Home Value
80	Chester Avery	Why not tear it all up and put in a freeway as that is what it is becoming with the high speeds and running of lites. The so called left turn restructuring is the most time consuming and wasteful design ever conceived. Especially dangerous at night and when storming.	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 at-grade traditional 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 for construction in 2017.	Design

COMMENT FORM

Name: Nancy Robins

Address: _____

Phone: 801-641-4358

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.

The circle that the current Skyway feeds into is ~~Angelsea~~ Angelsea Cir. It has been notorious for crime, graffiti & panhandling. Can that Circle be completely closed off to public access? Also will people try to cross Bangerter (when the Sky walk is moved) at 70th because they don't want to walk down to the Sky walk. Closing the neighborhood off to public access would help that.

Do you have any other concerns related to the study?

COMMENT FORM

Name: Wendy Langeberg
Address: 7041 S. Woodgreen Rd.
West Jordan, UT 84084
Phone: 206-617-1076
Email: wendy.langeberg@gmail.com

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

Please work with West Jordan City to
improve the terrible / dangerous merge
lane going east off Bangerter to 7000 So.
A new sound wall is needed as well there.
I would love to put up a barrier
at end of Woodgreen as well.

Do you have any other concerns related to the study?

We really like the bridge to
Jordan Landing. ~~It is in a horrible~~
The new location is ridiculous - it
both hurts access to Jordan Landing
and increases the distance the
kids need to walk to get to Ogden Elementary

COMMENT FORMName: Heidi & Jeremy PaulsenAddress: 3534 W Millerberg Cir
West Jordan UT 84084Phone: 801-641-5349Email: irishrosehp@gmail.com

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~~we want info~~
oops

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

We are very interested in purchasing the
property in Millerberg Cir once construction
is complete. We would like to be made
aware of when the Surplus property is
available once the overpass is finished.

Do you have any other concerns related to the study?

~~we are concerned~~

What about potential property damage that
could be ~~done~~ done during construction? Can
we have an assessment done before construction
begins so that if damage is occurred during the
process it can be fixed without us footing the
bill ourselves?

COMMENT FORMName: Hleidi PaulsenAddress: 3534 W Millerberg CirclePhone: 801-641-5349Email: irishrosehp@gmail.com

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

We want a safe temporary fence put up
Once the sound wall is taken down. I run
a preschool from my home ages 3-5 yr of
age. I need to keep Millerberg cir as safe
as possible. we also have pets and would be
devastated if our dog got through temporary fencing
and was hit.

Do you have any other concerns related to the study?

We do not want a vacant empty lot that
acrews weeds and rodents. Our home value
will be affected by this and above all this is
my biggest concern. What will we be left with!
~~I do not~~ want a vacant lot with a NO
trespassing sign on it. PLEASE! Keep our
neighborhood looking nice!

COMMENT FORMName: Wesley Scott SomnerAddress: 6702 Somerset Dr.
West Jordan Ut. 84084Phone: 801-518-4135Email: Wscotter49@gmail.com

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.

The Best Solution to this problem would be to go under Bangerter at 70th so where there would be side walks anyway with a bridge over the on-ramp Ramps with a tunnel under Bangerter - if they will not a road go over the Aqueduct a concrete tunnel out of lightweight concrete would not affect it anymore than traffic

Do you have any other concerns related to the study?

moving the existing structure No. or So. would impact more than just students

7000 SOUTH BANGERTEER HIGHWAY
ENVIRONMENTAL STATEMENT
Public Meeting

March 31, 2016
5:00 p.m. to 7:00 p.m.

WEST JORDAN ELEMENTARY
7220 South 2370 West
West Jordan, Utah

Reported By:
Rossann J. Morgan
- Certified Shorthand Reporter -
- Registered Professional Reporter -

1 March 31, 2016

5:00 p.m.

2 P R O C E E D I N G S

3 MR. VAGZOVIC: Edin and Nicole Vagzovic, 3549
4 Figure Skate Circle. We would like have the study also
5 look at putting a wall between our property and
6 connecting it to the existing wall past the retention
7 pond. We are right next to Bangerter Highway. We're on
8 Bangerter Highway and the way that it looks, is the
9 onramp and everything is going to shift more towards the
10 property line. They're saying it's only a 2 to 3 decibel
11 impact and it's not warranting anything, but they don't
12 take into account that we live next to an open field with
13 the wind carrying all that noise into our yard. It's
14 going to even increase with the through intersection and
15 onramp being that much closer to us. So if they can just
16 add --

17 MS. VAGZOVIC: Well, continue the Bangerter
18 wall.

19 MR. VAGZOVIC: -- continue the wall and
20 connect the wall to where the wall is going to stop with
21 the project. And it's only maybe -- I don't even know --
22 a tenth of a mile extra.

23 MS. VAGZOVIC: Or if not, we want the
24 Bangerter wall to go from Bangerter east.

25 MR. VAGZOVIC: East.

1 MS. VAGZOVIC: So it then blocks all those
2 houses that have all that impact north because there's a
3 giant field affecting us all. They said to make a
4 comment so it gets to UDOT and their proposal because
5 we're very concerned.

6 MR. HOUSTON: Peter Houston, 3532 West 6825
7 South. I'm concerned about the crime rate. I know, in
8 the field behind my home there, there's already some
9 crime, and I guess my concern is if that sky bridge comes
10 right into the neighborhood there may be more already
11 added to it. That's one concern.

12 Another one, you know, people -- the older
13 kids are the ones, I guess, I'm worried about. I'm not
14 worried about a 5- or 6- or 7-year-olds doing things like
15 that. The idea is to keep them safe, but if it's a
16 longer walk going into the north side of 70th South to
17 the school on the south side of 70th south, the older
18 kids may not use that anyway. And if they do, those are
19 the ones I'm worried about in the crime issue.

20 So anyway, I recognize there's, you know,
21 safety concerns with predators and a long walkway along
22 the back side of Jordan Landing but, you know, I think
23 that we can work that out. I just think it's a matter of
24 putting our heads together to figure that out. I hope
25 that if the older kids would skip the sky bridge anyway,

1 you know, maybe there's something there to consider
2 putting it on the south side of 70th. That's probably
3 about it.

4 So there's already some kids sometimes over
5 in the LDS pavilion in the ball field there. You know, I
6 don't know what they do, but, you know, heaven knows.
7 Hopefully they're up to good things, not bad, but I can't
8 imagine it's positive. They're hiding out in a secluded
9 pavilion and I worry that people coming across the sky
10 bridge say, "Hey, there's our place. Let's meet at the
11 pavilion and do our drug deal," or whatever they're
12 doing, you know. So I worry about that as well. There's
13 all sorts of other things, I guess. That's it.

14 MS. JOHNSON: Janice Johnson, 6627 South
15 Kentucky Drive. My main concern is that the sky bridge
16 move north. My kids live in there and I don't want them
17 crossing Jordan Landing commercial zones. I don't feel
18 that that's a safe option.

19 My other concern, though, is my children have
20 friends further west and there's a canal that separates
21 us. There's no through access. So kids are still going
22 to 70th. To make sure that there's a safe walking route
23 to the new sky bridge would be a priority. I think
24 that's it.

25 Just most importantly is, I want the sky

1 bridge safe. So I prefer it north. My kids were almost
2 hit at that Jordan Landing crossing twice on their bikes,
3 even with crossing guards. And one -- a couple years
4 ago, my littlest one went into the Carl's Jr. and it was
5 20 minutes trying to find all my kids in a commercial
6 parking lot, which I don't ever want to do again. So
7 that's my big concern.

8 MS. CANNING: Kathy Canning, 3538 West 6825
9 South. Comment is the fact that Jordan School District
10 owns half of each subdivision and Granite School District
11 owns the other half of each subdivision. Why couldn't
12 they change the boundaries and let each school stay on
13 the side of the Bangerter without ever crossing it?
14 Because, you know, this is half Jordan and then half
15 Granite and this is 62 here. All they do is change and
16 let Granite have this side of 62 because they have a
17 school right there and let Jordan have the -- we would be
18 the west side of the Bangerter, because those kids could
19 then go to school with their neighbors. I mean, heaven
20 for bid it should be such a tough thing. I don't know
21 what it takes to change a school boundary. So that would
22 just be my thought.

23 It seems like a very easy thing that cuts
24 away the cost of the skywalk because there wouldn't have
25 to be one, and it also takes away costs of buying

1 property because you don't have to buy it to put the
2 skywalk in. I mean, it's cheaper, both schools win,
3 nobody buses.

4 They told me to come and tell you. They're
5 going, "Well, why didn't we think of that?" I'm going,
6 "Because you don't live there." I mean, I don't even
7 have any kids that go there anymore, but those poor kids
8 coming out of Dixie Valley have to walk twice as far the
9 way they're proposing it. Or they could buy a 10-foot
10 slot behind Jordan Landing and just put a walkway and a
11 straight shot to school.

12 MS. ABBOTT: Alicia Abbott, 3540 Foxton
13 Circle. There's some talk about redoing the school
14 district boundaries. I like that. That should happen so
15 children can just take that completely out and not have
16 the children cross at all. Take the sky bridge out.
17 Remove the sky bridge.

18 And then I would like to have some more real
19 information on how to do an underpass instead of an
20 overpass, if it's possible. Because they're doing it on
21 114th, if they can do it there, and they did it close to
22 90th, they can do it here too. I think that's it.

23 MS. GRANGE: Stephanie Grange, 6934 South
24 Crystal Downs Lane, Apartment 25-J, West Jordan, Utah
25 84084. I want to be clear that I'm a parent of two

1 students that go to Oquirrh Elementary.

2 So first, 100 percent, there should never be
3 a bridge over in the Jordan Landing area south because
4 the kids -- if you enclose them in an area, there is
5 going to be bullying. You are going to get -- if there's
6 a pedophile in there, it is going -- they can get stabbed
7 easier. They have nowhere to run.

8 Plus, all of that area with all the
9 commercial area, the students are more likely a target to
10 get stolen because they're going to be a bigger area by
11 themselves, as well as it's going to be harder for the
12 parents -- because if they go in a store or anything like
13 that, it's going to be harder for the parents.

14 We already have a problem with the Carl's Jr.
15 where kids walk up 70th with the kids almost getting hit
16 by cars there because they cross over the little
17 crosswalk and go in Carl's Jr. We've had such a big
18 issue there. So then you're taking one issue and now
19 making it into a hundred stores' issues. One hundred
20 percent, that skywalk should not go that direction. It
21 is not safe for my children who are going to Oquirrh
22 Elementary. It is not safe.

23 Second issue, the bridge on the north side,
24 skywalk on the north side, the issue then becomes my
25 children now go from a 30-minute walking route, which is

1 long enough, to a 60-minute walking route now. How many
2 pedophiles are in that area? How many houses do they
3 have to avoid? So that's not safe either. To take an
4 hour for a kid to get to school and from school is not
5 safe.

6 So number three solution would be for UDOT
7 not to put in that bridge and for UDOT to help fund
8 bussing for our schools and take those kids that live in
9 The Ridge and Woodgate Apartments and the boundaries, so
10 at least have anybody west of 70th South would get bussed
11 to Oquirrh Elementary to their school to keep them safe.

12 So number four, if UDOT cannot support the
13 bus plan and has to put in a bridge on the north side,
14 put the skywalk on the north side, how are they going to
15 maintain it? Also, it increases crime rate between the
16 two sides. So that's an issue.

17 If my kids are going across there, what's
18 going to happen on top of the 60 minutes it's going to
19 take my kids to get to school? Because per the district
20 of our schools, your kid has to be in a 1.5 mile radius
21 driving in order to be able to be bussed and my kids do
22 not qualify for that, even though the walking route now
23 becomes a lot longer and over 1.5 miles, which is taking
24 my kids an hour to get to school. How is that making my
25 child safe?

1 So in conclusion, UDOT please help bus our
2 kids to school to keep them safe and don't put in the sky
3 bridge. But the best alternative, if you guys choose not
4 to help bus our kids to school, to keep our kids safest,
5 then the sky bridge is the next best option on the north
6 side.

7 The families that we could save without
8 having to lose their homes would be beneficial to them if
9 you guys just chose to help our kids by bussing them to
10 school, the ones who live past 70th on the west side of
11 70th. I would love to speak to the main person in charge
12 of UDOT because I don't think that our voices truly get
13 heard because I am under the impression that the people
14 who live on the north side do not want that bridge there
15 because they are afraid of the crime rate, but what about
16 my child and what about my child's safety? What about
17 the 60 children who live between The Ridge Apartments and
18 Woodgate Apartments, what about their safety?

19 The main point that I would like to get to
20 you, is you need to think about our children that go to
21 school and have to walk to and from school, what is the
22 safest for them and the safest thing would be to bus
23 them. The second safest thing would be that bridge on
24 the north side. This is my official comment. So I want
25 this on the books as an official statement. Thank you.

1 MS. CHRISTENSEN: Heidi Christensen, 6839
2 South 3535 West. The sky bridge coming in will come in
3 right across the street from me and we already have a
4 problem with crime and vandalism and drug deals and
5 things right there and we don't want it to get any worse
6 and it will.

7 A better alternative, we believe, is to not
8 build the sky bridge and to bus those kids from over
9 there because the sky bridge is mainly there for the
10 protection of the children that are going to school and
11 it's only used for that two hours a day. The rest of the
12 time, the other 22 hours, is open to other traffic and
13 anything, and that's going to end up in my neighborhood.
14 We have a lot of kids and families in that neighborhood
15 and we don't want the crime rate to go up. We don't want
16 the vandalism, we don't want the problems that come with
17 that. So I would like to see the kids over there bussed
18 and not have the sky bridge at all right there.

19 If we could get a sound wall that extends all
20 the way down behind the church and past the retaining
21 pond because the sound of Bangerter is very loud and it
22 just funnels right down into our neighborhood, and it's
23 very loud. That's all.

24 (The oral public comments ended at 7:00 p.m.)
25

C E R T I F I C A T E .

STATE OF UTAH)
 : ss.
COUNTY OF SALT LAKE)

THIS IS TO CERTIFY that the foregoing transcript was taken down stenographically by me, ROSSANN J. MORGAN, Registered Professional Reporter, Certified Shorthand Reporter in and for the State of Utah.

That the proceedings, or requested portions, were reported by me in Stenotype and thereafter caused by me to be transcribed into typewriting, and that a full, true and correct transcription of said testimony so taken and transcribed to the best of my ability from the recordings given me 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 at Salt Lake City, Utah.

ROSSANN J. MORGAN, CSR, RPR

License No.:
4948384-7801



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 21, 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 7000 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-0016

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 0.71-mile-long corridor along Bangerter Highway and a 0.31-mile-long corridor along 7000 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 42SL295) 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 1 archaeological site (42SL286) and 1 architectural property (6749 S. Kentucky Dr., West Jordan). Of these, only Site 42SL286 is eligible to the National Register of Historic Places (NRHP).

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 7000 South Interchange Project and A Selective, Reconnaissance Level Survey of Historic Architecture for the Bangerter Highway at 7000 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 not impact Site 42SL286 as all roadway construction will be located farther to the east. The canal crosses the 7000 South in a buried pipe, which will also not be impacted by the project. As this project will avoid all historic properties, the UDOT has determined that it 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



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Lieutenant Governor

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 7000 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 7000 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.

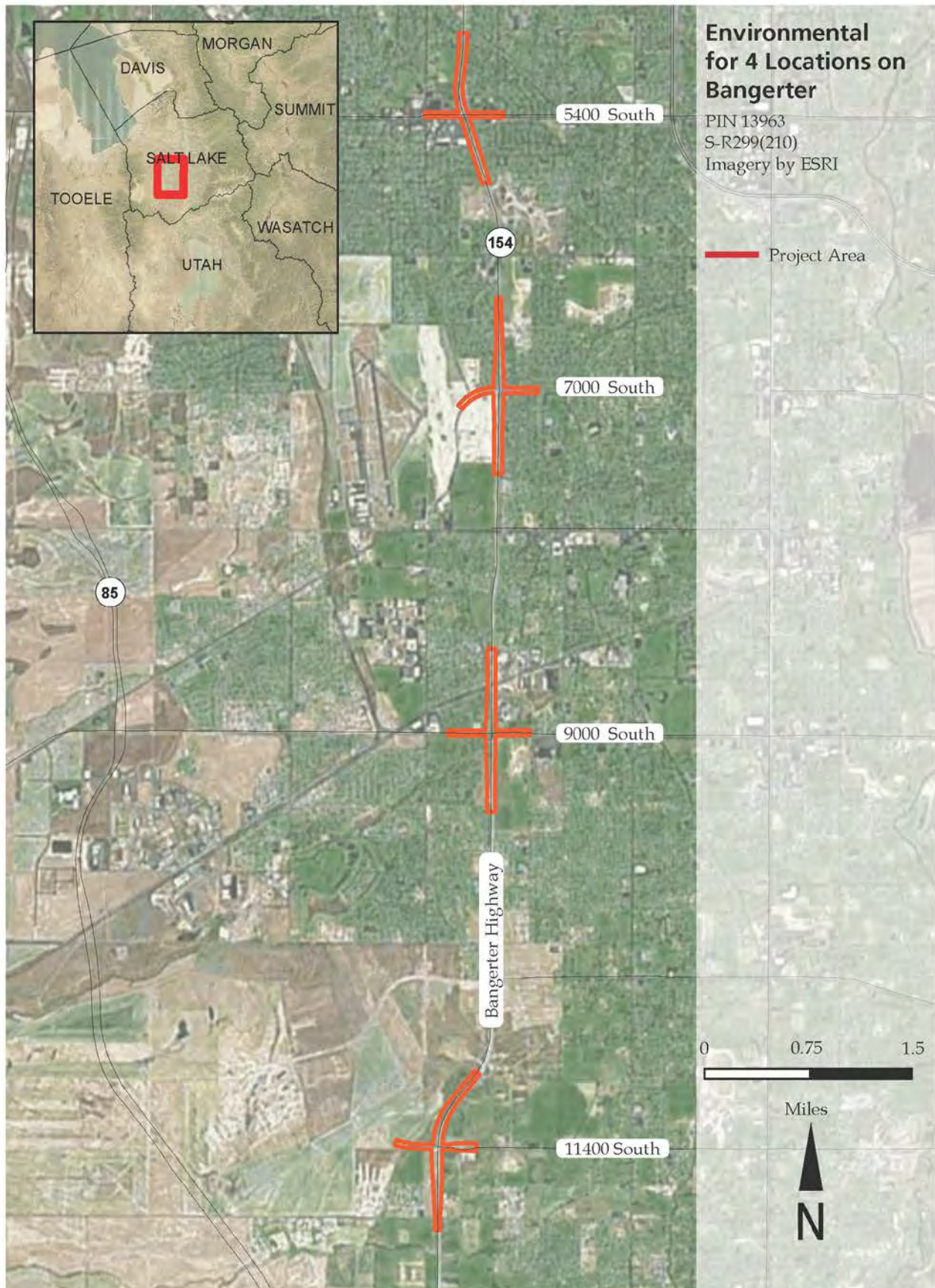
Inasmuch as this is a state funded project with no federal nexus of which I am aware, we are not required to obtain concurrence letters from the U.S. Fish and Wildlife Service. Therefore, I am issuing this memo in-lieu of their concurrence for your environmental documentation.

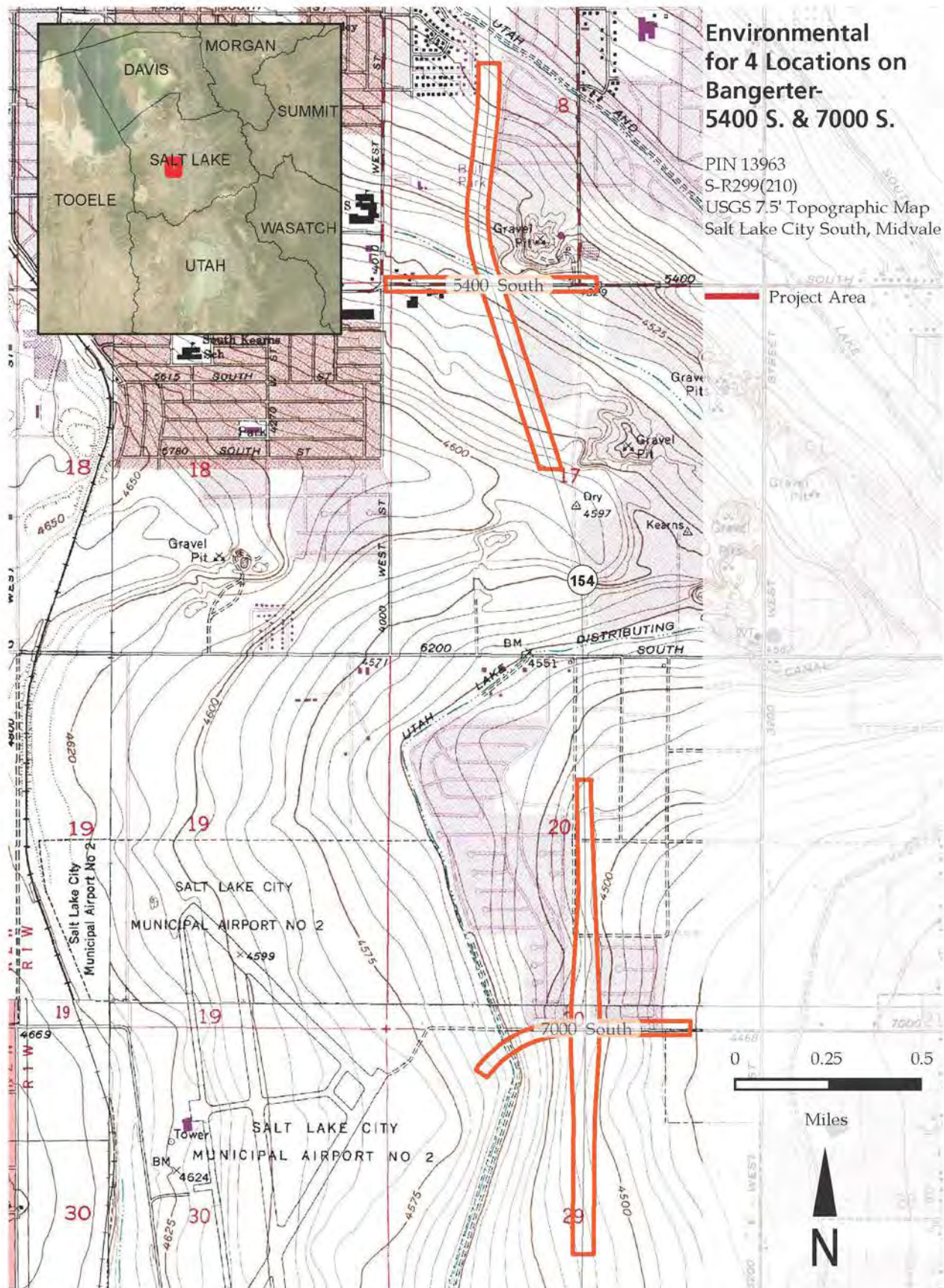
In addition, I have evaluated the above-referenced project with regard to wildlife issues as required in the UDOT Environmental Study Form.

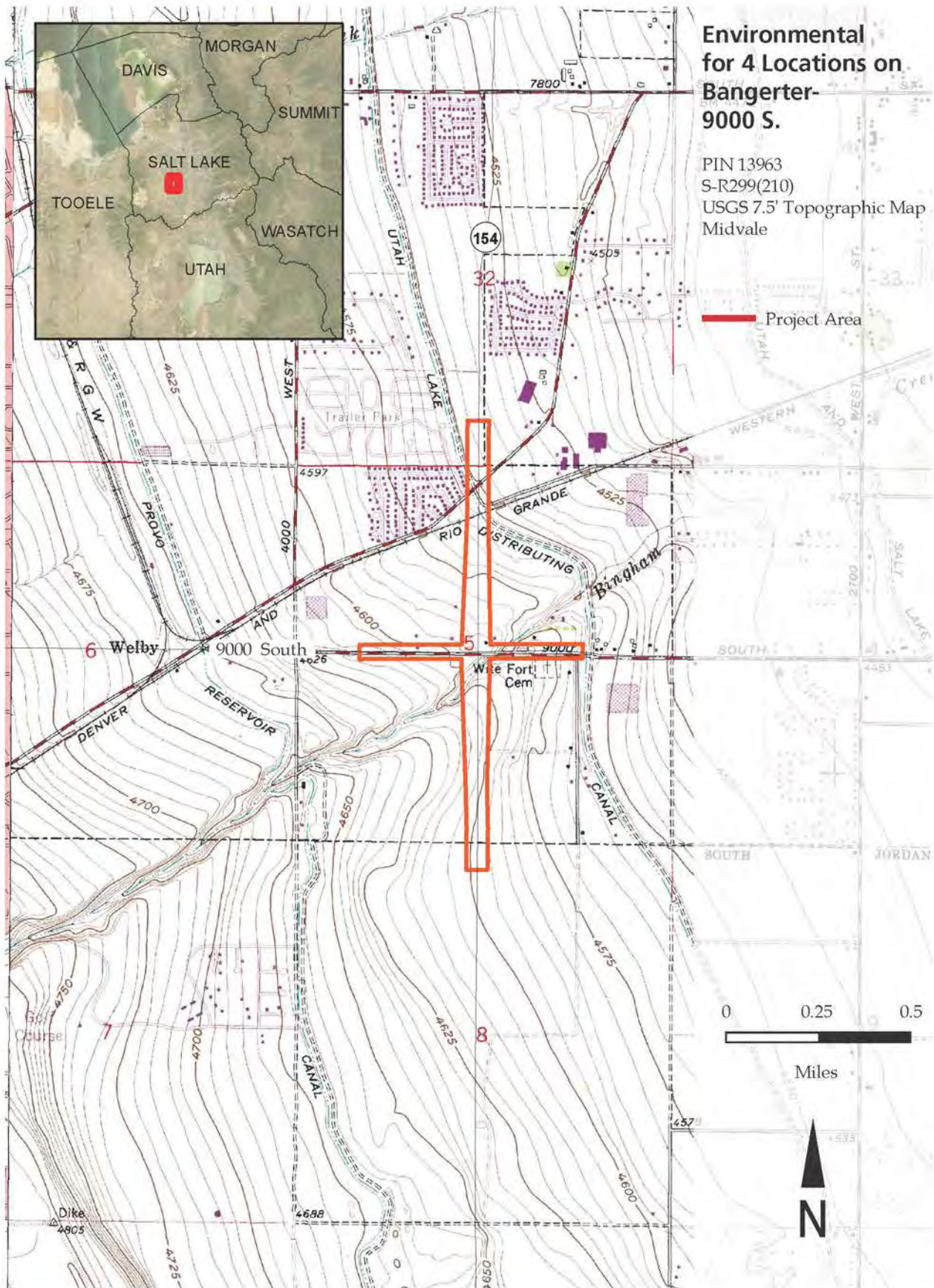
Based on the UDWR/UNHP 2015 database and Greater Sage Grouse 2015 mapping, UDOT's 2015 Utah Wildlife-Vehicle Collision Reporter, and UDOT's Wildlife Connectivity 2007

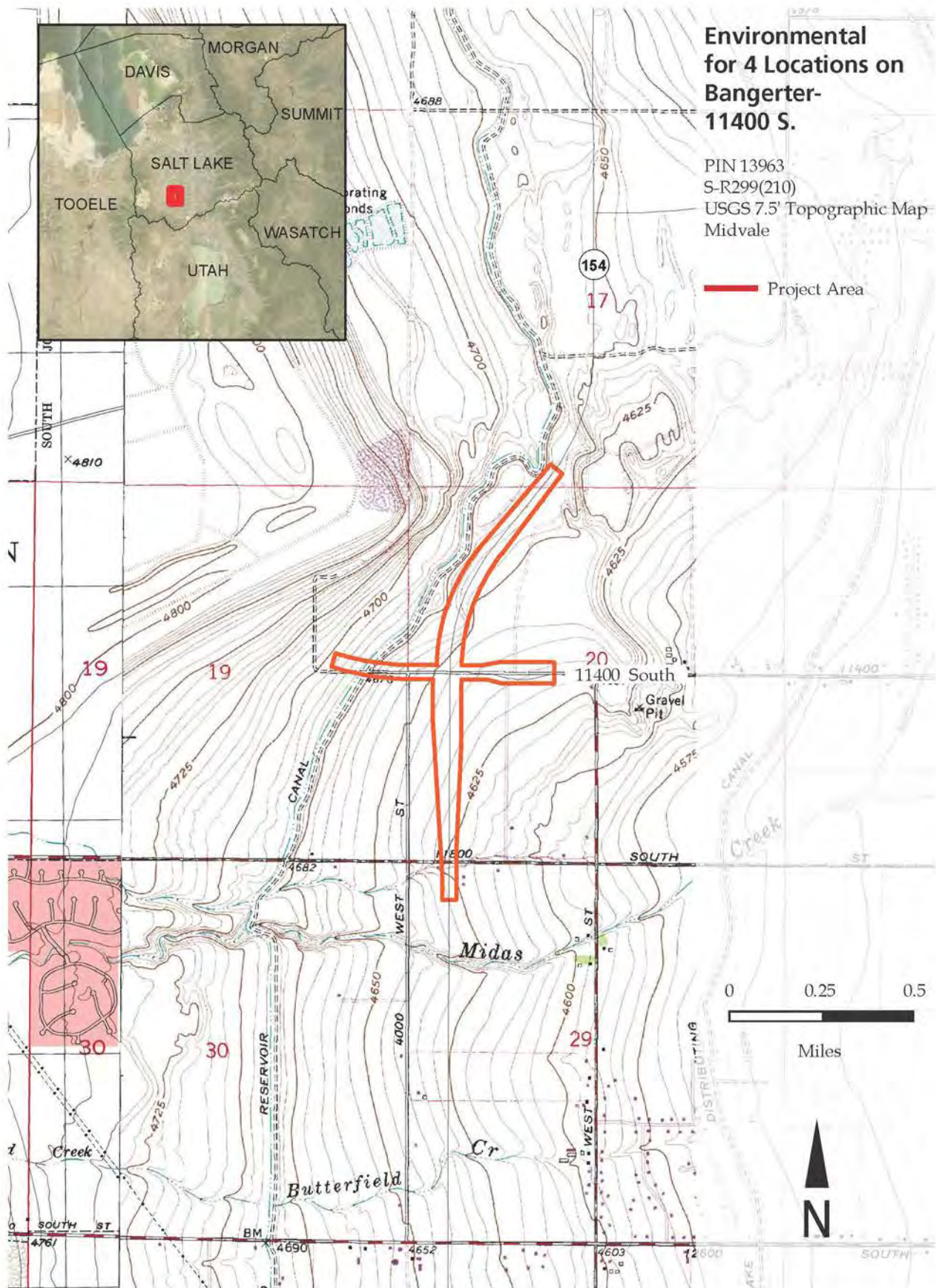
database, it is my opinion that due to the nature of this project it should not negatively affect state-sensitive species, important wildlife habitat, big game migration routes, habitat connectivity, migratory birds, fish spawning habitat, or fish passage.

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









Memorandum



To: Marley J. Haupt, Field Biologist
Horrocks Engineers

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

P.W.W.

Date: April 6, 2016

Re: S-R299(210) – SR-154 (Bangerter Hwy.) and 7000 South Interchange (Update), Salt Lake County (PIN13963)

CC: Brandon Weston – UDOT, Environmental Services
Craig Bown – UDOT, Region 2
Ashley Green – UDWR, Headquarters
Mark Farmer – UDWR, Central Region
Matt Howard – UDWR, Central Region
Lloyd Neeley – UDOT, Maintenance
File

Encls:

On February 16, 2016, I sent you a threatened and endangered species memo for the following project:

The Utah Department of Transportation (UDOT) is proposing to to reconstruct four interchanges on Bangerter Highway (SR-154) in Salt Lake County, Utah. 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.

With this update, the following project aspect is being proposed:

A storm water detention basin is being proposed on the east side of Bangerter Highway just north of the 7000 South Interchange (see attached project map). A detention basin already exists in that location, but will need to be modified to accommodate changes to the roadway.

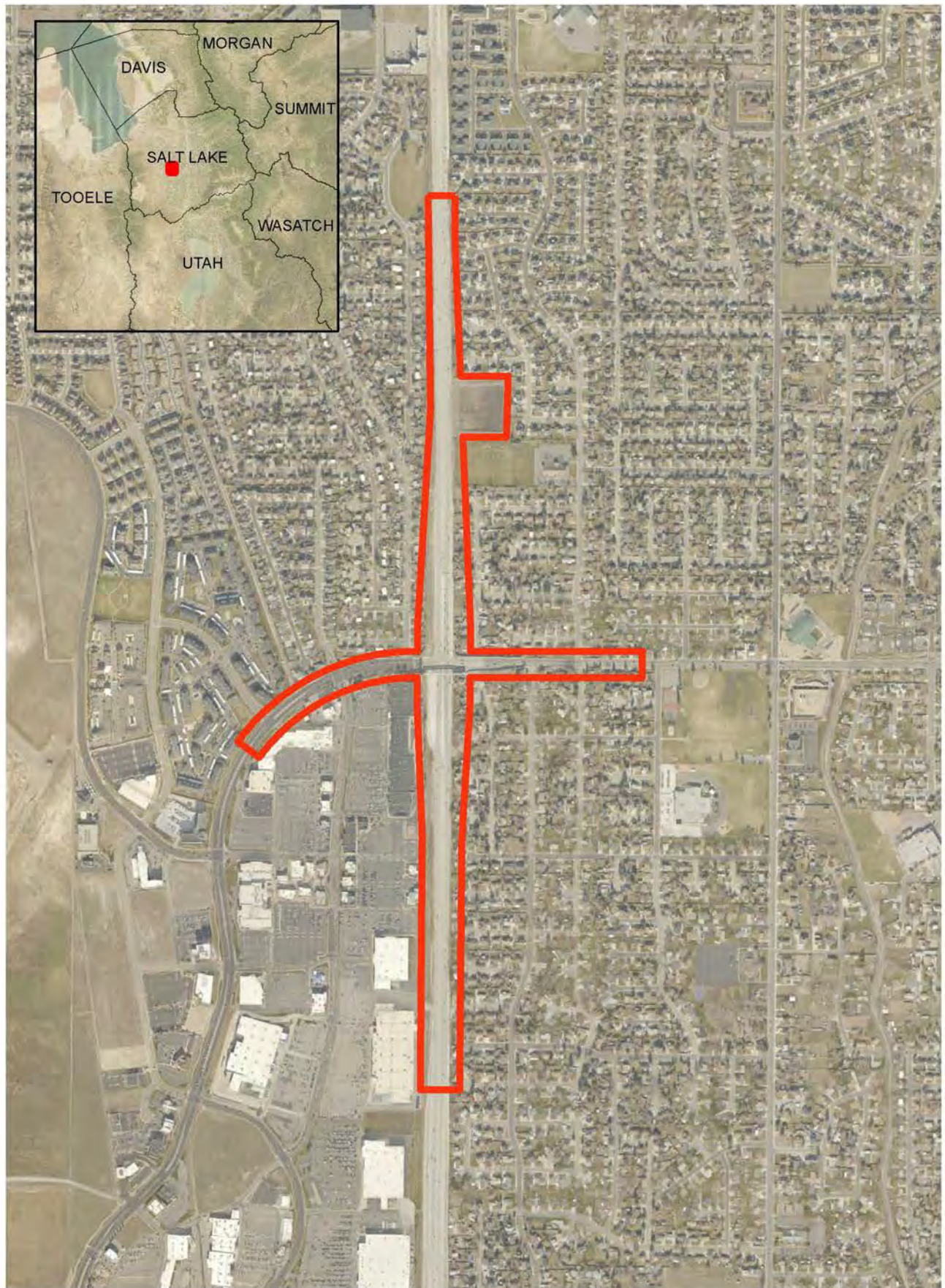
A review of the Utah Division of Wildlife Resources, Utah Natural Heritage Program (UDWR/UNHP) 2015 database indicates that no federally listed, threatened, endangered or candidate species, or any critical habitat would be affected by this project.

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.



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Miles

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 7000 South. The project would include the construction of an overpass (Bangerter Highway over 7000 South), ramps from Bangerter Highway to 7000 South, and the relocation of the pedestrian structure over Bangerter Highway. The purpose of the project is to reduce delay and improve mobility on Bangerter Highway and the 7000 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.

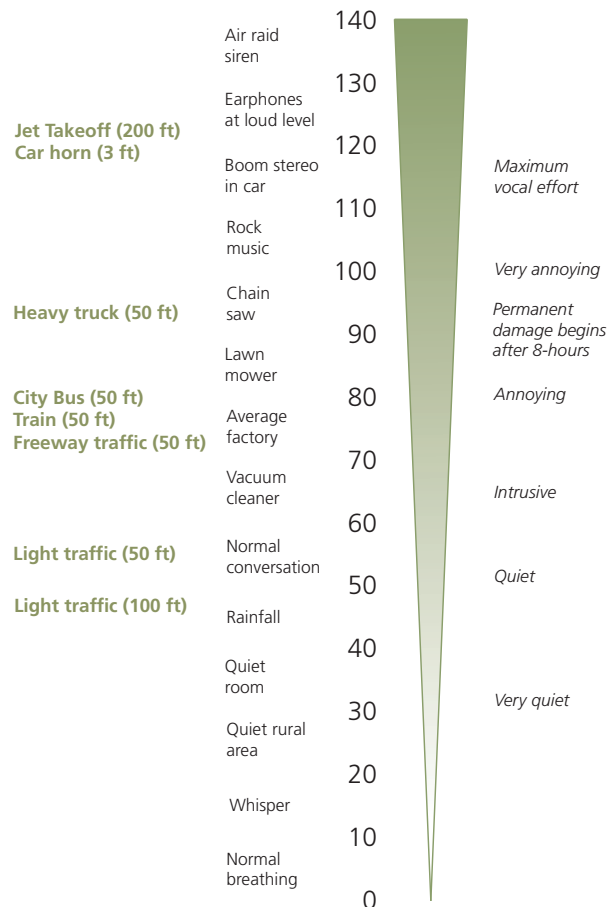


Figure 1. Sound Levels (in dBA) of Common Sounds
(Compiled from Federal Transit Administration and Environmental Protection Agency Data)

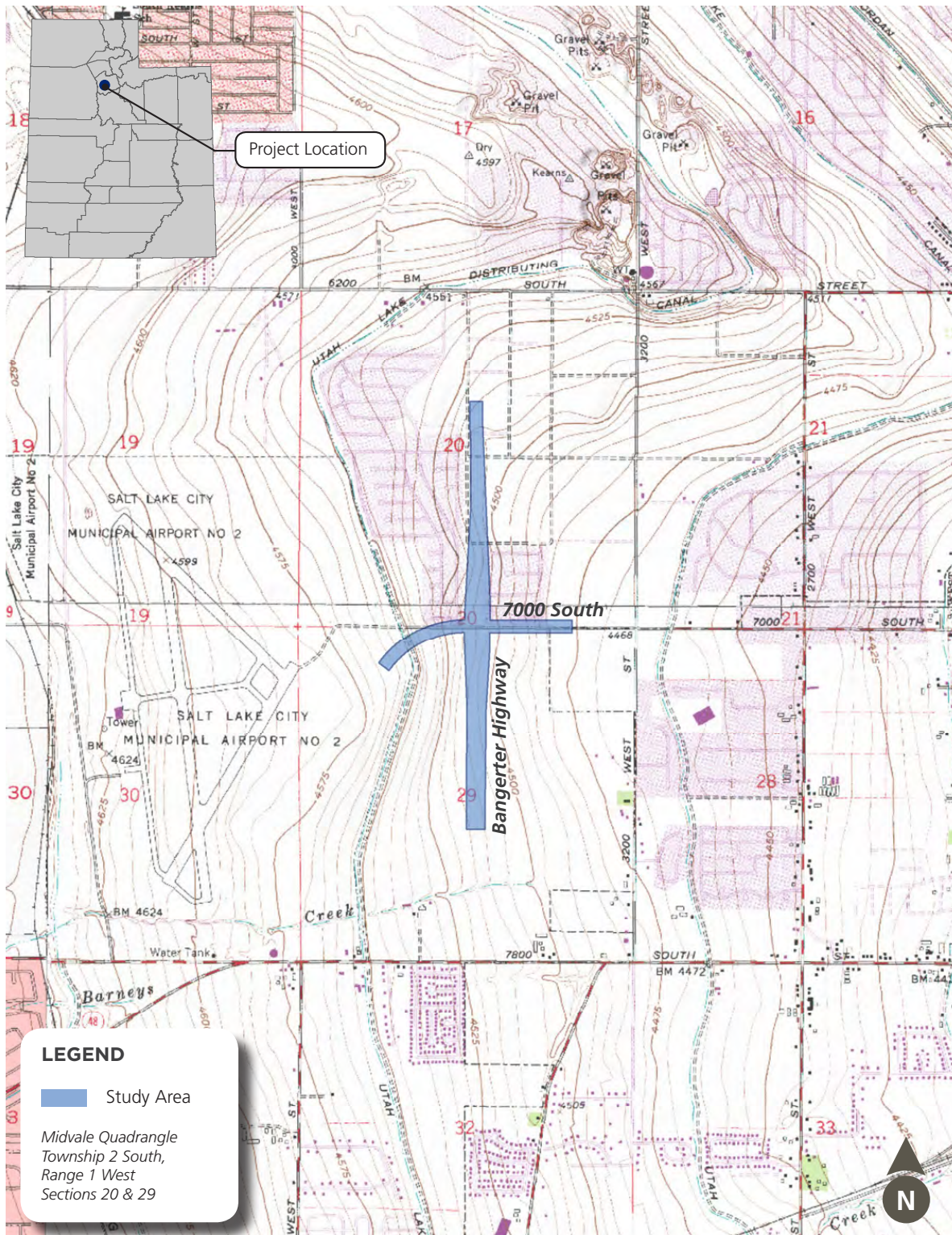


Figure 2. Study Area

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 in the study area 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 (i.e., OfficMax, Zurchers, Barnes & Noble, Chili's, Joe's Crab Shack, etc). 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 7000 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	6977 South Dixie Drive	62.0	63.0	-1.0
R2	7015 South Angelsea Circle	60.0	60.0	0.0

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 twenty-one.

2.4 PROPOSED ACTION 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 northeast side of the interchange and the other on the southeast 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). Noise levels would increase throughout the study area by an average of 1.4 dBA. The greatest increase in noise levels would be 5 dBA at Receptor 146B (see Table 3 and maps in Appendix A). Of the 223 receptors included as part of this noise study, 215 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
1B	69.4	Yes	70.5	Yes
2B	69.7	Yes	70.9	Yes
3B	70.1	Yes	71.5	Yes
4B	70.9	Yes	72.4	Yes
5B	71.5	Yes	73	Yes
6B	72.1	Yes	73.2	Yes
7B	71.6	Yes	72	Yes
8B	68	Yes	70	Yes
9B	68.7	Yes	70.9	Yes
10B	68.6	Yes	70.4	Yes
11B	68.2	Yes	70.2	Yes
12B	69.4	Yes	70.1	Yes
13B	68.8	Yes	69.4	Yes
14B	68.3	Yes	68.9	Yes
15B	67.7	Yes	68.3	Yes
16B	67.4	Yes	68.2	Yes
17B	68.6	Yes	69.3	Yes
18B	68.3	Yes	68.8	Yes
19B	68.8	Yes	70.3	Yes
20B	68.2	Yes	69.9	Yes
21B	69	Yes	70.3	Yes
22B	67.6	Yes	69.3	Yes
23B	67.3	Yes	69	Yes
24B	67.1	Yes	69.1	Yes
25B	66.9	Yes	69.1	Yes
26B	68.7	Yes	70.4	Yes
27B	68.6	Yes	71	Yes
28B	68.5	Yes	71	Yes
29B	68.1	Yes	70.8	Yes
30B	68.1	Yes	71	Yes
31B	68.3	Yes	70.9	Yes
32B	68	Yes	70.2	Yes
33B	67.6	Yes	69.5	Yes
34B	68.1	Yes	70	Yes
35B	66.8	Yes	69.5	Yes

Map Label	Existing Noise Levels (dBA)	Impact	Proposed Action Noise Levels (dBA)	Impact
36B	66.5	Yes	69.3	Yes
37B	66.5	Yes	69.5	Yes
38B	66.3	Yes	69.2	Yes
39B	66.4	Yes	69.2	Yes
40B	66.2	Yes	69	Yes
41B	66.3	Yes	69	Yes
42B	66	Yes	68.6	Yes
43B	66.1	Yes	68.5	Yes
44B	65.8	No	68.2	Yes
45B	65.9	No	68.1	Yes
46B	67.7	Yes	69.3	Yes
47B	67.8	Yes	69.7	Yes
48B	67.6	Yes	69.4	Yes
49B	67.6	Yes	69.3	Yes
50B	67.7	Yes	69.2	Yes
51B	67.2	Yes	69	Yes
52B	67.7	Yes	69.3	Yes
53B	68	Yes	69.4	Yes
54B	67.8	Yes	69.2	Yes
55B	68	Yes	69.4	Yes
56B	68.1	Yes	69.6	Yes
57B	67.8	Yes	69.3	Yes
58B	66.8	Yes	68.6	Yes
59B	66.7	Yes	68.4	Yes
60B	66.4	Yes	68.2	Yes
61B	66.7	Yes	68.4	Yes
62B	66.3	Yes	68.1	Yes
63B	67.4	Yes	69	Yes
64B	67.8	Yes	69.3	Yes
65B	68.1	Yes	69.5	Yes
66B	68.2	Yes	69.7	Yes
67B	68.6	Yes	70.1	Yes
68B	66.5	Yes	68.1	Yes
69B	68.7	Yes	70.2	Yes
70B	68.6	Yes	70.2	Yes
71B	68.3	Yes	69.9	Yes
72B	68.2	Yes	69.7	Yes
73B	68.5	Yes	70.1	Yes
74B	68.5	Yes	70	Yes

Map Label	Existing Noise Levels (dBA)	Impact	Proposed Action Noise Levels (dBA)	Impact
75B	68.2	Yes	69.8	Yes
76B	68.4	Yes	70	Yes
77B	68.2	Yes	69.7	Yes
78B	67.5	Yes	69.1	Yes
79B	67.3	Yes	68.9	Yes
80B	67.6	Yes	69.1	Yes
81B	67.8	Yes	69.4	Yes
82B	66.8	Yes	68.4	Yes
83B	68.5	Yes	68.8	Yes
84B	68.9	Yes	68.3	Yes
85B	68.7	Yes	68.1	Yes
86B	69.3	Yes	67.9	Yes
87B	69.2	Yes	68.5	Yes
88B	69.4	Yes	68.5	Yes
89B	69.3	Yes	68.8	Yes
90B	69.6	Yes	69.3	Yes
91B	69.2	Yes	68.9	Yes
92B	69	Yes	68.9	Yes
93B	68.9	Yes	69.2	Yes
94B	68.5	Yes	69	Yes
95B	68.9	Yes	69.8	Yes
96B	69.3	Yes	70.7	Yes
97B	69.7	Yes	72.2	Yes
98B	71	Yes	74.1	Yes
99B	71	Yes	73	Yes
100B	75.2	Yes	77.1	Yes
101B	71.5	Yes	73.3	Yes
102B	71	Yes	72.6	Yes
103B	70.8	Yes	72.4	Yes
104B	70.5	Yes	72.1	Yes
105B	70	Yes	71.4	Yes
106B	70.2	Yes	71.7	Yes
107B	70.8	Yes	72.4	Yes
108B	66.8	Yes	68	Yes
109B	66.9	Yes	67.7	Yes
110B	66.2	Yes	67.2	Yes
111B	65.8	No	66.9	Yes
112B	66.3	Yes	67.8	Yes
113B	66.6	Yes	68.4	Yes

Map Label	Existing Noise Levels (dBA)	Impact	Proposed Action Noise Levels (dBA)	Impact
114B	66.6	Yes	68.5	Yes
115B	68.3	Yes	70.9	Yes
116B	66.1	Yes	68.2	Yes
117B	66.5	Yes	66.9	Yes
118B	67.5	Yes	67.6	Yes
119B	67.5	Yes	67.8	Yes
120B	68	Yes	68.5	Yes
121B	67.5	Yes	68.4	Yes
122B	68.2	Yes	69.1	Yes
123B	67.8	Yes	69	Yes
124B	68.9	Yes	70.3	Yes
125B	69.5	Yes	71.2	Yes
126B	72.7	Yes	74.5	Yes
127B	71.1	Yes	72.8	Yes
128B	69.8	Yes	71.4	Yes
129B	69	Yes	70.5	Yes
130B	69.4	Yes	71	Yes
131B	69.6	Yes	71.1	Yes
132B	69.4	Yes	71	Yes
133B	69.5	Yes	71	Yes
134B	69.4	Yes	71	Yes
135B	69.3	Yes	70.8	Yes
136B	69.4	Yes	71	Yes
137B	68	Yes	69.7	Yes
138B	67.7	Yes	69.2	Yes
139B	67.1	Yes	68.7	Yes
140B	67.2	Yes	68.7	Yes
141B	67.1	Yes	68.6	Yes
142B	68.1	Yes	69.5	Yes
143B	68.5	Yes	67.5	Yes
144B	67.7	Yes	68	Yes
145B	68.5	Yes	66.5	Yes
146B	68.4	Yes	73.4	Yes
147B	68.6	Yes	65.9	No
148B	68.2	Yes	65.5	No
149B	68.3	Yes	62.7	No
150B	68.3	Yes	67	Yes
151B	68.1	Yes	68.4	Yes
152B	68.1	Yes	68	Yes

Map Label	Existing Noise Levels (dBA)	Impact	Proposed Action Noise Levels (dBA)	Impact
153B	68.1	Yes	69.4	Yes
154B	68.3	Yes	71.8	Yes
155B	68.3	Yes	70.4	Yes
156B	68.5	Yes	72.2	Yes
157B	68.3	Yes	70.6	Yes
158B	69.2	Yes	71.3	Yes
159B	68.6	Yes	70.8	Yes
160B	69.6	Yes	71.5	Yes
161B	69.8	Yes	71.4	Yes
162B	69.4	Yes	71.1	Yes
163B	68.5	Yes	70.1	Yes
164B	69.7	Yes	71.4	Yes
165B	68.9	Yes	70.1	Yes
166B	69.3	Yes	71	Yes
167B	69.5	Yes	71.3	Yes
168B	68.6	Yes	70.1	Yes
169B	68.3	Yes	69.9	Yes
170B	69.1	Yes	70.4	Yes
171B	68.5	Yes	70.2	Yes
172B	68.9	Yes	70.5	Yes
173B	68.6	Yes	70.3	Yes
174B	67.9	Yes	69.6	Yes
175B	67.2	Yes	68.9	Yes
176B	67.3	Yes	69.1	Yes
177B	66.4	Yes	68.2	Yes
178B	66.7	Yes	68.4	Yes
179B	67.3	Yes	69.1	Yes
180B	65.9	No	67.7	Yes
181B	65.4	No	67.2	Yes
182B	68.4	Yes	70.3	Yes
183B	67.3	Yes	69.2	Yes
184B	66.7	Yes	68.5	Yes
185B	65.7	No	67.7	Yes
186B	65.1	No	66.9	Yes
187B	67	Yes	69.1	Yes
188B	66.2	Yes	68.3	Yes
189B	65.5	No	67.4	Yes
190B	64.7	No	66.7	Yes
191B	66.8	Yes	68.5	Yes

Map Label	Existing Noise Levels (dBA)	Impact	Proposed Action Noise Levels (dBA)	Impact
192B	65.7	No	67.6	Yes
193B	64.8	No	66.7	Yes
194B	65.2	No	67	Yes
195B	66.8	Yes	67.8	Yes
196B	64.8	No	66.4	Yes
197B	65.2	No	66.6	Yes
198B	64.8	No	66.2	Yes
199B	66.9	Yes	67.7	Yes
200B	65.3	No	66.3	Yes
201B	64.7	No	65.7	No
202B	65.2	No	65.9	No
203B	64.6	No	65.4	No
204B	66.8	Yes	66.9	Yes
205B	67	Yes	67	Yes
206B	67	Yes	67.1	Yes
207B	65.6	No	65.9	Yes
208B	65.9	No	66.3	Yes
209B	66.4	Yes	67	Yes
210B	64.9	No	66	Yes
211B	65.3	No	66	Yes
212B	64.9	No	65.6	Yes
213B	66.8	Yes	68.6	Yes
214B	65.9	No	67.9	Yes
215B	67.4	Yes	69.4	Yes
216B	64.7	No	66.1	Yes
217B	64.3	No	66.3	Yes
218B	64.4	No	65.6	No
219B	64.1	No	65.6	No
220C	76.5	Yes	77.8	Yes
221C	69.7	No	71.4	Yes
222C	73.1	Yes	74.5	Yes
223C	70.5	Yes	72	Yes

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.

Northwest Noise Wall

The Northwest Noise Wall is currently located on the northwest side of the 7000 South intersection. Construction of the Proposed Action would not require the removal of the Northwest Noise wall. The Northwest Noise Wall analysis evaluated raising the height of the existing 9-ft wall from 7000 South to the northern limits of the Proposed Action (approximately Kentucky Drive). A 17-ft noise wall (or the addition of 8-ft to the existing 9-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 Northwest Noise Wall would not be considered feasible and reasonable according to the UDOT Noise Abatement Policy (see noise wall analysis in Appendix B).

Northeast Noise Wall

The Northeast Noise Wall is currently located on the northeast side of the 7000 South intersection. A replacement wall would be similarly located, but shifted slightly to the east to accommodate changes in the roadway geometry of Bangerter Highway. The Northeast Noise Wall analysis evaluated raising the height of the existing 9-ft wall from 7000 South to the northern limit of the existing 9-ft wall. A 17-ft noise wall (or the addition of 8-ft to the existing 9-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 Northeast 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 9-ft noise wall "in-kind", consistent with the UDOT Noise Abatement Policy.

South Noise Wall

The South Noise Wall is currently located on the southeast side of the 7000 South intersection. A replacement wall would be similarly located, but shifted slightly to the east to accommodate changes in the roadway geometry of Bangerter Highway. The South Noise Wall analysis evaluated raising the height of the existing 9-ft wall from the southern limits of the Proposed Action (approximately Piera Circle) to 7000 South. A 17-ft noise wall (or the addition of 8-ft to the existing 9-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 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 9-ft noise wall "in-kind", consistent with 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.

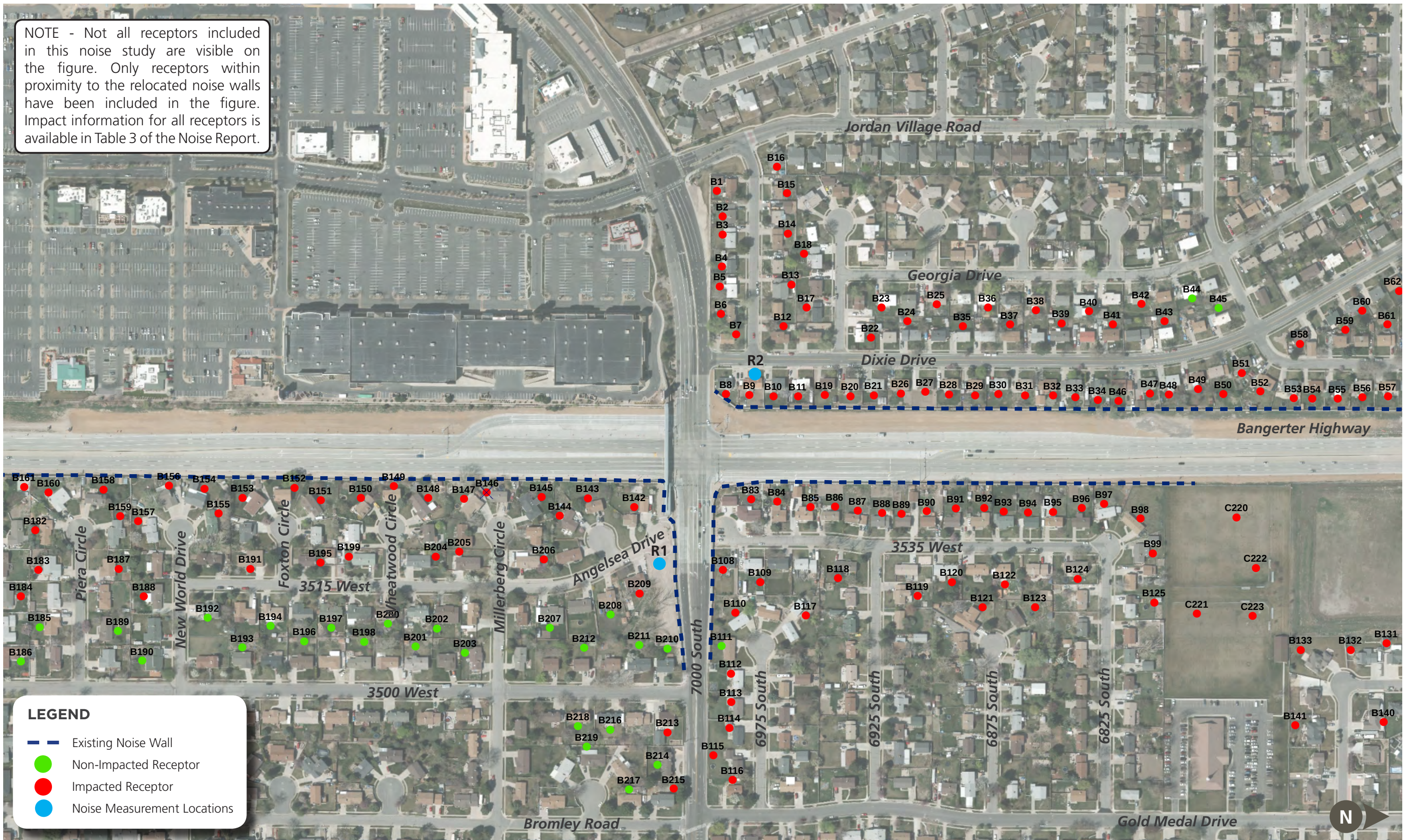
5.0 CONCLUSION

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 7000 South and Bangerter Highway, with an average increase of 1.4 dBA.

The noise wall analysis evaluated raising the heights of existing 9-ft 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 9-ft noise walls "in-kind", consistent with the UDOT Noise Abatement Policy.

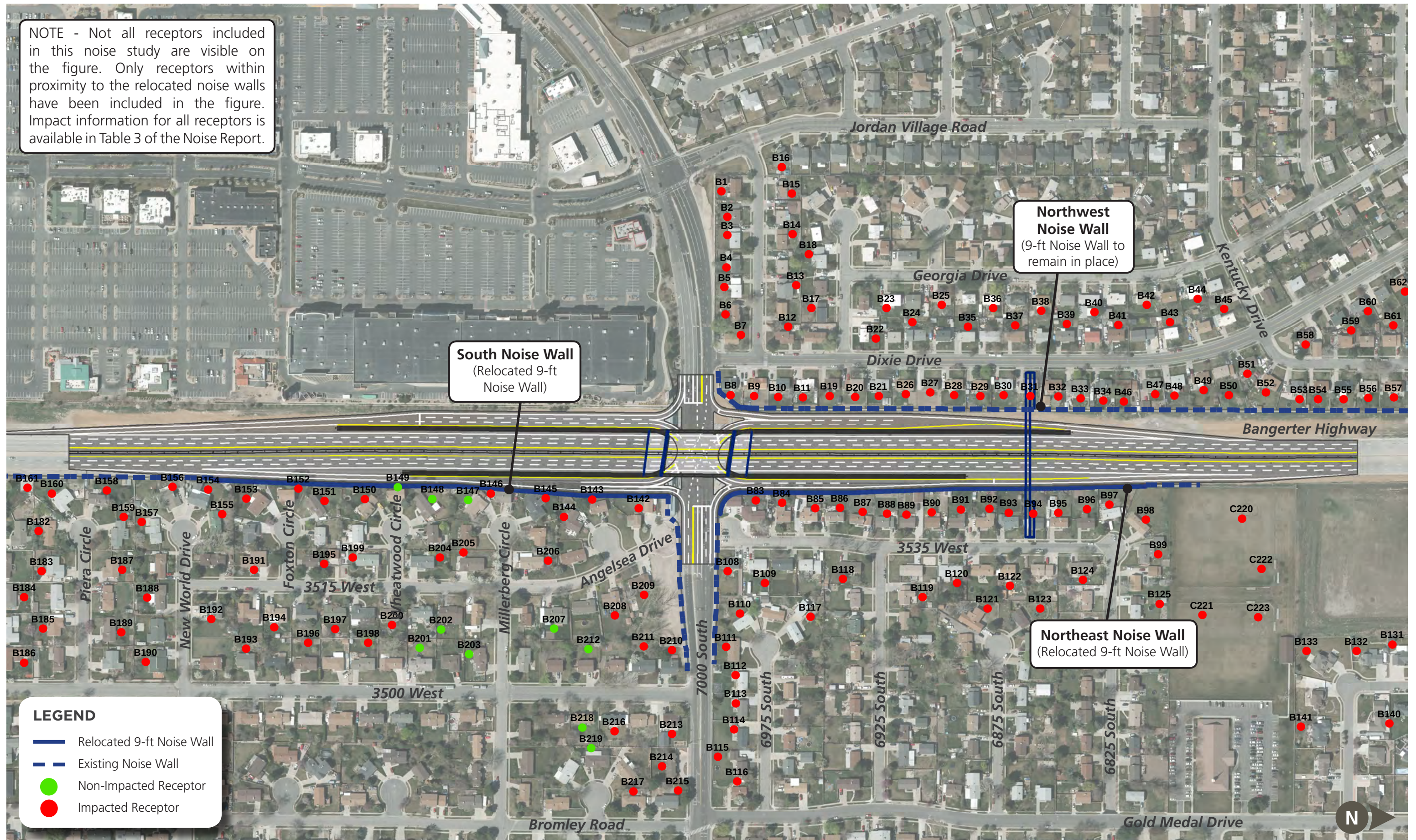
APPENDIX A: FIGURES

NOTE - Not all receptors included in this noise study are visible on the figure. Only receptors within proximity to the relocated noise walls have been included in the figure. Impact information for all receptors is available in Table 3 of the Noise Report.



7000 SOUTH AND BANGERTER HIGHWAY EXISTING NOISE IMPACTS

NOTE - Not all receptors included in this noise study are visible on the figure. Only receptors within proximity to the relocated noise walls have been included in the figure. Impact information for all receptors is available in Table 3 of the Noise Report.



APPENDIX B: NOISE WALL ANALYSIS

Northwest Noise Wall

Wall Length: 2098 ft
 Wall Cost per sq ft: \$20
 # of First Row Receivers: 29

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
B6	1	No	0	73.2	73	0.2	No	No	0	0
B7	1	No	0	72	71.8	0.2	No	No	0	0
B8	1	Yes	1	70	67.7	2.3	No	No	0	0
B9	1	Yes	1	70.9	66.6	4.3	No	No	0	0
B10	1	Yes	1	70.4	65.5	4.9	No	No	0	0
B11	1	Yes	1	70.3	64.8	5.5	No	No	0	0
B12	2	No	0	70.1	69.6	0.5	No	No	0	0
B17	2	No	0	69.3	68.6	0.7	No	No	0	0
B19	1	Yes	1	70.4	65	5.4	No	No	0	0
B20	1	Yes	1	70	64.4	5.6	No	No	0	0
B21	1	Yes	1	70.3	64.9	5.4	No	No	0	0
B22	2	No	0	69.4	68.1	1.3	No	No	0	0
B23	2	No	0	69.1	67.7	1.4	No	No	0	0
B24	2	No	0	69.1	67.5	1.6	No	No	0	0
B25	2	No	0	69.2	67.2	2	No	No	0	0
B26	1	Yes	1	70.4	65.1	5.3	No	No	0	0
B27	1	Yes	1	71	65.6	5.4	No	No	0	0
B28	1	Yes	1	71	65.5	5.5	No	No	0	0
B29	1	Yes	1	70.9	65.4	5.5	No	No	0	0
B30	1	Yes	1	71.1	65.6	5.5	No	No	0	0
B31	1	Yes	1	71	65.7	5.3	No	No	0	0
B32	1	Yes	1	70.3	65.5	4.8	No	No	0	0
B33	1	Yes	1	69.5	65.3	4.2	No	No	0	0
B34	1	Yes	1	70	65.2	4.8	No	No	0	0
B35	2	No	0	69.5	67	2.5	No	No	0	0
B36	2	No	0	69.3	66.9	2.4	No	No	0	0
B37	2	No	0	69.5	66.7	2.8	No	No	0	0
B38	2	No	0	69.3	66.5	2.8	No	No	0	0
B39	2	No	0	69.2	66.3	2.9	No	No	0	0
B40	2	No	0	69	66.1	2.9	No	No	0	0
B41	2	No	0	69.1	66.1	3	No	No	0	0
B42	2	No	0	68.6	66	2.6	No	No	0	0
B43	2	No	0	68.6	65.9	2.7	No	No	0	0
B44	2	No	0	68.2	65.8	2.4	No	No	0	0
B45	2	No	0	68.2	65.8	2.4	No	No	0	0
B46	1	Yes	1	69.4	64.9	4.5	No	No	0	0
B47	1	Yes	1	69.7	65.7	4	No	No	0	0
B48	1	Yes	1	69.4	65.6	3.8	No	No	0	0
B49	1	Yes	1	69.3	65.7	3.6	No	No	0	0
B50	1	Yes	1	69.3	65.6	3.7	No	No	0	0
B51	1	No	0	69	66	3	No	No	0	0
B52	1	Yes	1	69.3	65.7	3.6	No	No	0	0
B53	1	Yes	1	69.4	65.4	4	No	No	0	0
B54	1	Yes	1	69.2	65.3	3.9	No	No	0	0
B55	1	Yes	1	69.4	65.5	3.9	No	No	0	0
B56	1	Yes	1	69.6	66.1	3.5	No	No	0	0
B57	1	Yes	1	69.3	66.3	3	No	No	0	0
B58	1	No	0	68.6	66.2	2.4	No	No	0	0
B59	2	No	0	68.4	66.5	1.9	No	No	0	0
B60	2	No	0	68.2	66.5	1.7	No	No	0	0
B61	2	No	0	68.4	66.8	1.6	No	No	0	0
B63	3	No	0	69	67.8	1.2	No	No	0	0
B64	1	Yes	1	69.3	66.6	2.7	No	No	0	0
B65	1	Yes	1	69.5	67	2.5	No	No	0	0
B66	1	No	0	69.7	68.9	0.8	No	No	0	0
B67	1	No	0	70.1	69.7	0.4	No	No	0	0
B69	1	No	0	70.2	69.9	0.3	No	No	0	0
B80	2	No	0	69.1	68.5	0.6	No	No	0	0

of First-Row Benefitted:

0

% of First-Row Benefitted:

0.0%

Noise Abatement Design Goal:

No

of Benefitted:

0

Cost of Noise Wall:

\$335,680.00

Cost per Benefitted Receiver:

-

Cost Effectiveness:

No

Feasible and Reasonable:

No

Northeast Noise Wall

Wall Length: 1215 ft

Wall Cost per sq ft: \$20

of First Row Receivers: 24

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
83B	1	Yes	1	68.9	63.5	5.4	No	No	0	0
84B	1	Yes	1	68.4	63.9	4.5	No	No	0	0
85B	1	Yes	1	68.1	66.2	1.9	No	No	0	0
86B	1	Yes	1	67.9	65.4	2.5	No	No	0	0
87B	1	Yes	1	68.5	65.8	2.7	No	No	0	0
88B	1	Yes	1	68.5	65.8	2.7	No	No	0	0
89B	1	Yes	1	68.8	65.7	3.1	No	No	0	0
90B	1	Yes	1	69.3	65.8	3.5	No	No	0	0
91B	1	Yes	1	68.9	65.9	3	No	No	0	0
92B	1	Yes	1	68.9	66.5	2.4	No	No	0	0
93B	1	Yes	1	69.3	67.2	2.1	No	No	0	0
94B	1	Yes	1	69	67.6	1.4	No	No	0	0
95B	1	Yes	1	69.8	68.5	1.3	No	No	0	0
96B	1	Yes	1	70.7	69.7	1	No	No	0	0
97B	1	Yes	1	72.2	71.2	1	No	No	0	0
98B	1	Yes	1	74.1	73.7	0.4	No	No	0	0
99B	1	No	0	73	72.6	0.4	No	No	0	0
108B	1	Yes	1	68	67.7	0.3	No	No	0	0
109B	3	No	0	67.7	67.3	0.4	No	No	0	0
110B	1	Yes	1	67.3	66.9	0.4	No	No	0	0
111B	1	Yes	1	66.9	66.7	0.2	No	No	0	0
112B	1	Yes	1	67.8	67.6	0.2	No	No	0	0
113B	1	Yes	1	68.7	68.5	0.2	No	No	0	0
114B	1	Yes	1	68.8	68.7	0.1	No	No	0	0
115B	1	Yes	1	71.1	71	0.1	No	No	0	0
116B	1	Yes	1	68.5	68.4	0.1	No	No	0	0
117B	3	No	0	67	66.4	0.6	No	No	0	0
118B	2	No	0	67.6	67	0.6	No	No	0	0
119B	2	No	0	67.9	66.9	1	No	No	0	0
120B	2	No	0	68.5	67.3	1.2	No	No	0	0
121B	2	No	0	68.5	67.4	1.1	No	No	0	0
122B	2	No	0	69.1	67.9	1.2	No	No	0	0
123B	2	No	0	69.1	68.1	1	No	No	0	0
124B	2	No	0	70.4	69.5	0.9	No	No	0	0
125B	2	No	0	71.2	70.8	0.4	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:

\$194,400.00

Cost per Benefited Receiver:

-

Cost Effectiveness:

No

Feasible and Reasonable:

No

South Noise Wall

Wall Length: 1585 ft

Wall Cost per sq ft: \$20

of First Row Receivers: 14

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
142	2	Yes	2	69.5	67.5	2	No	No	0	0
143	1	Yes	1	67.7	62.6	5.1	No	No	0	0
144	1	Yes	1	68.1	67.1	1	No	No	0	0
147	1	Yes	1	66	63.2	2.8	No	No	0	0
148	1	Yes	1	65.5	63.5	2	No	No	0	0
150	1	Yes	1	67	64.6	2.4	No	No	0	0
151	1	Yes	1	68.4	65.5	2.9	No	No	0	0
153	1	Yes	1	69.4	66.8	2.6	No	No	0	0
154	1	Yes	1	71.8	70.6	1.2	No	No	0	0
155	2	No	0	70.4	68.1	2.3	No	No	0	0
156	1	Yes	1	72.3	70.8	1.5	No	No	0	0
157	1	No	0	70.6	68.4	2.2	No	No	0	0
158	1	Yes	1	71.3	69.4	1.9	No	No	0	0
159	1	No	0	70.8	68.7	2.1	No	No	0	0
187	2	No	0	69.2	67.3	1.9	No	No	0	0
188	2	No	0	68.3	66.4	1.9	No	No	0	0
189	2	No	0	67.5	66	1.5	No	No	0	0
190	2	No	0	66.7	65.2	1.5	No	No	0	0
191	2	No	0	68.6	65.9	2.7	No	No	0	0
192	2	No	0	67.7	65.5	2.2	No	No	0	0
193	2	No	0	66.8	64.8	2	No	No	0	0
194	2	No	0	67.1	64.9	2.2	No	No	0	0
195	2	No	0	67.9	65.2	2.7	No	No	0	0
196	2	No	0	66.5	64.5	2	No	No	0	0
197	2	No	0	66.7	64.6	2.1	No	No	0	0
198	2	No	0	66.3	64.4	1.9	No	No	0	0
199	2	No	0	67.8	65.2	2.6	No	No	0	0
200	2	No	0	66.4	64.5	1.9	No	No	0	0
201	2	No	0	65.8	64.2	1.6	No	No	0	0
202	2	No	0	66.1	64.5	1.6	No	No	0	0
203	2	No	0	65.6	64.4	1.2	No	No	0	0
204	2	No	0	67	65.1	1.9	No	No	0	0
205	2	No	0	67.2	65.4	1.8	No	No	0	0
206	3	No	0	67.3	66.5	0.8	No	No	0	0
207	4	No	0	66	65.3	0.7	No	No	0	0
208	2	No	0	66.4	65.9	0.5	No	No	0	0
209	1	Yes	1	67.1	66.8	0.3	No	No	0	0
210	1	Yes	1	66.2	65.9	0.3	No	No	0	0
211	2	No	0	66.2	65.8	0.4	No	No	0	0
212	2	No	0	65.8	65.2	0.6	No	No	0	0

of First-Row Benefitted:

0

% of First-Row Benefitted:

0.0%

Noise Abatement Design Goal:

No

of Benefitted:

0

Cost of Noise Wall:

\$253,600.00

Cost per Benefitted Receiver:

-

Cost Effectiveness:

No

Feasible and Reasonable:

No

MEMORANDUM

UTAH DEPARTMENT OF TRANSPORTATION

Date: Tuesday, April 26, 2016

To: Craig Bown
UDOT Region 2 Environmental Manager

From: Rod Hess
UDOT Senior Landscape Architect

 2016.04.26
13:08:14 -06'00'

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 – (7000 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 7000 South. 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, the Utah Lake Distribution Canal passes through a portion of the study area. The canal is currently piped within the project limits. No impacts would occur as a result of this potential project. No other Waters of the US, including wetlands, streams and/or ditches were identified within the study area of the proposed project to improve the existing intersection of 7000 South at Bangerter Highway.

This proposed project would 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)

Though portions of this potential project at 7000 South and Bangerter Highway do occur within the 500-year floodplain of Barney's Creek, no FEMA floodplain development permit would be required because impacts to not occur within a 100-year floodplain.

Mitigation Commitments:

1. A Storm Water Pollution Prevention Plan (SWPPP) is required to be completed by UDOT during design and advertisement, which will be provided to the project awarded contractor.
2. 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.

April 4, 2016

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

**Subject: State Environmental Study - 7000 South and Bangerter Highway
UDOT Project No. S-R299(210); PIN No. 13963
Wetlands and Waters of the U.S.**

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. The project proposes to construct a grade-separated interchange at 7000 South. The purpose of the project is to reduce delay and improve mobility on Bangerter Highway and the 7000 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 February 12, 2016, Marley Haupt of Horrocks Engineers made a field visit 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 acres within the area of the Bangerter Highway and 7000 South intersection (see attached Study Area Map). The purpose of this letter is to report the results of that field visit.

METHODOLOGY

Prior to the field visit, aerial imagery, soils data, National Wetland Inventory maps, and National Hydrography maps were used to identify potentially jurisdictional features within the study area. No potentially jurisdictional areas were identified during this initial review of the study area. During the field visit, wetlands and waters of the U.S. were identified by slowly driving along Bangerter Highway and 7000 South and along roadways in adjacent neighborhoods. Frequent stops were also made to allow the surveyor to exit the vehicle and make investigations of some areas on foot.

SITE CONDITIONS AND WEATHER

The study area is urbanized and heavily developed for residential and commercial uses. Most of the study area is composed of manmade environments and disturbed landscapes. Undisturbed natural landscapes are not present within the study area.

On the day of the field visit the weather was mostly sunny with a high of 34°F and a low of 26°F. As per Accuweather, no precipitation was recorded during the week prior to the field visit. Although investigations of the study area were made outside the typical growing season, vegetation in the area was identifiable and the ground was free of snow. Conditions in the study area appeared typical for that time of the year.

100-YEAR FLOODPLAIN

Portions of the 7000 South interchange and project area are located within the 500-year floodplain for Barney's Creek but not within the 100-year floodplain. Because the project is not located within the 100-year floodplain a Federal Emergency Management Agency (FEMA) floodplain development permit is not required.

RESULTS

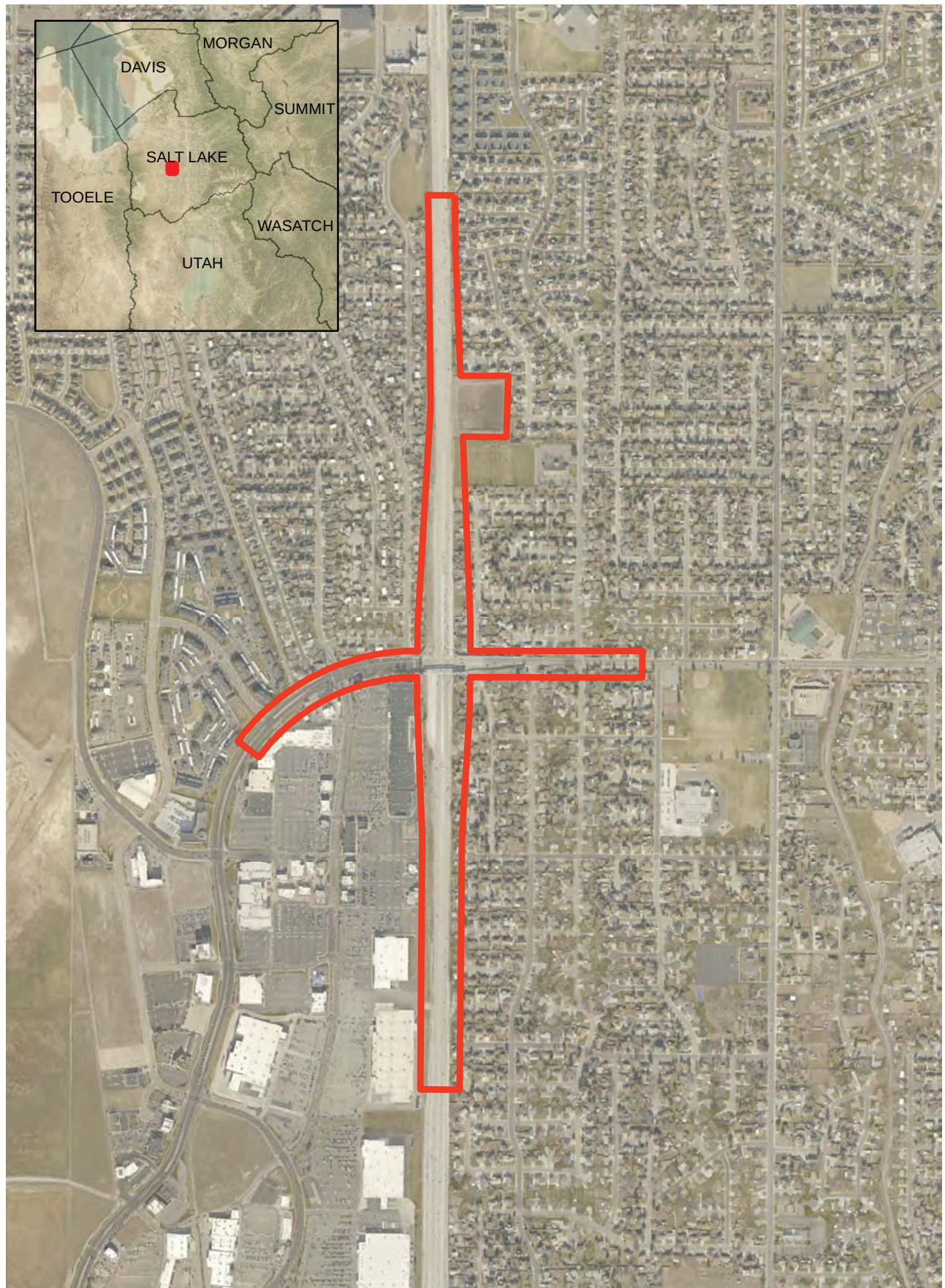
The study area is highly developed and vegetation occurring in the study area consists of weedy upland species or Kentucky bluegrass (*Poa pratensis*) associated with residential or commercial landscaping. No wetlands or waters of the U.S. were observed within the study area. The Utah Distribution Canal passes through the western

portion of the study area. The canal is piped under 7000 South (Jordan Landing Blvd) and does not daylight until it is outside the study area to the north. One storm water detention basin associated with Bangerter Highway was identified within the study area. The storm water detention basin would not be considered a WOUS since it is a maintained storm water facility, constructed in an upland, and only drains other uplands. Additionally, storm facilities are not considered WOUS and are not protected under Section 404 of the Clean Water Act.

Given these conditions, the proposed project will have no impact to wetlands or WOUS at the location of Bangerter Highway and 7000 South. We look forward to your response for either concurrence with the above determinations or comments for revision.

Sincerely,
HORROCKS ENGINEERS

Marley Haupt, Field Biologist
Attachment: Project Location Map



0 0.1 0.2
Miles

April 4, 2016

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

**Subject: State Environmental Study - 7000 South and Bangerter Highway
UDOT Project No. S-R299(210); PIN No. 13963
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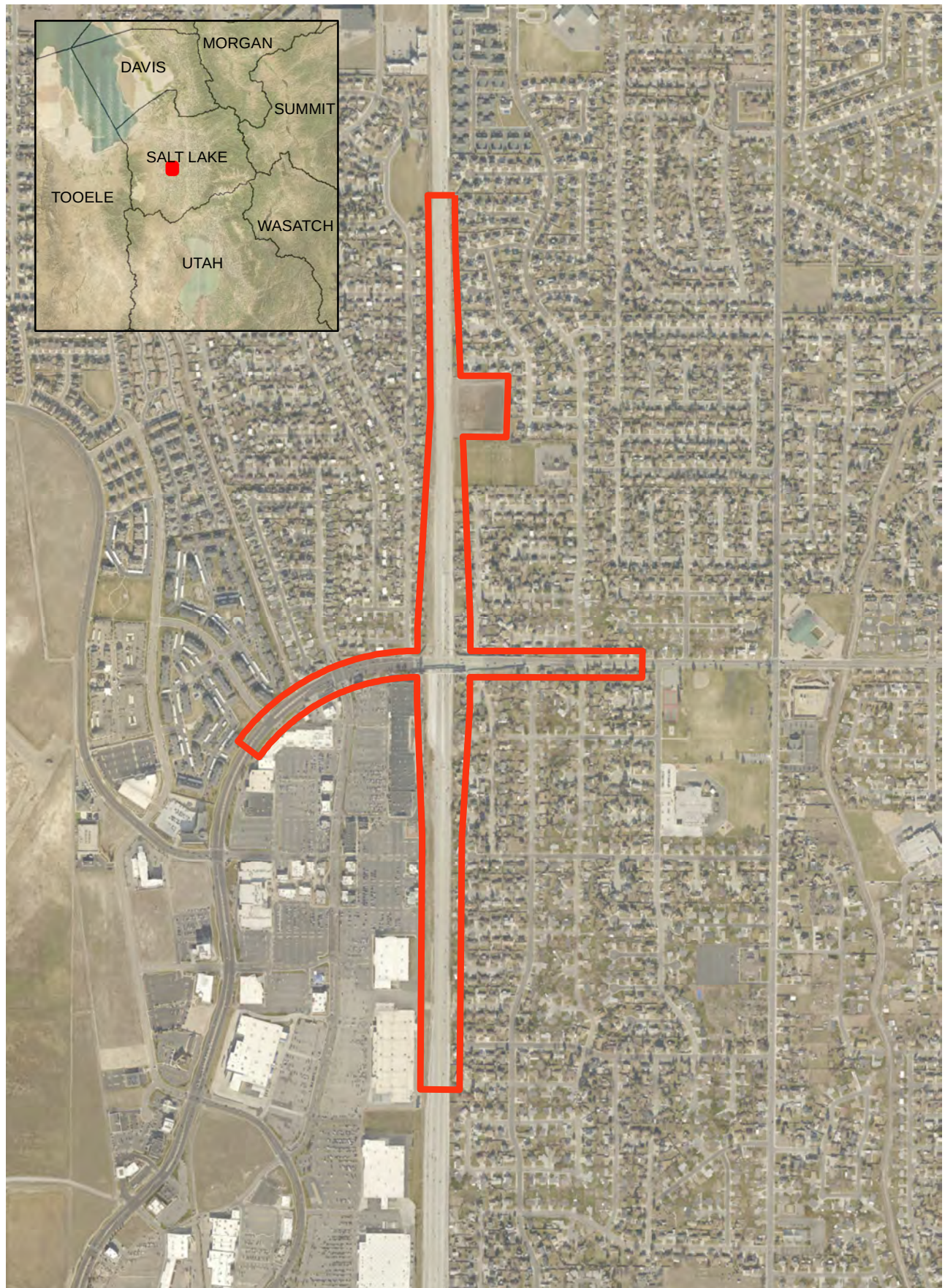
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HORROCKS ENGINEERS

Marley Haupt, Field Biologist
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0 0.1 0.2
Miles