

ENVIRONMENTAL STUDY

Project Name: **Bangerter Highway @ 10400 South**

PIN: **14416**

Project No.: **S-0154(85)9**

Prepared By: **Kevin Kilpatrick, HDR**

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.

Reviewer's Signature: Sarah Rigard Date: 9/6/2018

Reviewer (Printed): Sarah Rigard

Firm/UDOT Region: HDR

STATE FUNDED PROJECTS

As a result of this Environmental Study, UDOT finds that this project will NOT cause significant environmental impacts.

Approved: Tyler Allen Date: 9/12/2018
UDOT Environmental Services

1. Purpose of and Need for Action

The Utah Department of Transportation (UDOT) has initiated an environmental study to analyze the need for transportation improvements at the intersection of Bangerter Highway (State Route 154) and 10400 South (State Route 151) in South Jordan, Utah (see attached project location maps).

The PM peak period was determined to be the worst-case scenario and was used for the basis of the traffic analysis. Currently this intersection has an average delay of 58 seconds (level of service [LOS] E) in the peak period.

Traffic modeling conducted in 2018 shows that, in 2040, the intersection would have average delays of 307 seconds in the peak period (LOS F) if no improvements are made to the intersection. Additionally, this intersection has a high number of documented front-to-rear crashes due to sudden speed or lane changes associated with traffic congestion.

The purpose of the project is to increase safety and alleviate the future delay and congestion at the intersection of Bangerter Highway and 10400 South.

2. Description

UDOT proposes to construct a grade-separated Single-Point Urban Interchange (SPUI) at Bangerter Highway and 10400 South in Salt Lake County. The project area is along Bangerter Highway from approximately milepost 8.6 to milepost 10.4 and on 10400 South between 3880 West and River Heights Drive (about 3400 West).

Traffic modeling predicts that, in 2040, the grade-separated interchange would have average delays of 49 seconds (LOS D) in the peak period. It is important to note that the 2040 modeling also assumes that 10400 South is widened to a seven-lane facility by 2040 east of Bangerter Highway. The widening of 10400 South is not proposed as part of this project and would need to be completed as a future project.

The grade-separated interchange would allow uninterrupted north-south traffic on Bangerter Highway in this area and would improve east-west traffic on 10400 South by eliminating the north-south traffic movement through an at-grade intersection. In addition to reducing delay and congestion, the project would also decrease idling traffic and auto emissions and improve the safety of the intersection.

The project would include constructing a grade-separated interchange (Bangerter Highway over 10400 South), constructing associated exit and entrance ramps,

and, if funding is available, construction of either northbound or southbound auxiliary lanes on Bangerter Highway from 9800 South to 10400 South and/or from 10400 South to 11400 South. Work would also include modifying utilities and storm drains and installing new pavement, traffic signals, ATMS equipment, lighting, striping, and signs. See the attached Project Figures for maps that show the proposed project improvements. This project will require right-of-way acquisition.

UDOT is aware of South Jordan City's preference to have Bangerter go under 10400 South and will continue to work with South Jordan City to address the additional costs and the safety, utility relocations, drainage, and maintenance of traffic issues related to the under option. If these issues can be adequately addressed, UDOT would consider implementing the Bangerter under 10400 South option.

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 and federal procedures

NO Opportunity for public hearing

YES Open house

YES Other: Project-specific website, email, and hotline

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: UDOT conducted door-to-door outreach and provided door hangers to all residents and businesses potentially affected by the project.

Mailers were sent out to all owners of property within 0.25 mile of the project area. A business meeting was held on June 25, 2018, from 1 PM to 2 PM at the South Jordan City Hall for businesses near the project area. A public hearing was held on June 26, 2018, from 6 PM to 8 PM at South Jordan Middle School (10245 South 2700 West, South Jordan, Utah). The draft environmental study and public hearing materials were available for review on the project website during a 30-day public comment period between June 25 and July 27, 2018. A summary of the Public Hearing documentation and responses to comments are attached.

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 acquiring right-of-way from properties along Bangerter Highway to construct interchange ramps and, if funding is available, auxiliary lanes. The approximate amount of partial right-of-way acquisition required is 6.94 acres, which would affect 50 parcels (including residential and commercial properties). The Proposed Action would require full or potential full acquisition of approximately 5.81 acres. The full acquisition includes 3 commercial parcels and 11 residential parcels and potential full acquisition of an additional 3 residential parcels (see the 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** State Historic Preservation Officer (SHPO) concurrence with the Determinations of Eligibility and Finding of Effect AND memo from UDOT Region NEPA/NHPA Specialist and/or Architectural Historian 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 on June 7, 2018, to the Uintah and Ouray Ute Tribes, Shoshone-Bannock Tribes, Northwestern Band of Shoshone Nation, Eastern Shoshone Tribe of the Wind River Reservation, Cedar and Shivwits Bands of the Paiute Indian Tribe, Confederated Tribes of the Goshute Reservation, and the Skull Valley Band of the Goshute Indians. One response of "Not Sure" regarding the presence of any traditional religious or culturally important places in or near the project area was received from the Shivwits Band of the Paiute Indians. No other comments were received. Any future comments will be addressed. See attached memo from the UDOT Region NHPA/NEPA Specialist 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 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 June 7, 2018, letter from the UGS.

7. Federally Threatened, Endangered, or Candidate Species

For federally or state funded projects:

- YES** Project will have “**no effect**” on 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 Biological Assessment (BA) and USFWS Biological Opinion (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: Clearance memo from UDOT’s Wildlife Biologist is attached.

8. Wildlife

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

Memo from UDOT Wildlife Biologist is attached.

Comments: Clearance memo from UDOT's Wildlife Biologist is attached.

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.

Comments: None

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 at adjacent receptors.

YES A noise study is attached.

Comments: This project is considered a Type I project that requires a Noise Study due to the construction of a new interchange and supporting auxiliary lanes (if funding is available). 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 10400 South and Bangerter Highway, with an average increase of 3 dBA.

In accordance with the UDOT Noise Abatement Policy, noise walls have been recommended for construction within the project area and will require future balloting during the final design phase.

See the attached Noise Technical Report for more information.

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 a 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 that 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 OHWM. 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 1/2 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 Federal Emergency Management Agency (FEMA)-designated 100-year floodplain.

If YES, a “development permit” is required from the local permit official.

Comments: Clearance memo from UDOT’s Senior Landscape Architect is attached.

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 the Utah Department of Environmental Quality (DEQ) may be necessary.

Comments: A review of the Utah Department of Environmental Quality’s (UDEQ) Interactive Map (<http://enviro.deq.utah.gov>) and the U.S. Environmental Protection Agency’s (EPA) EnviroMapper (www.epa.gov/emefdata/em4ef.home) on June 7, 2018, identified the following facilities within or near the project area (see appendix for UDEQ and EPA review figures):

- Walmart at 3590 W. South Jordan Parkway – Hazardous waste and used oil facility and Resource Conservation and Recovery Act (RCRA) conditionally exempt small-quantity generator.

- Costco at 3571 W. South Jordan Parkway – Hazardous waste and used oil facility, Tier 2 facility, RCRA large-quantity generator, and underground storage tanks.
- AutoZone at 3735 W. South Jordan Parkway – Hazardous waste and used oil facility.
- 3622 W. South Jordan Parkway – Environmental incidents (spill of 5 gallons of pink oily material in 2014).
- Lucas Meadows at 10997 S. Lucas Lane – Terminated National Pollutant Discharge Elimination System permit. Permit was terminated in 2005.

The site at 3622 W. South Jordan Parkway would be affected by the Proposed Action. The Walmart, Costco, AutoZone, and Lucas Meadows sites would not be affected by the Proposed Action.

If hazardous materials are encountered during work, all work will stop in the area of contamination according to UDOT Standard Specification 01355, and the contractor will consult with UDOT and UDEQ to determine the appropriate remedial measures.

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.

N/A This project MAY affect prime, unique, statewide, or locally important farmlands.

N/A The Natural Resources Conservation Service letter and Form AD1006 are attached.

Comments: None

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.

Comments: None

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 commercial properties and residential parcels (see attached Project Figures with Property Impacts).

16. Land Use/Urban Policy

NO This project may affect land use or urban policy.

Comments: None

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 Section 4(f) property(ies) is (are) a historic property(ies), and the impact is considered *de minimis*.

N/A The SHPO has concurred in writing with 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 Section 4(f) property(ies) is (are) a park, recreational area, or wildlife or waterfowl refuge, and the impact is considered *de minimis*.

N/A The official(s) with jurisdiction has (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 has

(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.

Comments: None

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 in Standard Specification 01572, <i>Dust Control and Watering</i> , will be followed.	Contractor
Cultural	Requirements in UDOT Standard Specification 01355, Parts 3.7 and 3.8, will be followed.	Contractor
Hazardous Waste	Requirements in UDOT Standard Specification 01355, Part 3.1, will be followed.	Contractor
Invasive Species	Supplemental Specification 02924S, <i>Invasive Weed Control</i> , will be included in the contract documents. It describes the best management practices that will be incorporated.	Contractor
Noise	The contractor will be required to follow the UDOT 2017 <i>Standard Specification for Road and Bridge Construction</i> , Section 01355, <i>Environmental Protection</i> , Part 3.6, <i>Noise Control</i> . The contractor will be required to conform to this specification to reduce the impact of construction noise on the surrounding community.	Contractor
Water Quality	The project-awarded contractor must implement and maintain the project Storm Water Pollution Prevention Plan (SWPPP), in accordance with the Utah Pollutant Discharge Elimination System (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	An SWPPP is required to be completed by UDOT during design and advertisement and will be provided to the project-awarded contractor.	Designer
Noise	As part of the final design phase, noise wall balloting will be conducted consistent with the procedures in UDOT's Noise Abatement Policy.	UDOT Program Management

Environmental Commitments Signature Page

Project Name: Bangerter Highway at 10400 South

Project Number: S-1054(85)9

PIN: 14416

The purpose of this page is to ensure the environmental commitments that are made while following the environmental process are reasonable and feasible to those divisions they will affect. Frequently, as in maintenance preservation projects, UDOT Standard Specifications will provide the mitigation necessary for potential environmental impacts and only require review by the Environmental Manager. However, if special commitments exist that cannot be mitigated by current UDOT Specifications, then additional review is required from both the Project Manager and District Engineer (or Designee). This signature page is required to be included on all UDOT environmental documents regardless of type.



The environmental commitments in this document can be mitigated by following current UDOT specifications.

Required Signatures:

UDOT Environmental Manager:

Tyler Allen
Signature

Tyler Allen
Printed Name

9/12/2018
Date



The environmental commitments in this document require mitigation beyond what is provided by following current UDOT specifications. Special commitments are believed to be designable, financially feasible, constructible, and maintainable.

Required Review and Signatures:

UDOT Project Manager:

Signature

Printed Name

Date

District Engineer or Designee:

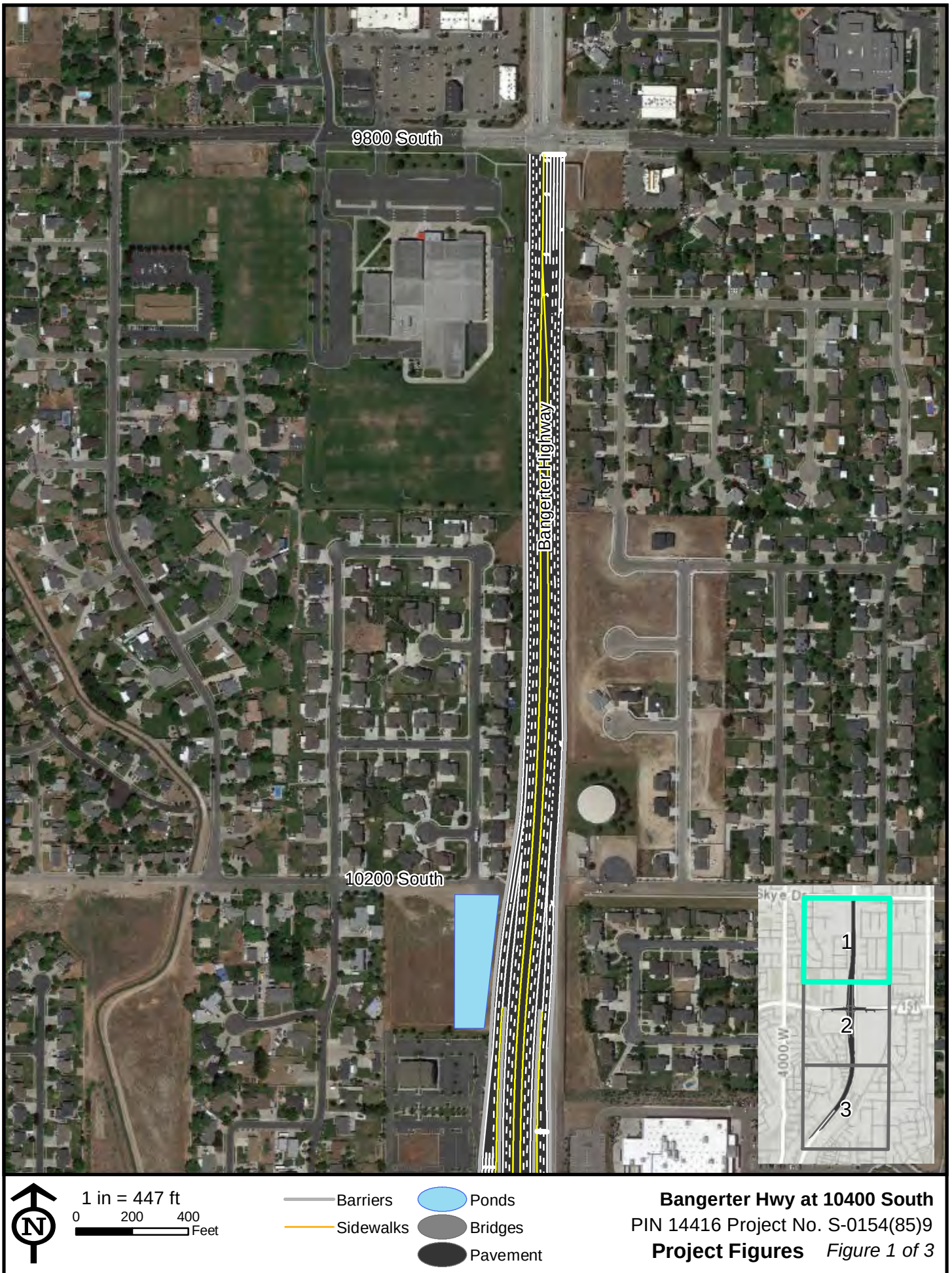
Signature

Printed Name

Date

Attachments

- Project Figures
- Project Figures with Property Impacts
- Environmental Study Area Figure
- Cultural Resources Clearance Memo
- Water Resources Clearance Memo
- Wildlife Resources Clearance Memo
- UGS Clearance Memo
- Hazardous Materials Information
- Noise Technical Report
- Public Involvement Summary and Comment Response Matrix



Bangerter Hwy at 10400 South
PIN 14416 Project No. S-0154(85)9
Project Figures *Figure 1 of 3*



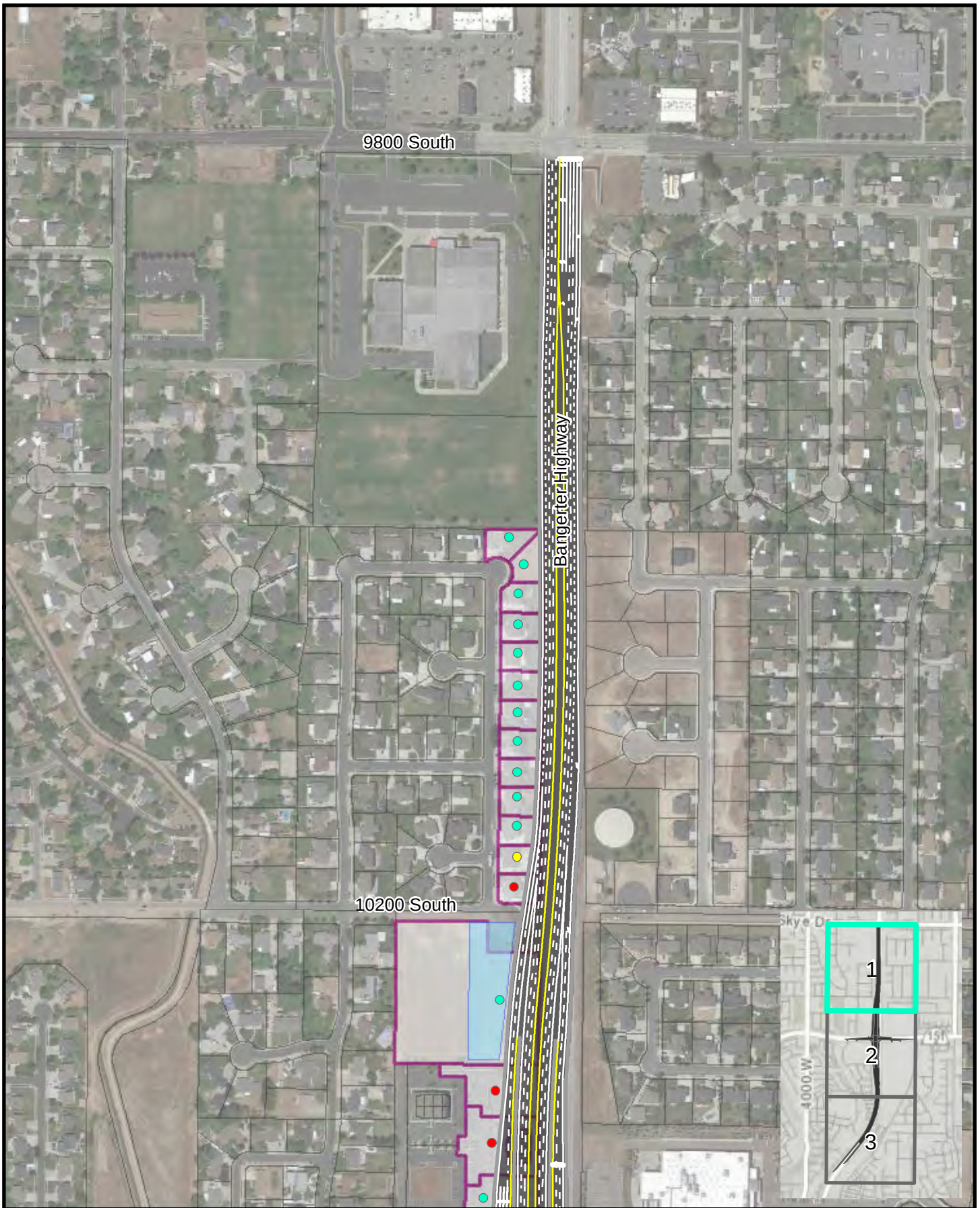
Bangerter Hwy at 10400 South
 PIN 14416 Project No. S-0154(85)9
Project Figures Figure 2 of 3



1 in = 447 ft
0 200 400
Feet

- Barriers
- Sidewalks
- Ponds
- Bridges
- Pavement

Bangerter Hwy at 10400 South
PIN 14416 Project No. S-0154(85)9
Project Figures *Figure 3 of 3*



1 in = 447 ft
0 200 400 Feet

Relocation
Potential Relocation

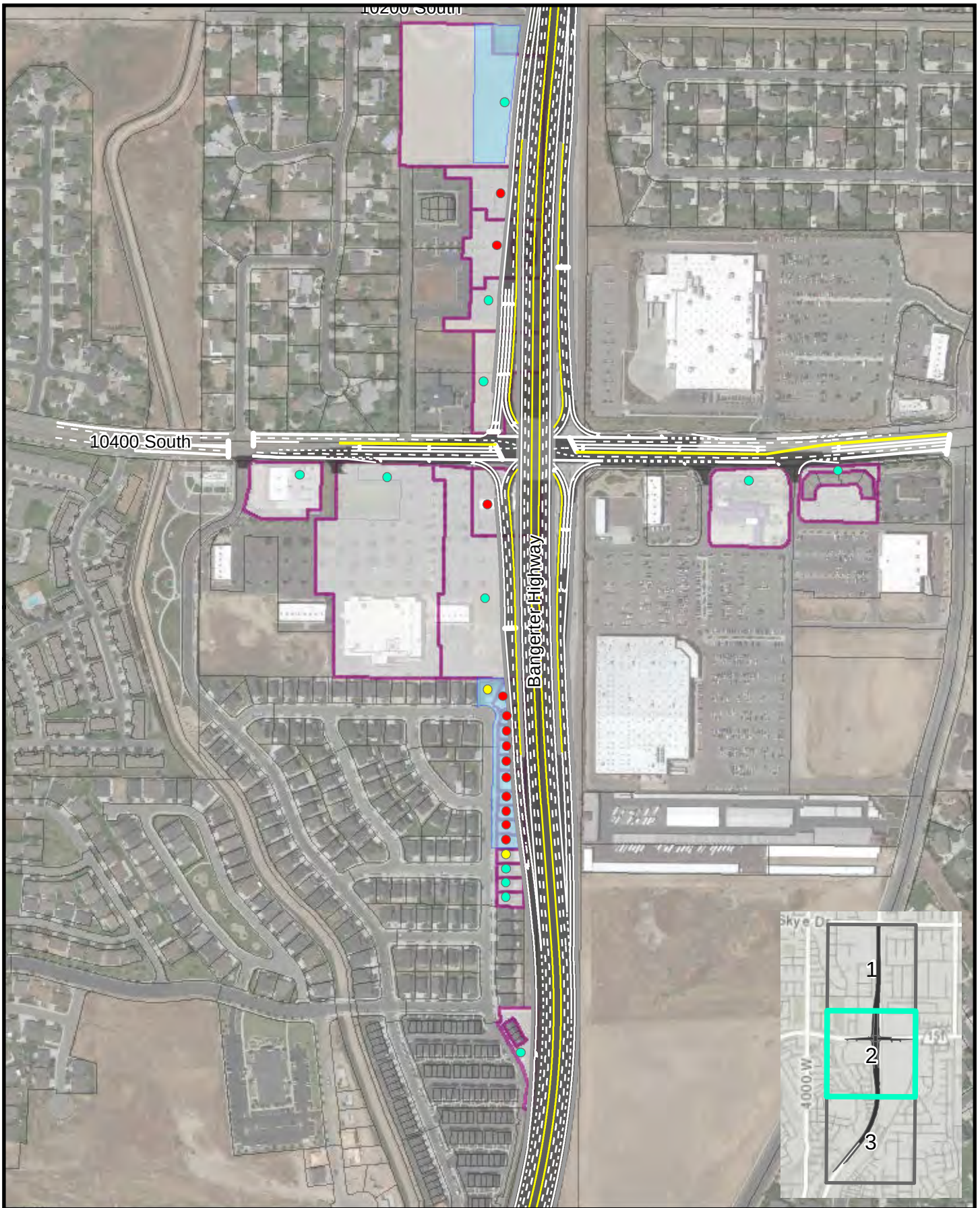
Partial Acquisition
Impacted Parcel

Bangerter Hwy at 10400 South

PIN 14416 Project No. S-0154(85)9

Figure 1 of 3

Project Figures with Property Impacts



1 in = 447 ft
0 200 400 Feet



Relocation

Potential Relocation



Partial Acquisition

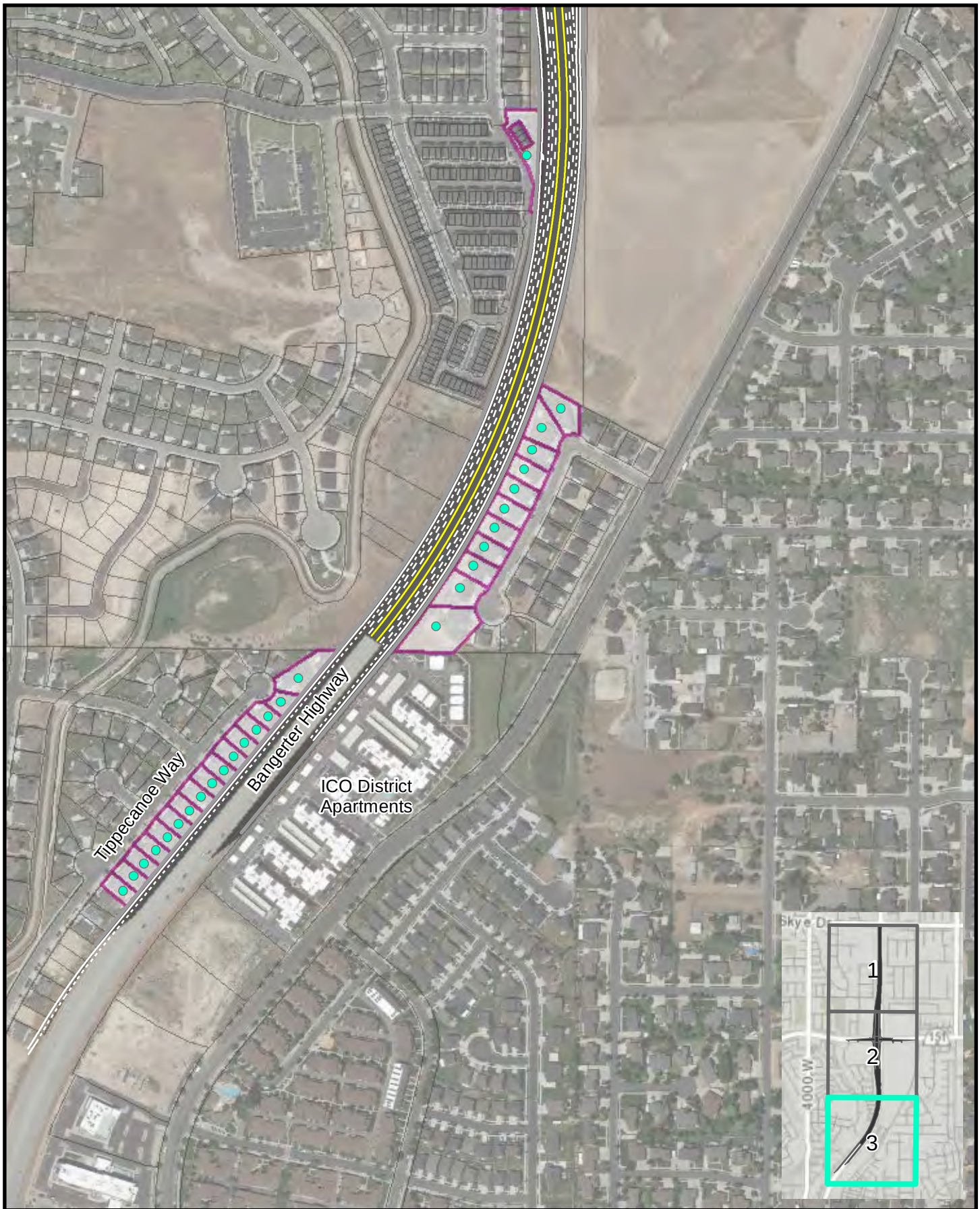
Impacted Parcel

Bangerter Hwy at 10400 South

PIN 14416 Project No. S-0154(85)9

Figure 2 of 3

Project Figures with Property Impacts



1 in = 447 ft
0 200 400
Feet

Relocation
Potential Relocation

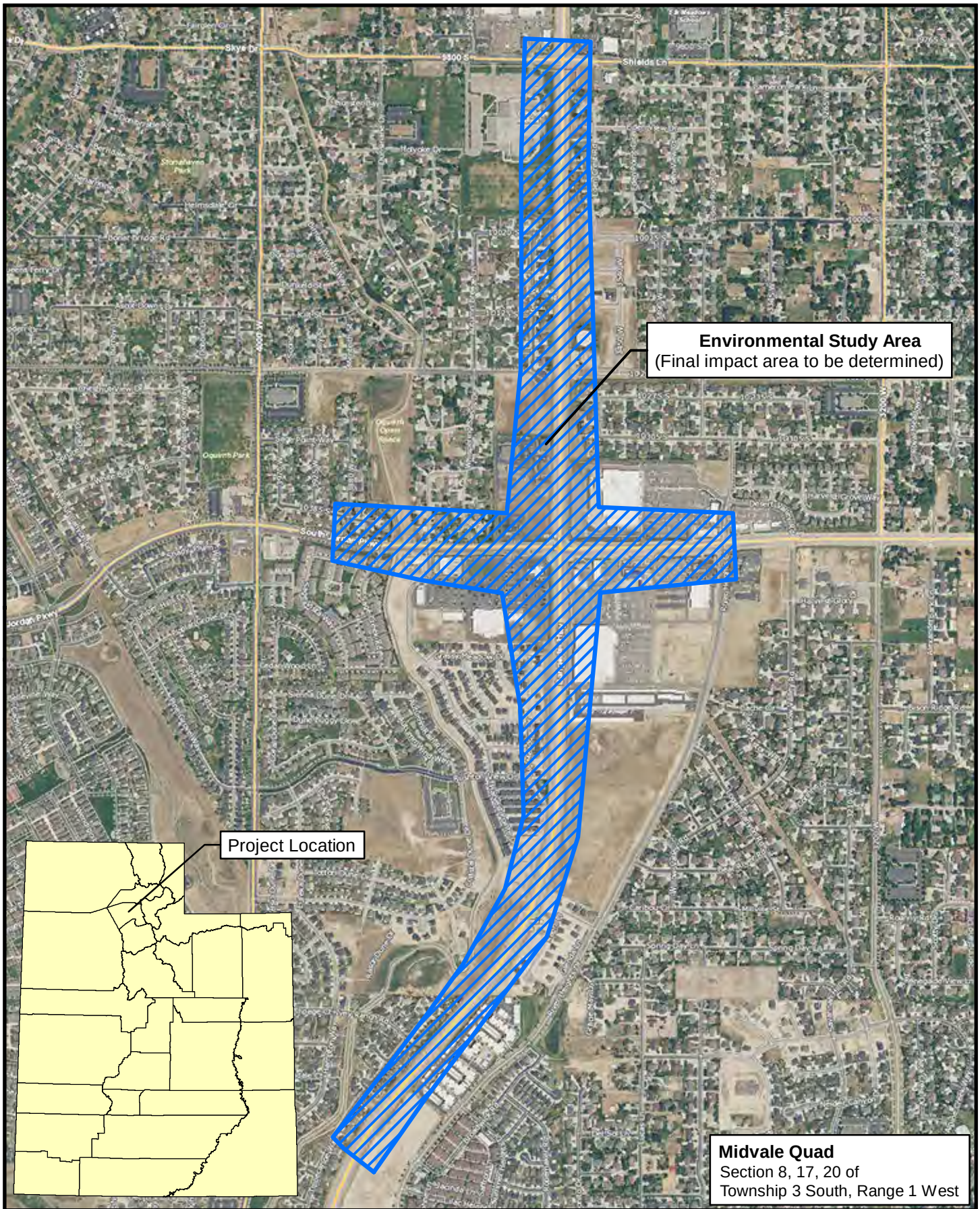
Partial Acquisition
Impacted Parcel

Bangarter Hwy at 10400 South

PIN 14416 Project No. S-0154(85)9

Project Figures with Property Impacts

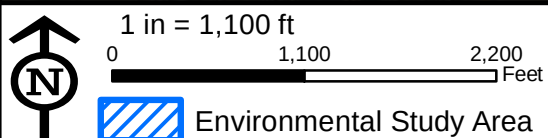
Figure 3 of 3



Environmental Study Area
(Final impact area to be determined)

Project Location

Midvale Quad
Section 8, 17, 20 of
Township 3 South, Range 1 West



Bangerter Hwy at 10400 South
PIN 14416 Project No. S-0154(85)9



Cultural and Paleo Clearance with Tier 1 Screening Form

Pursuant to 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 14416—S-0154(85)9; Bangerter Highway @ 10400 South, Salt Lake County

DATE: July 9, 2018

PREPARER: Jonathan Dugmore, M.A.A.; Region 2 Archaeologist

CONTACT: 385-414-2066, jdugmore@utah.gov

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 construct a grade separated Single Point Urban Interchange (SPUI) at Bangerter Highway and 10400 South in Salt Lake County. The project area is along Bangerter Highway from approximately milepost 8.6 to 10.4, and on 10400 South between 3880 West and River Heights Drive (about 3400 West). The project would include construction of a grade-separated interchange (Bangerter Highway over 10400 South), associated exit/entrance ramps, and if funding is available, construction of auxiliary lanes on Bangerter Highway from 9800 South to 10400 South and/or from 10400 South to 11400 South. Work would also include utility and storm drain modifications; and installation of new pavement, traffic signals, ATMS equipment, lighting, striping, and signage.

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: U18HX0253

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: historic aerial photographs
- ☐ Historic Maps:
- ☒ Topographic Maps: GLO maps from BLM
- ☐ ROW/Ownership/Parcel Data:
- ☐ Other:

Description of search results: The search was confined to the project APE which consists of Bangerter Highway from approximately 11275 South to 9800 South in addition to 10400 South from approximately Harvest Pointe Drive to River Heights Drive. One historic NRHP-eligible site was identified within the APE – 42SL287, the Provo Reservoir Canal.

Field Review

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

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

Survey for this project was conducted by Horrocks Engineering. Site 42SL287, the Provo Reservoir Canal, was updated during the survey. The potential for additional cultural resources in these areas is very low.

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 Inventory for the Bangerter Highway at 10400 South Project*

Consultation

- ☐ Utah SHPO (including APE consultation):
- ☐ Certified Local Government (CLG):
- ☒ Tribes: see below
- ☐ 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 Eastern Shoshone Tribe of the Wind River Reservation, Shoshone-Bannock Tribes, Northwestern Band of Shoshone Nation, Uintah and Ouray Ute Tribes, and the Skull Valley Band of Goshute Indians (sent June 7, 2018). In addition, notification was also sent to those tribes with whom UDOT has Section 106 Programmatic Agreements: Cedar Band of Paiutes, Shivwits Band of Paiute Indian Tribe, and the Confederated Tribes of the Goshute Reservation (sent June 7, 2018). To date, only the Shivwits Band of Paiute Indians has responded to these notifications.

- ☐ 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:

Site 42SL287, the Provo Reservoir Canal, was updated as a result of the survey. Construction will avoid the canal and will not impact the site in any way. Therefore, the UDOT has determined that this project will result in No Historic Properties Affected



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

Tribal Notification Form

The Utah Department of Transportation (UDOT) is preparing to undertake the subject state-aid project. In accordance with the *Programmatic Agreement between the UDOT and the Utah State Historic Preservation Officer Regarding Implementation of U.C.A. 9-8-404 for State Funded Transportation Projects in Utah* (renewed January 22, 2018), the UDOT has taken into account the effects of this undertaking on historic properties and seeks consultation with Native American tribes on the undertaking.

UDOT Project: PIN 14416; S-0154(85)9; Bangerter Highway @ 10400 South, Salt Lake County
Contact Name: Jonathan Dugmore Date: June 7, 2018
Address: 2010 South 2760 West, Salt Lake City, Utah 84104
Telephone: 385-414-2066 Email: jdugmore@utah.gov

Project Description:

UDOT proposes to construct a grade separated Single Point Urban Interchange (SPUI) at Bangerter Highway and 10400 South in Salt Lake County. The project area is along Bangerter Highway from approximately milepost 8.6 to 10.4, and on 10400 South between 3880 West and River Heights Drive (about 3400 West). The project would include construction of a grade-separated interchange (Bangerter Highway over 10400 South), associated exit/entrance ramps, and if funding is available, construction of auxiliary lanes on Bangerter Highway from 9800 South to 10400 South and/or from 10400 South to 11400 South. Work would also include utility and storm drain modifications; and installation of new pavement, traffic signals, ATMS equipment, lighting, striping, and signage.

Archaeological Potential (Prehistoric or Historic Sites):

- | | |
|---|--|
| ☐ Known prehistoric sites in the project area | ☒ Unlikely to find prehistoric sites in the project area |
| ☒ Known historic sites in the project area | ☐ Unlikely to find historic sites in the project area |
| ☐ Likely to find prehistoric sites in the project area | ☐ No expected ground disturbance |
| ☐ Likely to find historic sites in the project area | ☐ Other: |

Additional Information/Comments: A pedestrian survey was performed within the project area. One NRHP-eligible historic site, 42SL287 - the Provo Reservoir Canal, was identified within the area of potential effects (APE). Construction will avoid and will not impact the site.

Tribal Information

«AddressBlock»

Copies to: «cc_1»

«cc_2»

«cc_3»

«cc_4»

Comments:

1. Do you wish to be a consulting party on this project? ☐ Yes ☐ No ☐ Not Sure
2. If you do not wish to be a consulting party, do you wish
to continue to be involved in the development of this project? ☐ Yes ☐ No ☐ Not Sure
- Note:** If your answer is "Not Sure," UDOT will continue to provide information.
3. Are you aware of any traditional religious or culturally
important places in or near the project area? ☐ Yes ☐ No ☐ Not Sure
4. If yes, can you share details about the place (e.g., location
and other characteristics) and any concerns you may have? ☐ Yes ☐ No
5. Is this information sensitive? ☐ Yes ☐ No

Additional Comments:

Name of person completing this form, if different from above:

Signature:

Date:



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 of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

Tribal Notification Form

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Date: June 7, 2018

Address: 2010 South 2760 West, Salt Lake City, Utah 84104

Telephone: 385-414-2066

Email: jdugmore@utah.gov

Project Description:

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Archaeological Potential (Prehistoric or Historic Sites):

- ☐ Known prehistoric sites in the project area
☒ Known historic sites in the project area
☐ Likely to find prehistoric sites in the project area
☐ Likely to find historic sites in the project area

- ☒ Unlikely to find prehistoric sites in the project area
☐ Unlikely to find historic sites in the project area
☐ No expected ground disturbance
☐ Other:

Additional Information/Comments: A pedestrian survey was performed within the project area. One NRHP-eligible historic site, 42SL287 - the Provo Reservoir Canal, was identified within the area of potential effects (APE). Construction will avoid and will not impact the site.

Tribal Information

Ms. Sabrina Redfoot
Shivwits Band of Paiute Indians
6060 West 3650 North
Ivins, UT 84738

Copies to: Mr. Patrick Charles, Chairman

Comments:

1. Do you wish to be a consulting party on this project? ☐ Yes ☐ No ☒ Not Sure
2. If you do not wish to be a consulting party, do you wish to continue to be involved in the development of this project? ☐ Yes ☐ No ☒ Not Sure
- Note:** If your answer is "Not Sure," UDOT will continue to provide information.
3. Are you aware of any traditional religious or culturally important places in or near the project area? ☐ Yes ☐ No ☒ Not Sure
4. If yes, can you share details about the place (e.g., location and other characteristics) and any concerns you may have? ☐ Yes ☐ No
5. Is this information sensitive? ☐ Yes ☐ No

Additional Comments:

Name of person completing this form, if different from above:

Signature:

Date:

Sabrina Redfoot
Cultural Resources Director
Shovits Band of Paiutes

June 14, 2018

Identical copies of the Project Notification Form sent to the following recipients:

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. Joshua Mann, THPO Eastern Shoshone Tribe of the Wind River Reservation P.O. Box 538/15 North Fork Rd Fort Washakie, WY 82514
Mr. Blaine Edmo, 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
Mr. Darren Parry, 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. Luke Dunkin, 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. Candace Bear, Chairwoman Skull Valley Band of Goshute Indians P.O. Box 448 Grantsville, UT 84029	None

Original to:	CC to:	Email to:
Mr. Mertin Bow, Band Chairman Cedar Band of Paiutes 4655 North Utah Trail Enoch, UT 84720	Ms. Vala Parashonts, Cultural Resources Representative Cedar Band of Paiutes 533 South 640 West Cedar City, UT 84721	lora.tom@ihs.gov (Lora Tom)
Mr. Patrick Charles, Band Chairman Shivwits Band of Paiute Indian Tribe of Utah 6060 West 3650 North Ivins, UT 84738	Ms. Sabrina Redfoot, Cultural Resources Director Shivwits Band of Paiute Indian Tribe of Utah 6060 West 3650 North Ivins, UT 84738	mohave_paiute@yahoo.com
Mr. Virgil Johnson, Chairman 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	virgilwjohnson@yahoo.com marypete@goshutetribe.com

MEMORANDUM

Date: Tuesday, June 19, 2018

To: Tyler Allen
UDOT Region 2 Environmental Manager

From: Rod Hess
UDOT Senior Landscape Architect

RE: ENVIRONMENTAL REVIEW FOR WATER RESOURCES AND WETLANDS, NOXIOUS WEED, AND VISUAL AESTHETICS

PROJECT PURPOSE, DESCRIPTION AND SCOPE OF WORK

The Utah Department of Transportation (UDOT) proposes the above reference state-funded project to improve traffic volume and safety at the intersection of Bangerter Highway (SR-154) and 10400 South (SR-151). To accomplish the project purpose, UDOT will construct a grade separate, highway to highway interchange at the intersection. Work will include construction of highway structure, roadway widening on both Bangerter Highway and 10400 South, utility relocation, noise wall installation, traffic signal and lighting installation, improvements to signing and striping.

The above referenced state-funded project has been reviewed, within the proposed project limits for the following categories of resources identified in the UDOT State Environmental Study. Environmental analysis and mapping has been completed by a consultant hired by UDOT, HDR (see attached). Based on a review of their resources analysis and findings, UDOT provides the following recommendations for the proposed project:

Water Resources and Wetlands:

Based on initial analysis of project activities and site visit completed by HDR, this proposed UDOT project will not impact Waters of the United States (WOTUS), including wetlands. The Welby-Jacobs canal is conveyed under 10400 South via a box culvert west of the Bangerter Highway intersection. This irrigation canal would be the only feature that could be consider related to a Water of the United States. The proposed project will not impact the canal or culvert.

Mitigation Commitments:

1. None

Utah Pollutant Discharge Elimination System (UPDES):

This project will disturb more than one (1) acre of earth and therefore is required to comply with the Utah Pollutant Discharge Elimination System (UPDES) Utah Construction General Permit (UCGP), by completing a Stormwater Pollution Prevention Plan (SWPPP) and submitting a Notice of Intent (NOI) prior to beginning earth-disturbing activities.

Mitigation Commitments:

1. Comply with UCGP, by preparing a SWPPP during design and advertisement; provide SWPPP to the project awarded contractor prior to Notice to Proceed. (UDOT Responsible)
2. Comply with UCGP, by finalizing the SWPPP prior to beginning earth disturbing activities; implementing and maintaining the project SWPPP throughout project construction. (Awarded Contractor Responsible)

Federal Emergency Management Agency (FEMA) Floodplains:

No FEMA Special Flood Hazard Areas are currently mapped within the project scope of work.

Mitigation Commitments:

None

Noxious Weeds:

Noxious weed species, as defined by the Utah Noxious Weed Act (Utah Administrative Code, Rule R68-9), have been identified growing within the project limits. To reduce the introduction and spread of noxious weeds, the project is required to properly clean earthmoving construction equipment before mobilizing onto the project.

Mitigation Commitments:

1. Include UDOT Special Provision Section 02924S NOXIOUS WEED CONTROL in the contract documents to require that earthmoving construction equipment is to be properly cleaned before mobilizing onto the project site and to treat any noxious weeds within the project limits and schedule. (UDOT Responsible)
2. Comply with UDOT Special Provision Section 02924S NOXIOUS WEED CONTROL requirements by properly cleaning all earthmoving construction equipment before mobilizing onto the project site, treating any existing noxious weeds before earth disturbing activities and avoiding unnecessary earth disturbances. (Awarded Contractor Responsible)

Visual Aesthetics:

This proposed project has limited disturbance and will not have significant visual impacts to the surrounding areas.

Mitigation Commitments:

1. **Visual:** Reclaim all disturbed areas per UDOT standard specifications. (Awarded Contractor Responsible)



Rod Hess <rhess@utah.gov>

Wetland & Wildlife Clearance memos for UDOT PIN 14416 - Bangerter Highway at 10400 South

Kilpatrick, Kevin <Kevin.Kilpatrick@hdrinc.com>

Fri, Jun 8, 2018 at 10:42 AM

To: "Matt Howard (matthoward@utah.gov)" <matthoward@utah.gov>, "Rod Hess (rhess@utah.gov)" <rhess@utah.gov>
Cc: "Tyler Allen (tylerallen@utah.gov)" <tylerallen@utah.gov>, "Perkins, Michael" <Michael.Perkins@hdrinc.com>

Matt & Rod,

HDR is preparing the environmental study (state study) for the Bangerter Highway 10400 South grade-separated interchange project (UDOT PIN 14416).

Mike Perkins, HDR's senior biologist (cc'd), has gone out and done a field review for wetlands and wildlife in the area and did not identify any TES habitat. The only water resource he identified in the study area was the Welby-Jacobs Canal.

I have attached two figures, one shows the study area and the other figure shows the design of the proposed project.

There will be restriping on the existing 10400 South pavement that crosses the Welby-Jacobs Canal box culvert, but there would not be any impacts to the canal otherwise. I have identified the location of the Welby-Jacobs Canal on the design figure series.

Please review this information and let us know if you have any questions or need additional information.

If everything looks good, we request the wetland and wildlife clearance memos for this project.

Thanks for your help,

Kevin Kilpatrick

Transportation NEPA Project Manager

HDR

2825 East Cottonwood Parkway, Suite 200

Salt Lake City, UT 84121-7077

D 801.743.7891 **M** 801.946.4010

kevin.kilpatrick@hdrinc.com

hdrinc.com/follow-us

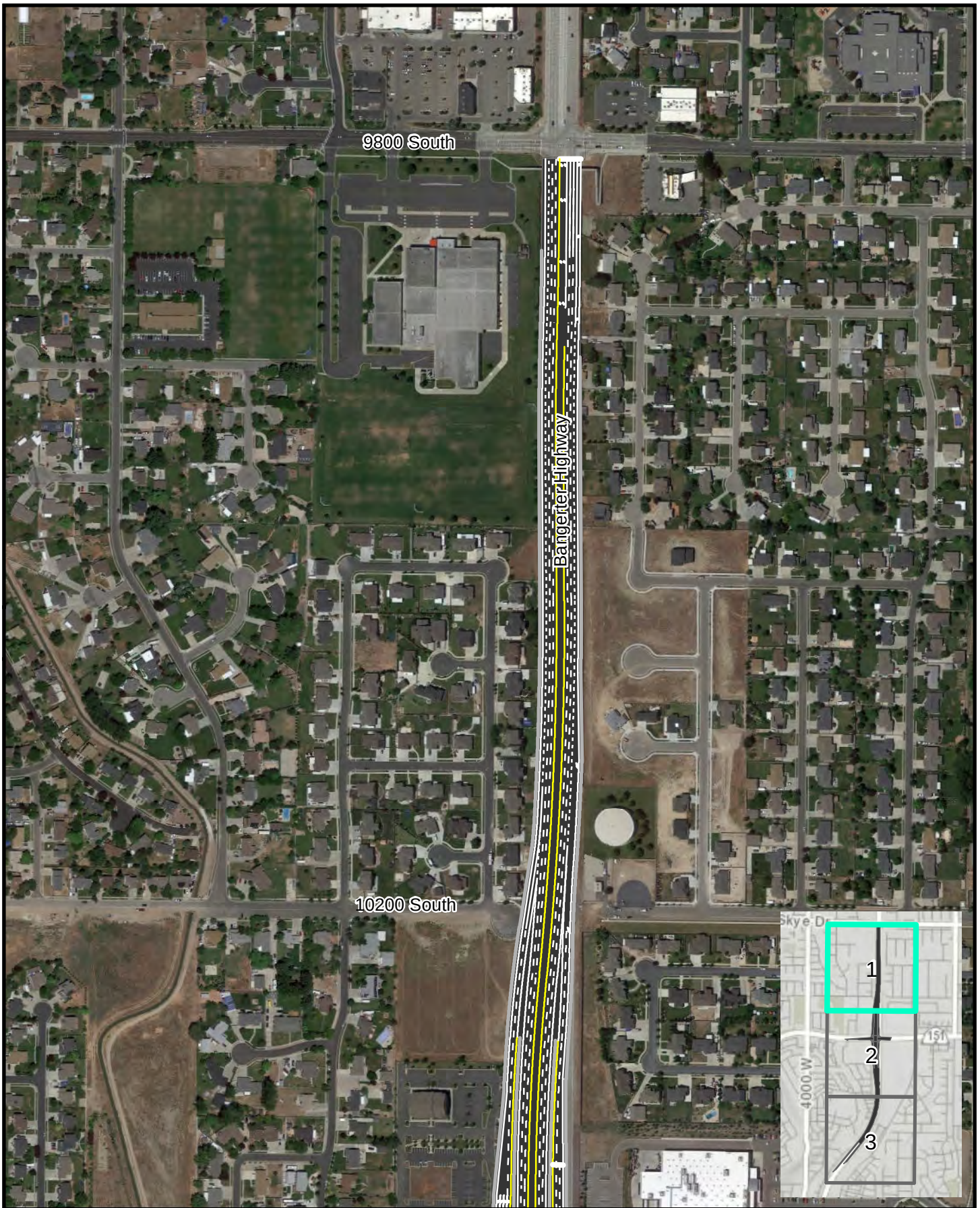
2 attachments



map_aP_Bangerter10400So_StudyArea.pdf
581K



map_aP_Bangerter10400S_DesignSeries.pdf
1734K



1 in = 447 ft
0 200 400
Feet

— Barriers — Bridges
— Sidewalks — Pavement

Bangerter Hwy at 10400 South
PIN 14416 Project No. S-0154(85)9
Figure 1 of 3



1 in = 447 ft
0 200 400
Feet

— Barriers — Bridges
— Sidewalks — Pavement

Bangor Hwy at 10400 South
PIN 14416 Project No. S-0154(85)9
Figure 2 of 3



1 in = 447 ft
0 200 400
Feet

— Barriers — Bridges
— Sidewalks — Pavement

Bangerter Hwy at 10400 South
PIN 14416 Project No. S-0154(85)9
Figure 3 of 3



Memorandum

Environmental Services

DATE: June 21, 2018
TO: Kevin Kilpatrick, HDR
FROM: Matt Howard, Natural Resources Manager
SUBJECT: Bangerter Highway at 10400 South PIN 14416

Project Description

The Utah Department of Transportation (UDOT) proposes to use state funds to improve traffic volume and safety at the intersection of Bangerter Highway (SR-154) and 10400 South (SR-151). To accomplish the project propose, UDOT will construct a grade separate, highway to highway interchange at the intersection. Work will include construction of highway structure, roadway widening on both Bangerter Highway and 10400 South, utility relocation, noise wall installation, traffic signal and lighting installation, and improvements to signing and striping.

This assessment has been prepared to address potential for occurrence of and impacts to species or habitat listed under the Endangered Species Act (ESA), as well as birds protected by the Migratory Bird Treaty Act (MBTA), and the Bald and Golden Eagle Protection Act (BGEPA). Greater sage-grouse (*Centrocercus urophasianus*), which are protected by Governor's Executive Order EO/2015/002, are also addressed in this memo.

Project Setting

The project is located in Salt Lake County, in South Jordan, Utah. Recent (2016-2018) aerial images show land use in the vicinity of the project area consists mainly of residential and commercial development with some agriculture. Elevation in the vicinity of the project area is +/- 4,600 ft. amsl. Vegetation in the area includes developed landscaping and some open cropland. The project would extend beyond the existing roadway prism. The impacted areas are limited to residential neighborhoods, commercial developments, and undeveloped vacant parcels that are planned for commercial development.

Determinations

Threatened and Endangered Species

The U.S. Fish and Wildlife Service's Information, Planning and Consultation database was consulted for species considered to have potential to occur in the vicinity of the project area. In addition, Utah Natural Heritage Program records of occurrence were reviewed for documentation of species occurrences within the vicinity of the project. Other sources, including recent aerial imagery, USFWS Critical Habitat shapefiles, USGS, topographic data and surficial geology shapefiles from the State of Utah were used in the supporting analysis. Based on field results, it is UDOT's opinion that the project would have no negative impacts in regards to threatened and endangered species. Table 1 summarizes the findings.

Table 1.

Species	Designated Critical Habitat	Suitable Habitat	Previous Occurrences	Potential for Occurrence	Rationale
Canada lynx (<i>Lynx canadensis</i>)	None Present	None Present- No forested areas	No	None	No identified critical habitat in the state. Canada lynx is found in boreal forest habitat, which is not found within the project area.
Yellow-billed Cuckoo (<i>Coccyzus americanus</i>)	None Present	None	No	None	Project will not affect riparian habitat
June Sucker	None Present	None	No; June sucker only occur in Utah Lake and Provo River	None	The project will not affect any aquatic habitat
Ute Ladies'-tresses	None Present	None	No	None ¹	Project will not affect riparian habitat

¹This project does not have a federal nexus; protections for plant species listed under the ESA would not apply

Migratory Birds, Bald and Golden Eagles

There are no known existing nests within one mile of the project area. The project does not propose to remove or alter potential nesting substrate or alter existing conditions for this area. Construction related impacts to the natural environment are anticipated to be temporary and nominal and the area is located where high noise has historically occurred throughout the nesting season. It is unlikely this project would result in direct or indirect take under the BGEPA. This project would not result in direct take under the MBTA and is unlikely to result in indirect take.

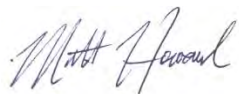
Greater Sage-grouse

A review of recent aerial imagery and Utah Sage-grouse Management Area boundaries shows that the project does not occur within a SGMA, nor does it include sage-grouse habitat. The project is not anticipated to negatively affect sage-grouse.

Summary

This assessment satisfies the UDOT's responsibilities under Section 9 of the ESA, the MBTA (50 CFR § 10.12), the BGEPA (16 USC § 668), and Governor's Executive Order EO/2015/002. If additional information or clarification is needed regarding this assessment, please contact me at mattrhoward@utah.gov.

Sincerely,



Matt Howard
Natural Resource Manager



GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

State of Utah

DEPARTMENT OF NATURAL RESOURCES

MICHAEL R. STYLER
Executive Director

Utah Geological Survey

RICHARD G. ALLIS
State Geologist/Division Director

June 7, 2018

Kevin Kilpatrick
HDR Engineering, Inc.
2825 East Cottonwood Parkway, Suite 200
Salt Lake City UT 84121-7077

RE: Paleontological File Search and Recommendations for UDOT Project S-0154(85)9;
PIN 14416: Bangerter Highway at 10400 South, 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 Kevin:

I have conducted a paleontological file search for the Bangerter Highway at 10400 South Project in response to your request of June 7, 2016. This project qualifies for treatment under the UDOT/UGS executed Memorandum of Understanding.

There are no paleontological localities recorded in our files within or near 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.

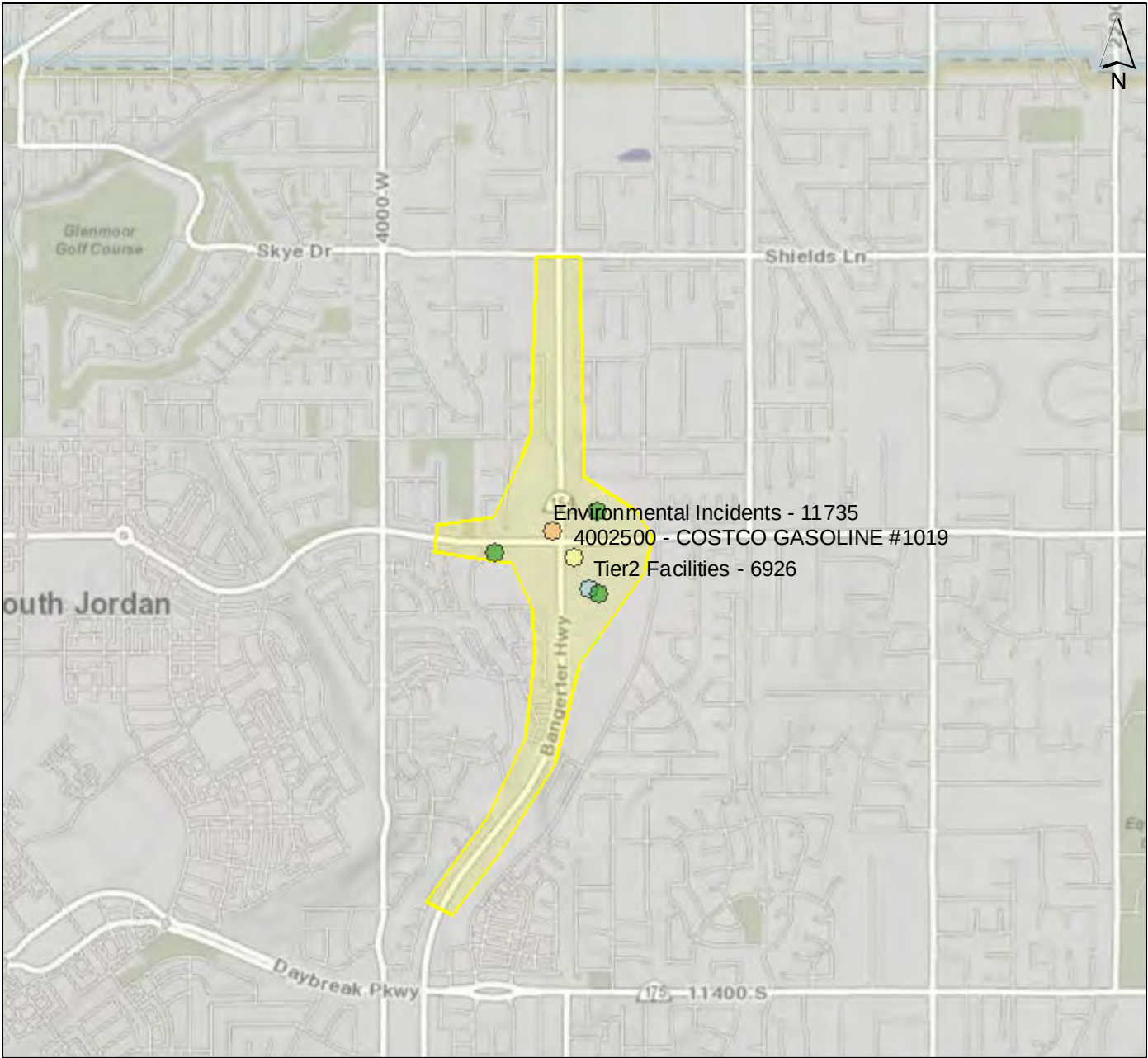
If you have any questions, please call me at (801) 537-3311.

Sincerely,

Martha Hayden
Paleontological Assistant



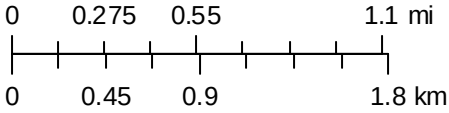
Printed from the Utah DEQ Interactive Map



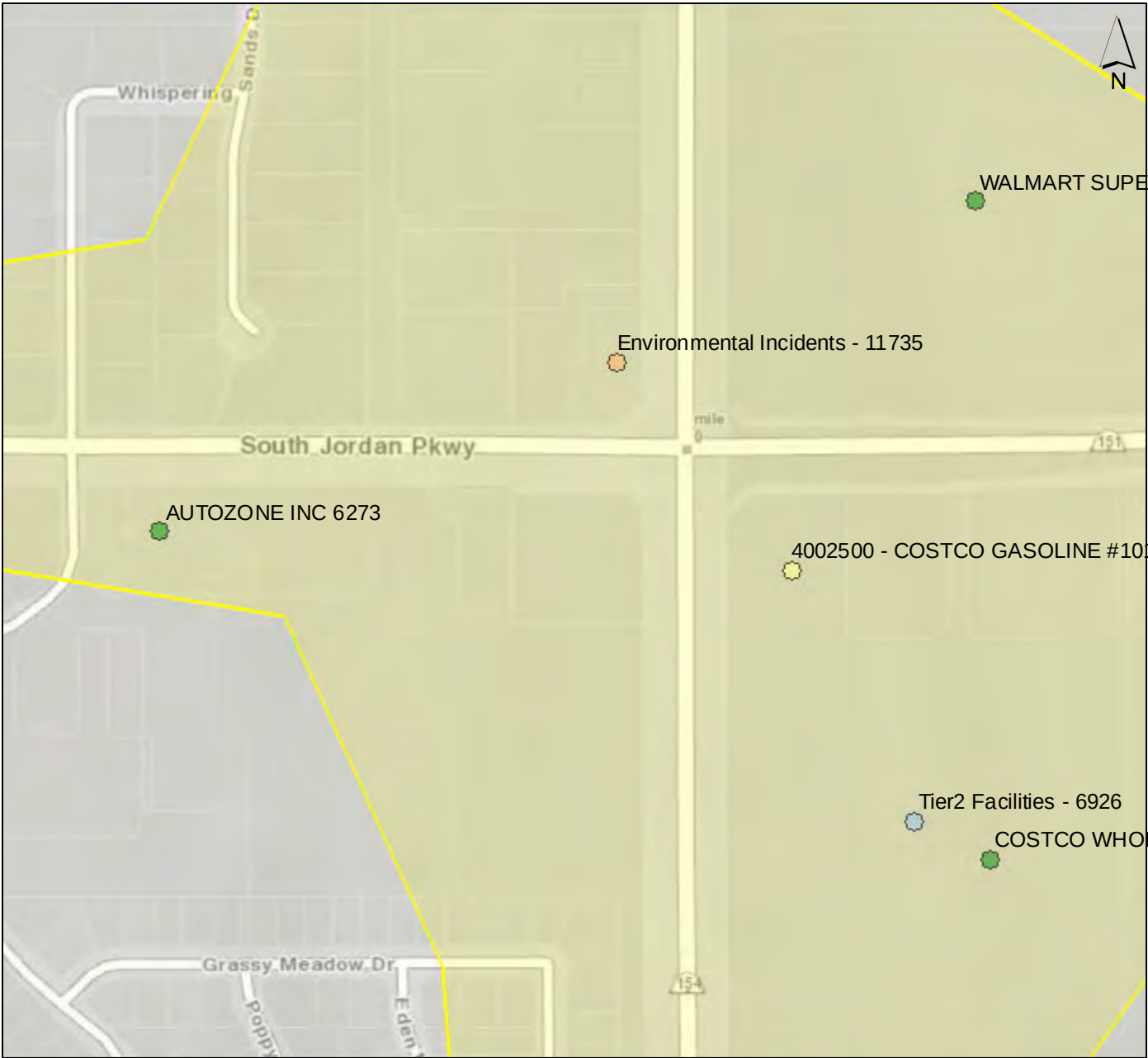
6/7/2018

1:36,112

- Hazardous Waste and Used Oil
- Underground Storage Tanks
- TIER2
- Environmental Incidents



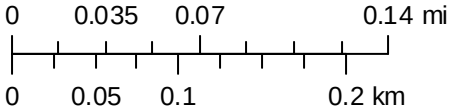
Printed from the Utah DEQ Interactive Map



6/7/2018

1:4,514

- Hazardous Waste and Used Oil
- Underground Storage Tanks
- TIER2
- Environmental Incidents



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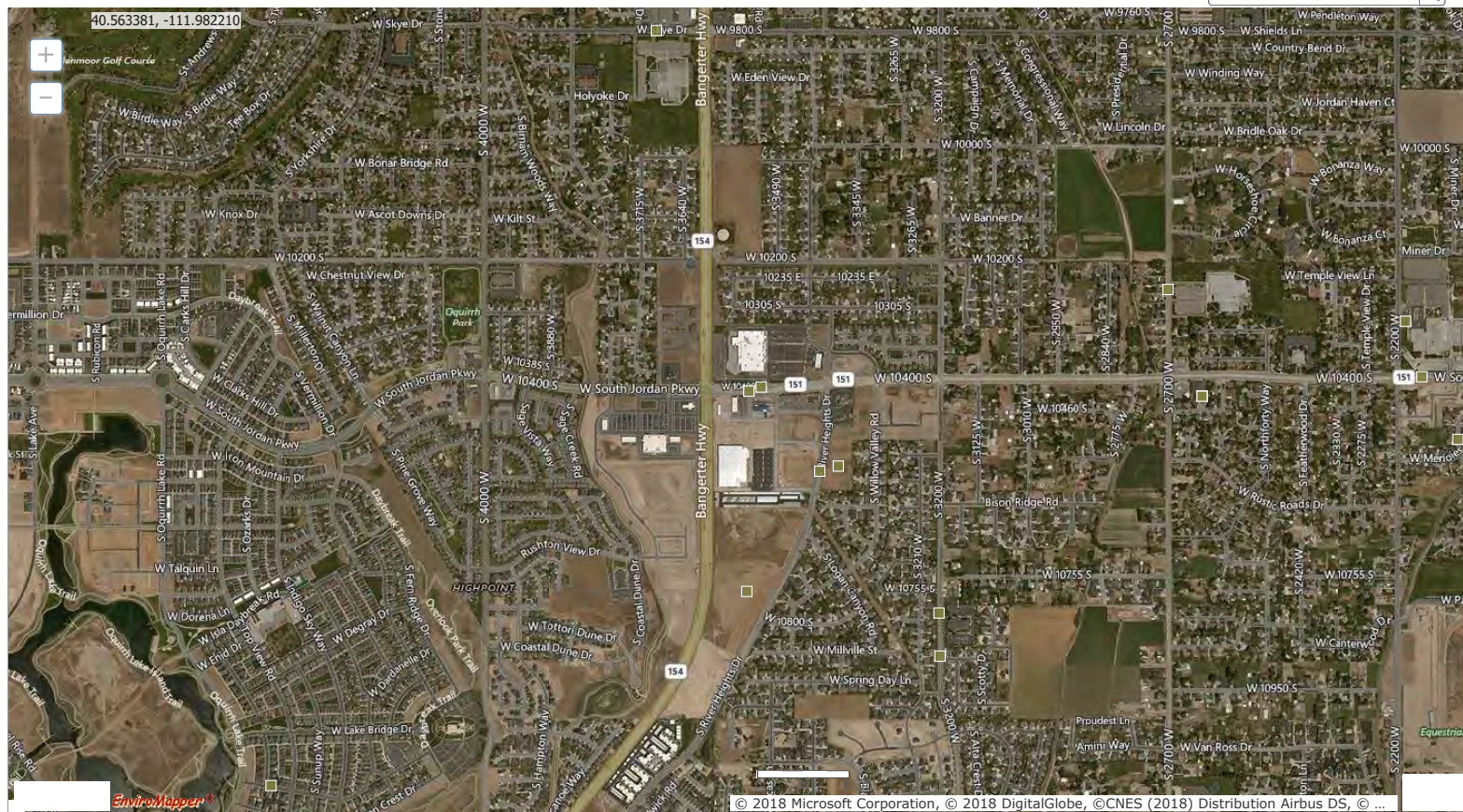
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south jordan, ut

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Final Noise Technical Report

Bangerter Highway at 10400 South

UDOT PIN 14416, UDOT Project Number
S-0154(85)9

South Jordan, Salt Lake County, Utah

September 5, 2018

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Acronyms and Abbreviations

CFR	Code of Federal Regulations
dB	decibels
dBA	decibels on the A-weighted scale
FHWA	Federal Highway Administration
Leq	equivalent sound level
LOS	level of service
ML	monitoring location
NA	not applicable
NAC	Noise Abatement Criteria
TNM	Traffic Noise Model
UDOT	Utah Department of Transportation

1 Introduction

The Utah Department of Transportation (UDOT) is preparing a State Environmental Study to evaluate improvements to Bangerter Highway at 10400 South in South Jordan, Utah. This report evaluates the traffic-generated noise impacts from the proposed improvements described in Section 2, Project Description, of this report. This noise analysis was prepared in accordance with UDOT's Noise Abatement Policy, last revised June 15, 2017, which is consistent with federal regulation 23 Code of Federal Regulations (CFR) 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, and Utah Administrative Code Rule R930-3, *Highway Noise Abatement*.

2 Project Description

UDOT is proposing to construct a grade-separated single-point urban interchange (SPUI) at the existing intersection of Bangerter Highway and 10400 South. The new interchange would allow unimpeded traffic flow on Bangerter Highway and is projected to operate at level of service (LOS) of LOS D in 2040. The project area is along Bangerter Highway from approximately milepost 8.6 to milepost 10.4 and on 10400 South between 3880 West and River Heights Drive (about 3400 West).

The Proposed Action includes constructing a grade-separated intersection (Bangerter Highway over 10400 South), associated entrance and exit ramps, and, if funding is available, either northbound and/or southbound auxiliary lanes from 9800 South to about 11200 South (where the auxiliary lanes would connect to the 11400 South interchange northbound on ramp and southbound off ramp).

The Proposed Action improvements on 10400 South include minor widening and restriping to accommodate the eastbound-to-southbound free-right on-ramp movement, the westbound-to-northbound free-right on-ramp movement, the northbound-to-eastbound extension of the right-turn-only lane, and the eastbound and westbound double left-turn lanes.

The Proposed Action would include modifying utilities and storm drains and installing new pavement, traffic signals, advanced traffic management system (ATMS) equipment, and roadway signs. The Proposed Action would also require acquiring right-of-way.

Applicability

The Proposed Action would alter the horizontal and vertical alignments of Bangerter Highway and would add on and off ramps at 10400 South. Therefore, this project is a Type 1 project that requires considering noise-abatement measures.

UDOT evaluated noise impacts using noise models and methodologies approved by the Federal Highway Administration (FHWA) and UDOT (*Noise Abatement*,

What is a Type 1 project?

According to UDOT's Noise Abatement Policy, a Type 1 project is a project that alters the horizontal or vertical alignment of a road or increases the number of through travel lanes.

UDOT 08A2-01, revised June 15, 2017). Noise impacts were identified and evaluated at residential and other locations (for example, schools and recreation sites) throughout the project study area using LOS C traffic volumes to represent the worst-case noise conditions while traffic is operating at uncongested, free-flow speeds of 65 miles per hour (mph) on Bangerter Highway, 45 mph on the on and off ramps, and 40 mph on 10400 South.

3 Characteristics of Noise

Sound travels through the air as waves of minute air-pressure fluctuations caused by vibration. In general, sound waves travel away from the noise source as an expanding spherical surface. As a result, the energy contained in a sound wave is spread over an increasing area as it travels away from the source. This results in a decrease in loudness at greater distances from the noise source.

Sound-level meters measure the actual pressure fluctuations caused by sound waves and record separate measurements for different sound frequency ranges. The decibel (dB) scale used to describe sound is a logarithmic scale that accounts for the large range of sound-pressure levels in the environment. Most sounds consist of a broad range of sound frequencies. Several frequency-weighting schemes have been used to develop composite decibel scales that approximate the way the human ear responds to sound levels. The A-weighted decibel (dBA) scale most closely approximates the way the human ear hears sounds and is the most widely used scale in assessing traffic-related noise impacts. Typical A-weighted noise levels for various types of sound sources are summarized in Table 1.

Varying noise levels are often described in terms of the equivalent noise level (L_{eq}). Equivalent noise levels are used to develop single-value descriptions of average noise exposure over stated periods of time (for example, 1 hour) and are generally based on A-weighted sound-level measurements.

The logarithmic nature of decibel scales is such that individual decibel ratings for different noise sources cannot be added directly to give the noise level for the combined noise source. For example, two noise sources that produce equal decibel ratings at a given location will produce a combined noise level that is 3 dBA greater than either sound alone. When two noise sources differ by 10 dBA, the combined noise level will be 0.4 dBA greater than the louder source alone.

People generally perceive a 10-dBA increase in a noise source as a doubling of loudness. For example, a 70-dBA sound will be perceived by an average person as twice as loud as a 60-dBA sound. People generally cannot detect a 1-to-2-dBA increase in noise levels. Under ideal listening conditions, differences of 2 or 3 dBA can be detected by some people. A 5-dBA change would probably be perceived by most people under normal listening conditions.

When distance is the only factor considered, sound levels from isolated point sources of noise typically decrease by about 6 dBA for every doubling of distance from the noise source. When the noise source is a continuous line (for example, vehicle traffic on a highway), noise levels decrease by about 3 dBA for every doubling of distance away from the source.

Table 1. Weighted Noise Levels and Human Response

Sound Source	dBA ^a	Response Descriptor
Carrier deck jet operation	140	Limit of amplified speech
	130	Painfully loud
Jet takeoff (200 feet) Auto horn (3 feet)	120	Threshold of feeling and pain
Riveting machine Jet takeoff (2,000 feet)	110	
Shout (0.5 foot) New York subway station	100	Very annoying
Heavy truck (50 feet) Pneumatic drill (50 feet)	90	Hearing damage (8-hour exposure)
Passenger train (100 feet) Helicopter (in-flight, 500 feet) Freight train (50 feet)	80	Annoying
Freeway traffic (50 feet)	70	Intrusive
Air conditioning unit (20 feet) Light auto traffic (50 feet)	60	
Normal speech (15 feet)	50	Quiet
Living room, bedroom, library	40	
Soft whisper (15 feet)	30	Very quiet
Broadcasting studio	20	
	10	Just audible
	0	Threshold of hearing

Source: CEQ 1970

^a Typical A-weighted noise levels taken with a sound-level meter and expressed as decibels on the "A" scale. The "A" scale approximates the frequency response of the human ear.

Noise levels at different distances can also be affected by factors other than the distance from the noise source. Topographic features and structural barriers that absorb, reflect, or scatter sound waves can increase or decrease noise levels. Atmospheric conditions (wind speed and direction, humidity levels, and temperatures) can also affect the degree to which sound is attenuated over distance.

Reflections off topographical features or buildings can sometimes result in higher noise levels (lower sound-attenuation rates) than would normally be expected. Temperature inversions and wind conditions can also diffract and focus a sound wave to a location at considerable distance from the noise source. Focusing effects are usually noticeable only for very intense noise sources, such as blasting operations. As a result of these factors, the existing noise environment can be highly variable depending on the local conditions.

4 Regulatory Setting

The federal regulation that FHWA uses to assess noise impacts is 23 CFR 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*. This regulation was most recently updated on July 13, 2010. Utah Administrative Code Rule R930-3, *Highway Noise Abatement*, and UDOT's Noise Abatement Policy 08A2-01, revised June 15, 2017, establish UDOT's noise impact and abatement policies and procedures, which are compliant with 23 CFR 772.

Noise-abatement criteria (NAC) are used to define the noise levels that are considered an impact (in hourly A-weighted sound-level decibels) for each land use activity category. 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 NAC for specified land use activity 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.

The UDOT NAC are summarized in Table 2. As defined by UDOT, a design-year noise level greater than or equal to the NAC is considered to exceed the NAC, and a 10-dBA increase over existing noise levels is considered to substantially exceed the NAC.

Table 2. UDOT's Noise-abatement Criteria

Activity Category	Leq Noise Levels (dBA)	Description of Activity Category
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 room, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	71 (exterior)	Hotels, motels, offices, restaurants/bars, and other undeveloped lands, properties, or activities not included in categories 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 2017

5 Affected Environment

The noise study area (see Figure 1) includes parts of South Jordan, Utah, within a 500-foot buffer on either side of the centerline of Bangerter Highway from approximately milepost 8.6 to milepost 10.4 and on 10400 South between 3880 West and River Heights Drive (about 3400 West).

The project corridor is a mix of undeveloped land, residential developments, and commercial properties. The predominant source of noise in the noise study area is automobile and truck traffic on the existing Bangerter Highway alignment.

5.1 Noise Monitoring

Existing noise levels in the noise study area were determined by taking short-term (15-minute) sound-level measurements at six locations throughout the noise study area with a Larson-Davis model 824 sound-level meter. Noise measurements were taken on May 23, 2018. Noise-measurement locations were selected to represent existing residential developments or other areas where people could be exposed to traffic noise for extended periods. Noise-monitoring locations (ML) are shown in Figure 1 below, and the associated measured noise levels are listed in Table 3.

Table 3. Measured Noise Levels in the Noise Study Area

Monitoring Location	Address	Activity Category and Noise Level (dBA L _{eq}) ^a	Measured Noise Level (dBA L _{eq} , rounded)
ML-1	West of Bangerter Highway near 10857 Big Meadow Drive	B (66)	69
ML-2	West of Bangerter Highway near 3658 Grassy Meadow Drive	B (66)	65
ML-3	West of Bangerter Highway near 10035 South 3640 West	B (66)	58
ML-4	East of Bangerter Highway near 10284 South 3570 West	B (66)	61
ML-5	North of 10400 South near 10397 Whispering Sands Drive	B (66)	66
ML-6	East of Bangerter Highway near ICO District Apartments	B (66)	56

^a For descriptions of the activity categories, see Table 2, UDOT's Noise-abatement Criteria, above.

Figure 1. Noise-monitoring Locations



Measured noise levels were used to characterize the existing noise environment and to validate FHWA's Traffic Noise Model (TNM). Validating the noise model ensures that the measured noise levels recorded in the field agree with the traffic volumes recorded during the measurement period. Measured noise levels that are within 3 dBA of the modeled noise are considered accurate for the purpose of validating the model (Table 4). As shown in the table, the measured noise levels were within 3 dBA of the modeled noise levels, so the TNM is considered valid.

Traffic volumes were counted at each of these monitoring locations and were used to determine vehicle mix (that is, the percentage of cars, medium trucks, and heavy trucks) during each measurement period as well as the directional flow of traffic on the roads.

Monitored noise levels in the noise study area ranged from 56 to 69 dBA depending on the proximity of the monitoring location to the roadway and other noise sources such as local traffic on the nearby arterial streets. As a comparison, typical noise levels range from 35 to 50 dBA in rural and agricultural areas, 50 to 65 dBA in suburban to urban areas, and 65 to 75 dBA in downtown urban areas.

Table 4. Model Validation

Monitoring Location	Address	Measured Noise Level (dBA)	Modeled Noise Level (dBA)	Difference (dBA)
ML-1	West of Bangerter Highway near 10857 Big Meadow Drive	68.5	68.4	-0.1
ML-2	West of Bangerter Highway near 3658 Grassy Meadow Drive	65.2	67.4	+2.2
ML-3	West of Bangerter Highway near 10035 South 3640 West	58.4	58.4	0.0
ML-4	East of Bangerter Highway near 10284 South 3570 West	61.1	61.2	+0.1
ML-5	North of 10400 South near 10397 Whispering Sands Drive	66.3	64.6	-1.7
ML-6	East of Bangerter Highway near ICO District Apartments	56.2	58.8	+2.6

5.2 Existing Noise Levels

The primary source of noise in the noise study area is automobile and truck traffic on Bangerter Highway and the nearby arterial streets. Existing traffic noise levels for each receptor in the noise study area were calculated with the TNM version 2.5 software using existing conditions (that is, the existing travel lane configurations and the posted speed limit of 60 mph). Existing noise levels were determined using the LOS C traffic volumes based on roadway capacity.

The noise model developed for the existing conditions scenario included 307 receptors (representing 527 individual dwelling units) throughout the noise study area.

Under existing conditions, 112 receptors exceeded the NAC (representing 112 individual dwelling units). The locations of those receptors exceeding the NAC are shown in Appendix A, Existing Noise Receptor Maps.

6 Expected Impacts with the Proposed Action

Traffic-related noise impacts with the Proposed Action were estimated with TNM version 2.5 based on the proposed roadway design as shown in Appendix B, Build Scenario Noise Receptor Maps. The modeled roadway included the proposed improvements on Bangerter Highway and 10400 South (including ramps, auxiliary lanes, and restriping). Roadway links were modeled in 200-foot increments to provide a high degree of accuracy in the model output. Traffic volumes used in the model were based on LOS C volumes for Bangerter Highway and 10400 South as provided by the traffic consultant, with traffic on Bangerter Highway operating at 65 mph and traffic on 10400 South operating at 40 mph.

Overall, noise levels with the Proposed Action would range from 46 to 80 dBA compared to the existing conditions of 44 to 78 dBA.

With the Proposed Action, 176 of the 307 receptors would have traffic noise impacts (representing 176 dwelling units); that is, they would approach, exceed, or substantially exceed (≥ 10 -dBA increase over existing noise levels) the NAC as defined in Section 4, Regulatory Setting. The locations of those receptors exceeding the NAC are shown in Appendix B. Additionally, 15 receptors would be acquired as part of the Proposed Action's right-of-way requirements.

7 Summary

Table 5 summarizes the modeled existing and Proposed Action noise levels at the 307 receptors throughout the noise study area. For receptor locations, refer to the maps in Appendix A, Existing Noise Receptor Maps, and Appendix B, Build Scenario Noise Receptor Maps.

Table 5. Modeled Existing and Future Noise Levels in the Noise Study Area

Receptor	UDOT NAC $L_{eq}(h)$	Existing		With Proposed Action		
		Existing Noise Levels (dBA)	Existing Impact?	Proposed Action Noise Levels (dBA)	≥ 10 dBA Increase over Existing Noise Level?	$\geq$ UDOT NAC?
1	66	66.2	Yes	69.7	No	Yes
2	66	68.0	Yes	76.0	No	Yes
3	66	67.8	Yes	78.0	Yes	Yes
4	66	68.3	Yes	78.2	No	Yes
5	66	68.3	Yes	78.0	No	Yes
6	66	68.2	Yes	77.6	No	Yes
7	66	68.6	Yes	78.7	Yes	Yes
8	66	68.2	Yes	78.6	Yes	Yes
9	66	68.6	Yes	78.5	No	Yes
10	66	67.5	Yes	76.8	No	Yes
11	66	68.7	Yes	79.9	Yes	Yes
12	66	67.2	Yes	NA ^a	NA ^a	NA ^a
13	66	67.1	Yes	NA ^a	NA ^a	NA ^a
14	66	64.8	No	69.9	No	Yes
15	66	64.6	No	69.9	No	Yes
16	66	64.5	No	69.9	No	Yes
17	66	63.8	No	69.4	No	Yes
18	66	63.4	No	69.5	No	Yes
19	66	63.2	No	70.5	No	Yes
20	66	62.9	No	71.5	No	Yes
21	66	64.1	No	73.3	No	Yes
22	66	62.3	No	65.9	No	No
23	66	62.1	No	66.2	No	Yes
24	66	62.1	No	66.5	No	Yes
25	66	60.2	No	64.4	No	No
26	66	61.3	No	66.1	No	Yes
27	66	61.7	No	67.4	No	Yes
28	66	60.1	No	65.6	No	No
29	66	60.9	No	68.0	No	Yes
30	66	59.7	No	66.4	No	Yes
31	66	60.8	No	68.3	No	Yes
32	66	60.4	No	67.6	No	Yes
33	66	62.2	No	69.9	No	Yes
34	51	54.8	Yes	NA ^a	NA ^a	NA ^a
35	51	55.4	Yes	NA ^a	NA ^a	NA ^a
36	66	68.4	Yes	68.6	No	Yes

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Table 5. Modeled Existing and Future Noise Levels in the Noise Study Area

Receptor	UDOT NAC L _{eq} (h)	Existing		With Proposed Action		
		Existing Noise Levels (dBA)	Existing Impact?	Proposed Action Noise Levels (dBA)	≥ 10 dBA Increase over Existing Noise Level?	≥ UDOT NAC?
37	66	69.4	Yes	69.3	No	Yes
38	66	67.9	Yes	68.0	No	Yes
39	66	69.3	Yes	69.2	No	Yes
40	66	65.0	No	65.0	No	No
41	66	62.8	No	64.6	No	No
42	66	62.5	No	65.1	No	No
43	66	62.5	No	63.9	No	No
44	66	61.7	No	63.7	No	No
45	66	60.5	No	63.2	No	No
46	66	64.1	No	64.7	No	No
47	66	62.0	No	63.2	No	No
48	66	60.5	No	62.4	No	No
49	66	59.3	No	61.6	No	No
50	66	69.8	Yes	NA ^a	NA ^a	NA ^a
51	66	71.2	Yes	NA ^a	NA ^a	NA ^a
52	66	69.0	Yes	NA ^a	NA ^a	NA ^a
53	66	69.6	Yes	NA ^a	NA ^a	NA ^a
54	66	69.5	Yes	NA ^a	NA ^a	NA ^a
55	66	70.7	Yes	NA ^a	NA ^a	NA ^a
56	66	70.0	Yes	NA ^a	NA ^a	NA ^a
57	66	69.6	Yes	NA ^a	NA ^a	NA ^a
58	66	70.1	Yes	NA ^a	NA ^a	NA ^a
59	66	70.3	Yes	NA ^a	NA ^a	NA ^a
60	66	68.9	Yes	NA ^a	NA ^a	NA ^a
61	66	69.9	Yes	80.0	Yes	Yes
62	66	70.5	Yes	78.8	No	Yes
63	66	70.5	Yes	77.8	No	Yes
64	66	70.3	Yes	75.1	No	Yes
65	66	71.1	Yes	74.7	No	Yes
66	66	70.0	Yes	74.0	No	Yes
67	66	70.0	Yes	73.6	No	Yes
68	66	70.9	Yes	72.7	No	Yes
69	66	71.1	Yes	72.3	No	Yes
70	66	70.7	Yes	73.3	No	Yes
71	66	67.0	Yes	73.3	No	Yes
72	66	65.7	No	71.9	No	Yes
73	66	64.9	No	70.7	No	Yes
74	66	63.5	No	69.3	No	Yes
75	66	62.4	No	67.9	No	Yes
76	66	61.1	No	66.6	No	Yes
77	66	66.9	Yes	73.5	No	Yes
78	66	66.4	Yes	73.6	No	Yes
79	66	66.7	Yes	74.1	No	Yes
80	66	65.3	No	71.1	No	Yes

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Table 5. Modeled Existing and Future Noise Levels in the Noise Study Area

Receptor	UDOT NAC L _{eq} (h)	Existing		With Proposed Action		
		Existing Noise Levels (dBA)	Existing Impact?	Proposed Action Noise Levels (dBA)	≥ 10 dBA Increase over Existing Noise Level?	≥ UDOT NAC?
81	66	65.2	No	71.8	No	Yes
82	66	63.8	No	69.2	No	Yes
83	66	64.3	No	70.5	No	Yes
84	66	67.4	Yes	73.7	No	Yes
85	66	65.7	No	71.7	No	Yes
86	66	63.9	No	70.3	No	Yes
87	66	62.7	No	68.4	No	Yes
88	66	62.0	No	67.7	No	Yes
89	66	61.7	No	67.4	No	Yes
90	66	61.7	No	67.2	No	Yes
91	66	61.4	No	66.5	No	Yes
92	66	67.5	Yes	73.5	No	Yes
93	66	65.7	No	71.5	No	Yes
94	66	64.3	No	69.9	No	Yes
95	66	63.0	No	68.5	No	Yes
96	66	62.1	No	67.4	No	Yes
97	66	66.9	Yes	71.2	No	Yes
98	66	65.4	No	69.6	No	Yes
99	66	64.2	No	68.5	No	Yes
100	66	63.0	No	67.4	No	Yes
101	66	62.2	No	66.8	No	Yes
102	66	67.2	Yes	71.1	No	Yes
103	66	65.3	No	69.2	No	Yes
104	66	64.0	No	68.1	No	Yes
105	66	62.8	No	67.0	No	Yes
106	66	62.0	No	66.3	No	Yes
107	66	66.8	Yes	69.7	No	Yes
108	66	64.8	No	68.0	No	Yes
109	66	63.3	No	66.6	No	Yes
110	66	62.1	No	65.6	No	No
111	66	61.2	No	64.8	No	No
112	66	67.0	Yes	69.7	No	Yes
113	66	64.4	No	67.3	No	Yes
114	66	63.1	No	66.3	No	Yes
115	66	62.0	No	65.5	No	No
116	66	61.0	No	64.5	No	No
117	66	64.1	No	65.8	No	No
118	66	60.7	No	60.9	No	No
119	66	59.0	No	62.3	No	No
120	66	59.9	No	63.6	No	No
121	66	61.7	No	65.1	No	No
122	66	62.8	No	66.3	No	Yes
123	66	63.6	No	68.1	No	Yes
124	66	64.2	No	67.7	No	Yes

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Table 5. Modeled Existing and Future Noise Levels in the Noise Study Area

Receptor	UDOT NAC L _{eq} (h)	Existing		With Proposed Action		
		Existing Noise Levels (dBA)	Existing Impact?	Proposed Action Noise Levels (dBA)	≥ 10 dBA Increase over Existing Noise Level?	≥ UDOT NAC?
125	66	64.4	No	68.0	No	Yes
126	66	64.7	No	68.4	No	Yes
127	66	65.3	No	69.0	No	Yes
128	66	66.1	Yes	69.9	No	Yes
129	66	67.0	Yes	70.9	No	Yes
130	66	69.1	Yes	73.1	No	Yes
131	66	78.0	Yes	80.0	No	Yes
132	66	74.9	Yes	77.3	No	Yes
133	66	75.4	Yes	77.5	No	Yes
134	66	74.3	Yes	76.3	No	Yes
135	66	73.9	Yes	76.0	No	Yes
136	66	73.5	Yes	75.5	No	Yes
137	66	73.4	Yes	75.4	No	Yes
138	66	75.6	Yes	77.5	No	Yes
139	66	76.3	Yes	78.6	No	Yes
140	66	77.6	Yes	79.7	No	Yes
141	66	71.6	Yes	73.5	No	Yes
142	66	75.8	Yes	78.0	No	Yes
143	66	76.0	Yes	78.3	No	Yes
144	66	75.7	Yes	77.5	No	Yes
145	66	75.4	Yes	77.1	No	Yes
146	66	74.7	Yes	76.3	No	Yes
147	66	71.6	Yes	73.2	No	Yes
148	66	70.3	Yes	71.9	No	Yes
149	66	70.2	Yes	71.6	No	Yes
150	66	68.9	Yes	70.5	No	Yes
151	66	68.2	Yes	69.6	No	Yes
152	66	67.0	Yes	68.5	No	Yes
153	66	67.0	Yes	68.5	No	Yes
154	66	66.1	Yes	67.7	No	Yes
155	66	65.1	No	66.8	No	Yes
156	66	63.2	No	65.1	No	No
157	66	72.0	Yes	74.5	No	Yes
158	66	67.6	Yes	70.6	No	Yes
159	66	67.7	Yes	70.3	No	Yes
160	66	67.8	Yes	70.2	No	Yes
161	66	68.0	Yes	70.2	No	Yes
162	66	67.6	Yes	69.7	No	Yes
163	66	65.6	No	67.8	No	Yes
164	66	65.2	No	67.6	No	Yes
165	66	64.4	No	67.1	No	Yes
166	66	62.0	No	64.8	No	No
167	66	61.5	No	64.1	No	No
168	66	61.9	No	64.2	No	No

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Table 5. Modeled Existing and Future Noise Levels in the Noise Study Area

Receptor	UDOT NAC L _{eq} (h)	Existing		With Proposed Action		
		Existing Noise Levels (dBA)	Existing Impact?	Proposed Action Noise Levels (dBA)	≥ 10 dBA Increase over Existing Noise Level?	≥ UDOT NAC?
169	66	67.6	Yes	69.4	No	Yes
170	66	66.2	Yes	68.0	No	Yes
171	66	64.8	No	66.7	No	Yes
172	66	63.4	No	65.3	No	No
173	66	62.3	No	64.3	No	No
174	66	61.4	No	63.4	No	No
175	66	67.5	Yes	69.2	No	Yes
176	66	66.2	Yes	67.9	No	Yes
177	66	64.8	No	66.5	No	Yes
178	66	62.9	No	64.8	No	No
179	66	61.8	No	63.6	No	No
180	66	62.1	No	63.8	No	No
181	66	62.8	No	64.5	No	No
182	66	64.4	No	66.3	No	Yes
183	66	65.8	No	67.4	No	Yes
184	66	67.5	Yes	69.0	No	Yes
185	66	66.7	Yes	68.3	No	Yes
186	66	65.0	No	66.2	No	Yes
187	66	64.4	No	66.0	No	Yes
188	66	64.6	No	66.1	No	Yes
189	66	65.5	No	67.1	No	Yes
190	66	60.9	No	62.5	No	No
191	66	61.6	No	63.1	No	No
192	66	63.4	No	65.2	No	No
193	66	64.7	No	66.7	No	Yes
194	66	64.9	No	66.7	No	Yes
195	66	63.9	No	65.8	No	No
196	66	64.0	No	65.7	No	No
197	66	62.9	No	64.7	No	No
198	66	62.0	No	63.8	No	No
199	66	63.8	No	65.4	No	No
200	66	63.9	No	65.5	No	No
201	66	63.9	No	65.5	No	No
202	66	64.3	No	65.9	No	No
203	66	66.0	Yes	67.6	No	Yes
204	66	65.9	No	67.4	No	Yes
205	66	65.8	No	67.3	No	Yes
206	66	66.1	Yes	67.6	No	Yes
207	66	66.4	Yes	68.0	No	Yes
208	66	66.5	Yes	68.0	No	Yes
209	66	66.5	Yes	67.9	No	Yes
210	66	66.3	Yes	68.1	No	Yes
211	66	67.3	Yes	69.0	No	Yes
212	66	69.4	Yes	70.6	No	Yes

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Table 5. Modeled Existing and Future Noise Levels in the Noise Study Area

Receptor	UDOT NAC L _{eq} (h)	Existing		With Proposed Action		
		Existing Noise Levels (dBA)	Existing Impact?	Proposed Action Noise Levels (dBA)	≥ 10 dBA Increase over Existing Noise Level?	≥ UDOT NAC?
213	66	60.8	No	62.6	No	No
214	66	60.9	No	62.7	No	No
215	66	60.9	No	62.7	No	No
216	66	61.1	No	62.8	No	No
217	66	61.1	No	62.9	No	No
218	66	59.0	No	60.6	No	No
219	66	58.8	No	60.4	No	No
220	66	58.9	No	60.6	No	No
221	66	59.0	No	60.8	No	No
222	66	61.3	No	63.0	No	No
223	66	63.7	No	64.4	No	No
224	66	63.8	No	64.8	No	No
225	66	63.8	No	65.1	No	No
226	66	63.5	No	65.3	No	No
227	66	63.2	No	65.3	No	No
228	66	65.9	No	67.8	No	Yes
229	66	61.9	No	64.1	No	No
230	66	64.0	No	66.5	No	Yes
231	66	61.5	No	63.7	No	No
232	66	63.4	No	66.0	No	Yes
233	66	60.8	No	62.7	No	No
234	66	62.8	No	64.9	No	No
235	66	60.6	No	62.6	No	No
236	66	62.5	No	64.4	No	No
237	66	58.8	No	60.4	No	No
238	66	60.0	No	61.8	No	No
239	66	67.5	Yes	67.5	No	Yes
240	66	68.2	Yes	67.5	No	Yes
241	66	65.5	No	64.9	No	No
242	66	64.9	No	64.3	No	No
243	66	65.9	No	64.8	No	No
244	66	66.5	Yes	64.8	No	No
245	66	64.2	No	64.6	No	No
246	66	62.2	No	62.7	No	No
247	66	62.3	No	62.3	No	No
248	66	61.6	No	61.9	No	No
249	66	62.9	No	62.9	No	No
250	66	61.8	No	62.0	No	No
251	66	65.1	No	63.8	No	No
252	66	63.8	No	63.2	No	No
253	66	61.7	No	61.7	No	No
254	66	63.5	No	63.7	No	No
255	66	58.4	No	58.8	No	No
256	51	44.1	No	46.3	No	No

(continued on next page)

Table 5. Modeled Existing and Future Noise Levels in the Noise Study Area

Receptor	UDOT NAC L _{eq} (h)	Existing		With Proposed Action		
		Existing Noise Levels (dBA)	Existing Impact?	Proposed Action Noise Levels (dBA)	≥ 10 dBA Increase over Existing Noise Level?	≥ UDOT NAC?
257	66	59.9	No	61.8	No	No
258	66	60.2	No	62.0	No	No
259	66	60.5	No	62.3	No	No
260	66	61.0	No	62.7	No	No
261	66	61.2	No	62.9	No	No
262	66	61.4	No	63.1	No	No
263	66	61.2	No	62.9	No	No
264	66	61.5	No	63.1	No	No
265	66	61.4	No	62.9	No	No
266	66	61.7	No	64.0	No	No
267	66	62.3	No	64.6	No	No
268	66	63.3	No	65.3	No	No
269	66	65.8	No	67.7	No	Yes
270	66	66.2	Yes	68.2	No	Yes
271	66	66.2	Yes	68.2	No	Yes
272	66	63.9	No	65.8	No	No
273	66	60.0	No	61.5	No	No
274	66	60.9	No	62.6	No	No
275	66	63.5	No	64.9	No	No
276	66	64.1	No	65.7	No	No
277	66	60.1	No	62.4	No	No
278	66	62.3	No	64.5	No	No
279	66	66.5	Yes	69.1	No	Yes
280	66	66.3	Yes	69.6	No	Yes
281	66	64.9	No	68.2	No	Yes
282	66	64.9	No	68.2	No	Yes
283	66	67.1	Yes	69.8	No	Yes
284	66	69.2	Yes	71.6	No	Yes
285	66	69.5	Yes	72.2	No	Yes
286	66	69.3	Yes	71.7	No	Yes
287	66	70.6	Yes	73.0	No	Yes
288	66	71.1	Yes	73.6	No	Yes
289	66	65.4	No	67.9	No	Yes
290	66	62.3	No	64.1	No	No
291	66	63.6	No	65.2	No	No
292	66	64.3	No	65.8	No	No
293	66	63.7	No	65.5	No	No
294	66	64.8	No	66.8	No	Yes
295	66	66.5	Yes	68.8	No	Yes
296	66	68.3	Yes	70.7	No	Yes
297	66	60.9	No	62.7	No	No
298	66	61.3	No	63.2	No	No
299	66	62.7	No	64.9	No	No

(continued on next page)

Table 5. Modeled Existing and Future Noise Levels in the Noise Study Area

Receptor	UDOT NAC L _{eq} (h)	Existing		With Proposed Action		
		Existing Noise Levels (dBA)	Existing Impact?	Proposed Action Noise Levels (dBA)	≥ 10 dBA Increase over Existing Noise Level?	≥ UDOT NAC?
300	66	62.9	No	65.1	No	No
301	66	65.1	No	67.5	No	Yes
302	66	58.9	No	60.5	No	No
303	66	59.2	No	60.7	No	No
304	66	59.8	No	61.5	No	No
305	66	60.9	No	63.1	No	No
306	66	61.7	No	63.7	No	No
307	66	62.9	No	64.9	No	No

^a Not applicable. These receptors would be acquired as part of the Proposed Action.

8 Noise Abatement

This section discusses UDOT's methodology for evaluating noise-abatement mitigation measures for the traffic noise impacts identified in Section 6, Expected Impacts with the Proposed Action.

For a noise wall to be effective, it must be high enough and long enough to block the view of the noise source (that is, traffic on the roadway) from the receptor's line of sight. FHWA's *Highway Traffic Noise: Analysis and Abatement Guidance* (FHWA 2011) states that, as a general rule of thumb, the noise barrier should extend 4 times as far in each direction as the distance from the receptor to the barrier. For example, 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.

Noise walls for individual homes do not meet the cost-effectiveness criterion of UDOT's Noise Abatement Policy. Gaps in a noise wall cause "noise leaks," which reduce the effectiveness of the wall at homes near the gap. In addition, the effectiveness of noise walls decreases with increasing distance from the wall. For example, a residence that's 300 feet from a noise wall might experience noise levels that exceed the residential NAC. However, the noise wall might be ineffective in reducing noise levels by 7 dBA or more at that distance, and, therefore, a noise barrier might not be warranted according to UDOT's Noise Abatement Policy. The goal of noise abatement is to substantially reduce noise, which might or might not result in noise levels below the residential NAC.

The two primary criteria to consider when evaluating noise-abatement measures are feasibility and reasonableness. Noise abatement would be provided by UDOT only if UDOT determines that noise-abatement measures are *both* feasible and reasonable.

8.1 Feasibility and Reasonableness Factors

8.1.1 Feasibility Factors

The feasibility of noise-abatement measures deals primarily with construction and engineering considerations such as safety, location of cross streets, sight distance, and access to adjacent properties, among other considerations. Under UDOT's Noise Abatement Policy, a noise barrier must be considered "acoustically feasible" (that is, the barrier must reduce noise by at least 5 dBA for at least 50% of front-row receptors).

What are feasibility factors?

The feasibility of noise-abatement measures deals primarily with construction and engineering considerations.

If a noise-abatement measure is determined by UDOT to be acoustically feasible, then the abatement measure will be evaluated to determine whether its construction is reasonable. If a noise-abatement measure is determined by UDOT to be not feasible, it will not be considered any further.

8.1.2 Reasonableness Factors

Under UDOT's Noise Abatement Policy, reasonableness factors must be collectively achieved in order for a noise-abatement measure to be considered "reasonable." All three reasonableness factors described below must be met in order for a noise barrier to be considered reasonable.

What are reasonableness factors?

Reasonableness factors are the noise-abatement design goal, cost-effectiveness, and the viewpoints of property owners and residents.

- **Noise-abatement Design Goal.** Every reasonable effort should be made to achieve substantial reductions in noise. UDOT defines the minimum noise reduction (design goal) from proposed abatement measures to be 7 dBA or greater for at least 35% of front-row receptors. No abatement measure will be considered reasonable if the noise-abatement design goal cannot be achieved.
- **Cost-effectiveness.** The cost of a noise-abatement measure must be considered reasonable in order for it to be included in a project. Noise-abatement costs are determined by multiplying a fixed unit cost per square foot by the height and length of the barrier.

For residential receptors, cost-effectiveness is based on the cost of the abatement measure (for example, a noise wall) divided by the number of benefited receptors (the total number of dwelling units at which noise is reduced by a minimum of 5 dBA as a result of the abatement measure).

Currently, the maximum cost used to determine the reasonableness of a noise-abatement measure is \$30,000 per benefiting residence (Activity Category B) based on a unit cost of \$20 per square foot of barrier, and \$360 per lineal foot for Activity Categories A, C, D, or E.

- **Viewpoints of Property Owners and Residents.** If a noise-abatement measure is both feasible and cost-effective, UDOT will also consider the viewpoints of property owners and residents to determine whether the noise-abatement measures are desired. Balloting will be conducted for those noise-abatement measures that both meet the noise-abatement design goal and are cost-effective consistent with the procedures described in UDOT's Noise Abatement Policy.

The noise walls considered for the Proposed Action are discussed below. UDOT evaluated noise walls for eight locations along Bangerter Highway where noise impacts would occur with the Proposed Action. Three noise walls, 10200 S NW Wall, Big Meadow Drive North Wall, and Tippecanoe Wall, were found to be both feasible and reasonable.

8.1.3 Noise Wall Evaluations

In this section, the noise walls are described from north to south on the west side of Bangerter Highway, then from north to south on the east side of the highway.

9800 S SW Wall (Existing Noise Wall)

This existing noise wall is located in the southwest quadrant of the intersection of Bangerter Highway and 9800 South. The wall is about 1,200 feet long and extends from 9800 South to 10000 South. This existing noise wall is located on the east side of Elk Ridge Middle School and was installed by UDOT.

This wall would not need to be removed as part of the Proposed Action. However, the Proposed Action would require adding an auxiliary lane in both directions, resulting in noise impacts to receptors in this area.

As summarized in Table 6, UDOT evaluated replacing the existing wall with walls varying from 12 to 20 feet high (for detailed information, see Appendix D, Noise Wall Analysis).

Table 6. Noise-abatement Analysis for 9800 S SW Wall (Existing)

Barrier Height	Feasibility		Reasonableness					Is Barrier Feasible and Reasonable?
	% Front-row with 5-dBA Reduction	Acoustically Feasible? ^a	% Front-row with 7-dBA Reduction	Noise Abatement Design Goal? ^b	Anticipated Cost	Allowable Cost	Cost-effective? ^c	
12	0	No	NA	NA	NA	NA	NA	No
14	0	No	NA	NA	NA	NA	NA	No
16	0	No	NA	NA	NA	NA	NA	No
18	0	No	NA	NA	NA	NA	NA	No
20	0	No	NA	NA	NA	NA	NA	No

^a 5-dBA reduction for at least 50% of front-row receptors.

^b 7-dBA reduction for at least 35% of front-row receptors.

^c Anticipated cost is less than allowable cost.

Replacing the existing 9800 S SW Wall to increase its height is not acoustically feasible. Therefore, the wall would remain at its existing height of 10 feet.

10200 S NW Wall (Existing Noise Wall)

This existing noise wall is located on the northwest quadrant of the intersection of Bangerter Highway and 10200 South. The existing wall in this area was not installed by UDOT and was installed when the residential neighborhood was constructed.

The Proposed Action would require removing this wall to construct the new interchange and southbound auxiliary lane between 9800 South and 10400 South. The northern section of the 10200 S NW Wall would only need to be removed to accommodate the construction of the southbound auxiliary lane between 9800 South and 10400 South. If funding is not available for the auxiliary lane, the existing 10200 S NW Wall that is not affected by the interchange construction would remain in its current location. UDOT evaluated installing a new noise wall in a new location farther west where it would accommodate the Proposed Action's off ramps and auxiliary lanes. The evaluated noise wall extends from about 10200 South to a location where it connects to the existing 10-foot-high noise wall near 10000 South (called the 9800 S SW Wall in this report and evaluated in the previous section). This evaluated wall is about 1,282 feet long (see map 1 in Appendix C).

As summarized in Table 7, UDOT evaluated walls ranging from 10 to 14 feet high (for detailed information, see Appendix D, Noise Wall Analysis).

Table 7. Noise-abatement Analysis for Noise Barrier 10200 S NW Wall

Barrier Height	Feasibility		Reasonable					Is Barrier Feasible and Reasonable?
	% Front-row with 5-dBA Reduction	Acoustically Feasible? ^a	% Front-row with 7-dBA Reduction	Noise Abatement Design Goal? ^b	Anticipated Cost	Allowable Cost	Cost-effective? ^c	
10	90	Yes	80	Yes	\$256,400	\$300,000	Yes	Yes
12	100	Yes	90	Yes	\$307,680	\$360,000	Yes	Yes
14	100	Yes	90	Yes	\$358,960	\$510,000	Yes	Yes

^a 5-dBA reduction for at least 50% of front-row receptors.

^b 7-dBA reduction for at least 35% of front-row receptors.

^c Anticipated cost is less than allowable cost.

Walls ranging from 10 to 14 feet high are considered both feasible and reasonable. A 10-foot-high wall for the 10200 S NW Wall is recommended for balloting because it's the shortest wall height found to be both feasible and reasonable.

The northern section of the 10200 S NW Wall would only need to be removed to accommodate the construction of the southbound auxiliary lane between 9800 South and 10400 South. If funding is not available for the auxiliary lane, this section of the existing 10200 S NW Wall that is not affected by the interchange construction would remain in its current location. Prior to construction and balloting, UDOT will re-evaluate the 10200 S NW Wall based on final design and whether funding is available for the auxiliary lanes.

Whispering Sands Drive Wall

This evaluated wall is located north of 10400 South and east of Whispering Sands Drive. There is no existing noise wall in this area.

The Proposed Action would include restriping on 10400 South to accommodate the turn lanes for the new interchange on Bangerter Highway. No new travel lanes would be included on 10400 South. However, the restriping would change the horizontal alignment of the travel lanes on 10400 South. The noise modeling indicated that there would be noise impacts to the receptors on the north side of 10400 South in this area. UDOT evaluated constructing a noise wall in this area. The evaluated wall extends from about Whispering Sands Drive to the service road that serves Goldenwest Credit Union. The wall would be about 500 feet long.

As summarized in Table 8, UDOT evaluated walls ranging from 10 to 20 feet high (for detailed information, see Appendix D, Noise Wall Analysis).

Table 8. Noise-abatement Analysis for Whispering Sands Drive Wall

Barrier Height	Feasibility		Reasonableness					Is Barrier Feasible and Reasonable?
	% Front-row with 5-dBA Reduction	Acoustically Feasible? ^a	% Front-row with 7-dBA Reduction	Noise Abatement Design Goal? ^b	Anticipated Cost	Allowable Cost	Cost-effective? ^c	
10	50	Yes	0	No	NA	NA	NA	No
12	75	Yes	25	No	NA	NA	NA	No
14	75	Yes	25	No	NA	NA	NA	No
16	75	Yes	25	No	NA	NA	NA	No
18	75	Yes	25	No	NA	NA	NA	No
20	75	Yes	75	Yes	\$200,000	\$90,000	No	No

^a 5-dBA reduction for at least 50% of front-row receptors.

^b 7-dBA reduction for at least 35% of front-row receptors.

^c Anticipated cost is less than allowable cost.

None of the wall heights evaluated for the Whispering Sands Drive Wall were found to be both feasible and reasonable. Therefore, a wall at this location is not recommended for balloting.

Big Meadow Drive North Wall (Existing Privacy Wall)

South of 10600 South is a residential neighborhood that would be affected by the Proposed Action. The neighborhood has an existing 6-foot-high privacy wall that was installed when the subdivision was built. The privacy wall was not installed by UDOT.

The Proposed Action would require removing the northern sections of this privacy wall to construct the new interchange. UDOT evaluated a noise wall in this area. The existing 6-foot-high privacy wall would remain for the seven properties located immediately north of Ruston View Drive on the east side of Big Meadow Drive. The evaluated wall extends from about Grassy Meadow Drive (about 10600 South) to Rushton View Drive (about 10825 South). This noise wall is about 1,161 feet long (see maps 2 and 3 in Appendix C).

As summarized in Table 9, UDOT evaluated noise walls ranging from 10 to 20 feet high (for detailed information, see Appendix D, Noise Wall Analysis).

Table 9. Noise-abatement Analysis for Big Meadow Drive North Wall

Barrier Height	Feasibility		Reasonableness					Is Barrier Feasible and Reasonable?
	% Front-row with 5-dBA Reduction	Acoustically Feasible? ^a	% Front-row with 7-dBA Reduction	Noise Abatement Design Goal? ^b	Anticipated Cost	Allowable Cost	Cost-effective? ^c	
10	40	No	30	No	NA	NA	NA	No
12	70	Yes	40	Yes	\$278,640	\$540,000	Yes	Yes
14	80	Yes	60	Yes	\$325,080	\$750,000	Yes	Yes
16	90	Yes	70	Yes	\$371,520	\$1,050,000	Yes	Yes
18	90	Yes	80	Yes	\$417,960	\$1,140,000	Yes	Yes
20	90	Yes	80	Yes	\$464,400	\$1,200,000	Yes	Yes

^a 5-dBA reduction for at least 50% of front-row receptors.

^b 7-dBA reduction for at least 35% of front-row receptors.

^c Anticipated cost is less than allowable cost.

Walls ranging from 12 to 20 feet high are considered both feasible and reasonable. A 12-foot-high wall is recommended for balloting because it's the shortest wall height found to be both feasible and reasonable.

Big Meadow Drive South Wall (Existing Retaining and Privacy Wall)

Between Rushton Way and about 11000 South in the southwest quadrant is a residential townhome neighborhood that would be affected by the Proposed Action. The neighborhood has an existing 6-foot-high privacy wall on top of a retaining wall that was installed when the subdivision was built. The privacy wall and retaining wall were not installed by UDOT. The retaining wall varies in height. At the north end near Rushton Way and at the south end near 11000 South, the retaining wall is about 3 feet high. In between, the retaining wall increases in height and is over 10 feet high at its highest point.

Based on preliminary design (which includes the construction of the interchange and the auxiliary lanes), the Proposed Action could require removing and replacing the northern section of this privacy and retaining wall to construct the new interchange and auxiliary lanes. In order to minimize impacts to private property owners, UDOT would not impact private property in this area by replacing the existing 6-foot-high privacy wall and retaining wall with a noise wall of the same height. The modeling for this area assumed that the existing privacy and retaining wall would remain in its current location.

Impacts were not predicted in this area modeling the existing privacy and retaining wall. Because no noise impacts were predicted in this area, noise walls were not evaluated.

UDOT will make a final determination about the extent of project construction when final design is completed and UDOT knows whether funding is available for the auxiliary lane. During final design, UDOT will determine whether any of the existing 6-foot-high privacy wall and retaining wall would need to be removed and replaced. If any sections of the existing 6-foot-high privacy wall and retaining wall would need to be removed and replaced as part of the final design, UDOT would re-evaluate the Big Meadow Drive South Wall noise analysis to see if there would be noise impacts in this area and, if there are noise impacts, if a noise wall would be warranted.

Tippecanoe Wall (Existing Privacy Wall)

Between about 11000 South and 11100 South, two residential neighborhoods would be affected by construction of auxiliary lanes that are included with the Proposed Action if funding is available. The neighborhood on Tippecanoe Way has an existing 6-foot-high privacy wall that was installed when the subdivision was built. The privacy wall was not installed by UDOT. The northern section of this area near the homes on Coastal Dune Drive does not have an existing wall.

The Proposed Action would require removing the privacy wall for the Tippecanoe neighborhood to construct the auxiliary lanes. UDOT evaluated a noise wall in this area. The evaluated noise wall was extended south to join with the existing 12-foot-high Jordan Heights noise wall that was constructed by UDOT as part of the Bangerter 11400 South interchange project. The evaluated wall extends from about 11000 South at the south end of the Big Meadow South Noise Wall to Belfry Circle (about 11100 South). This noise wall is about 2,120 feet long (see maps 2 and 3 in Appendix C).

As summarized in Table 9, UDOT evaluated noise walls ranging from 10 to 20 feet high (for detailed information, see Appendix D, Noise Wall Analysis).

Table 10. Noise-abatement Analysis for Tippecanoe Wall

Barrier Height	Feasibility		Reasonableness					Is Barrier Feasible and Reasonable?
	% Front-row with 5-dBA Reduction	Acoustically Feasible? ^a	% Front-row with 7-dBA Reduction	Noise Abatement Design Goal? ^b	Anticipated Cost	Allowable Cost	Cost-effective? ^c	
10	54	Yes	0	No	NA	NA	NA	No
12	67	Yes	42	Yes	\$508,800	\$510,000	Yes	Yes
14	96	Yes	63	Yes	\$593,600	\$930,000	Yes	Yes
16	96	Yes	75	Yes	\$678,400	\$1,290,000	Yes	Yes
18	96	Yes	96	Yes	\$763,200	\$1,440,000	Yes	Yes
20	100	Yes	96	Yes	\$848,000	\$1,530,000	Yes	Yes

^a 5-dBA reduction for at least 50% of front-row receptors.

^b 7-dBA reduction for at least 35% of front-row receptors.

^c Anticipated cost is less than allowable cost.

Walls ranging from 12 to 20 feet high are considered both feasible and reasonable. A 12-foot-high wall is recommended for balloting because it's the shortest wall height found to be both feasible and reasonable. The Tippecanoe Wall would be balloted and constructed only when funding is available to construct the auxiliary lanes between 10400 South and 11400 South.

Jordan Heights Wall (Existing Noise Wall)

This existing noise wall is located west of Bangerter Highway near Tippecanoe Way. The existing noise wall was installed by UDOT as part of the Bangerter 11400 South interchange project. The wall extends from about Belfry Circle (about 11100 South) to 4000 West. The wall is about 2,149 feet long and 12 feet high (see map 3 in Appendix C).

This wall would not need to be removed as part of the Proposed Action. However, the Proposed Action would add a southbound auxiliary lane that connects to the southbound off ramp to 11400 South, resulting in noise impacts to receptors in this area.

As summarized in Table 11, UDOT evaluated replacing the existing wall with walls varying from 14 to 20 feet high (for detailed information, see Appendix D, Noise Wall Analysis).

Table 11. Noise-abatement Analysis for Jordan Heights Wall

Barrier Height	Feasibility		Reasonableness					Is Barrier Feasible and Reasonable?
	% Front-row with 5-dBA Reduction	Acoustically Feasible? ^a	% Front-row with 7-dBA Reduction	Noise Abatement Design Goal? ^b	Anticipated Cost	Allowable Cost	Cost-effective? ^c	
14	0	No	NA	NA	NA	NA	NA	No
16	0	No	NA	NA	NA	NA	NA	No
18	0	No	NA	NA	NA	NA	NA	No
20	0	No	NA	NA	NA	NA	NA	No

^a 5-dBA reduction for at least 50% of front-row receptors.

^b 7-dBA reduction for at least 35% of front-row receptors.

^c Anticipated cost is less than allowable cost.

Replacing the existing Jordan Heights Wall to increase its height is not considered acoustically feasible. Therefore, the existing 12-foot-high wall would remain in place.

9800 S SE Wall (Existing Noise Wall)

This existing noise wall is located on the southeast quadrant of the intersection of Bangerter Highway and 9800 South. The wall extends from 9800 South to Dry Ridge Cove (about 10150 South). The wall is about 2,019 feet long and 14 feet high (see map 1 in Appendix C). The northern section of this wall between 9800 South and about 10000 South was installed by UDOT. The southern section of this wall between 10000 South and Dry Ridge Cove (about 10150 South) was not installed by UDOT and was installed when the subdivision was constructed.

This wall would not need to be removed as part of the Proposed Action. However, the Proposed Action would add a northbound auxiliary lane that connects to the right-turn-only lane at the 9800 South intersection. The noise modeling indicated that there would be noise impacts to receptors in this area.

As summarized in Table 12, UDOT evaluated replacing the existing wall with walls varying from 16 to 20 feet high (for detailed information, see Appendix D, Noise Wall Analysis).

Table 12. Noise-abatement Analysis for 9800 S SE Wall

Barrier Height	Feasibility		Reasonableness					Is Barrier Feasible and Reasonable?
	% Front-row with 5-dBA Reduction	Acoustically Feasible? ^a	% Front-row with 7-dBA Reduction	Noise Abatement Design Goal? ^b	Anticipated Cost	Allowable Cost	Cost-effective? ^c	
16	0	No	NA	NA	NA	NA	NA	No
18	0	No	NA	NA	NA	NA	NA	No
20	0	No	NA	NA	NA	NA	NA	No

^a 5-dBA reduction for at least 50% of front-row receptors.

^b 7-dBA reduction for at least 35% of front-row receptors.

^c Anticipated cost is less than allowable cost.

Replacing the existing 9800 S SE Wall to increase its height is not considered acoustically feasible. Therefore, the existing 14-foot-high wall would remain in place.

10200 S SE Wall (Existing Noise Wall)

This existing noise wall is located on the southeast quadrant of the intersection of Bangerter Highway and 10200 South. This privately installed wall was installed in about 2006 (about the same time as the subdivision was constructed). The wall extends from 10200 South to 10305 South. The wall is about 654 feet long and 10 feet high (see map 2 in Appendix C).

This wall would not need to be removed as part of the Proposed Action. However, the proposed interchange would result in noise impacts to receptors in this area.

As summarized in Table 13, UDOT evaluated replacing the existing wall with walls varying from 12 feet to 20 feet high (for detailed information, see Appendix D, Noise Wall Analysis).

Table 13. Noise-abatement Analysis for 10200 S SE Wall

Barrier Height	Feasibility		Reasonableness					Is Barrier Feasible and Reasonable?
	% Front-row with 5-dBA Reduction	Acoustically Feasible? ^a	% Front-row with 7-dBA Reduction	Noise Abatement Design Goal? ^b	Anticipated Cost	Allowable Cost	Cost-effective? ^c	
12	0	No	NA	NA	NA	NA	NA	No
14	0	No	NA	NA	NA	NA	NA	No
16	0	No	NA	NA	NA	NA	NA	No
18	0	No	NA	NA	NA	NA	NA	No
20	0	No	NA	NA	NA	NA	NA	No

^a 5-dBA reduction for at least 50% of front-row receptors.

^b 7-dBA reduction for at least 35% of front-row receptors.

^c Anticipated cost is less than allowable cost.

Replacing the existing 10200 S SE Wall to increase its height is not considered acoustically feasible. Therefore, the existing 10-foot-high wall would remain in place.

Raphi Place Wall (Existing Privacy Wall)

There is no existing noise wall in this area. This existing privacy wall on the east side of Bangerter Highway might provide some noise protection to the receptors in this area. This privacy wall was not installed by UDOT and was installed when the subdivision was constructed. The privacy wall extends from Raphi Place to the existing 15-foot-high noise wall in front of the ICO District Apartments. The ICO District Apartments would not have noise impacts from the Proposed Action, so additional noise-abatement modeling was not evaluated for the ICO District Wall.

The privacy wall is about 1,535 feet long and 6 feet high (see map 3 in Appendix C). The 1,535 feet of the privacy wall includes a 1,053-foot section on the east side of Bangerter Highway and a 482-foot section on the north side of the subdivision. Because UDOT would construct noise barriers in the UDOT right-of-way only, the noise modeling only modeled increasing the height of the 1,053-foot section of wall on the east side of Bangerter Highway. The noise modeling assumed that the Raphi Place Wall would connect to the northern end of the existing 15-foot-high ICO District Wall (see map 3 in Appendix C).

This privacy wall would not need to be removed as part of the Proposed Action. However, the Proposed Action would add a northbound auxiliary lane starting at the north end of the 11400 South northbound on ramp, resulting in noise impacts to receptors in this area.

As summarized in Table 14, UDOT evaluated replacing the existing privacy wall with noise walls varying from 11 to 19 feet high (for detailed information, see Appendix D, Noise Wall Analysis).

Table 14. Noise-abatement Analysis for Raphi Place Wall

Barrier Height	Feasibility		Reasonableness					Is Barrier Feasible and Reasonable?
	% Front-row with 5-dBA Reduction	Acoustically Feasible? ^a	% Front-row with 7-dBA Reduction	Noise Abatement Design Goal? ^b	Anticipated Cost	Allowable Cost	Cost-effective? ^c	
11	0	No	NA	NA	NA	NA	NA	No
13	36	No	NA	NA	NA	NA	NA	No
15	55	Yes	0	No	NA	NA	NA	No
17	73	Yes	9	No	NA	NA	NA	No
19	91	Yes	36	Yes	\$400,140	\$330,000	No	No

^a 5-dBA reduction for at least 50% of front-row receptors.

^b 7-dBA reduction for at least 35% of front-row receptors.

^c Anticipated cost is less than allowable cost.

None of the noise wall heights evaluated for the Raphi Place Wall were found to be both feasible and reasonable. Therefore, a new noise wall at this location is not recommended for balloting, and the existing 6-foot-high privacy wall would remain in place.

9 Construction Noise

9.1 Construction Noise Activities

Table 15 shows the noise levels produced by various types of construction equipment. Properly maintained equipment will produce noise levels near the middle of the indicated ranges. The types of construction equipment used for this project will typically generate noise levels of 80 dBA to 90 dBA at a distance of 50 feet while the equipment is operating (EPA 1971; Gharabegian and others 1985; Toth 1979).

Construction equipment operations can vary from intermittent to fairly continuous with multiple pieces of equipment operating concurrently. Assuming that a bulldozer (85 dBA), backhoe (90 dBA), grader (90 dBA), and front-end loader (82 dBA) are operating concurrently in the same area, peak construction-period noise would generally be about 94 dBA at 50 feet from the construction site. Table 15 summarizes noise levels expected near an active construction site with the above equipment operating.

Table 15. Typical Noise Levels for Construction Equipment

Type of Equipment	Noise Level (dBA) at 50 feet
Bulldozer	85
Front loader	72 – 84
Jack hammer or rock drill	81 – 98
Crane with headache ball	75 – 87
Backhoe	72 – 93
Scraper and grader	80 – 93
Electrical generator	71 – 82
Concrete pump	81 – 83
Concrete vibrator	76
Concrete and dump trucks	83 – 90
Air compressor	74 – 87
Pile drivers (peaks)	95 – 106
Pneumatic tools	81 – 98
Roller (compactor)	73 – 75
Saws	73 – 82

Source: EPA 1971

Locations within about 1,900 feet of a construction site will experience occasional episodes of noise levels greater than 60 dBA. Areas within about 750 feet of a construction site will experience episodes of noise levels greater than 70 dBA. Such episodes of high noise levels associated with the proposed construction would not be continuous throughout the day and would generally be restricted to daytime hours.

Most construction activities associated with the Proposed Action would occur during daylight hours, which would minimize the number of noise impacts. Noise impacts could occur when construction directly adjacent to residential, park, or recreational areas is necessary.

9.2 Construction Noise Mitigation

To reduce temporary noise impacts associated with construction, contractors will comply with all state and local regulations relating to construction noise.

The contractor will be required to follow the UDOT 2017 *Standard Specification for Road and Bridge Construction*, Section 01355, *Environmental Protection*, Part 3.6, *Noise Control*. The contractor will be required to conform to this specification to reduce the impact of construction noise on the surrounding community.

The following measures could be incorporated into contract specifications to help reduce the effects of construction noise:

- All equipment will have sound-control devices that are at least as effective as those on the original equipment. No equipment will have unmuffled exhaust.
- As directed by the UDOT Construction Manager, the contractor will implement appropriate additional noise-mitigation measures, possibly including changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources.

10 Information for Local Officials

Activity Categories F and G include lands that are not sensitive to traffic noise. There are no impact criteria for these land use types, so noise abatement is not required. However, for Activity Category G, an estimate of the distance to the approach criteria must be provided to local governments. This estimate will help local government officials promote compatibility between land development and the Proposed Action.

Table 16 lists the distances from the edge of the roadway pavement to the locations where the worst-hour $L_{eq}(h)$ levels of 66 dBA and 71 dBA would occur.

Table 16. Contour Distance to Future Noise Levels

Roadway	Approximate Distance from Edge of Bangerter Highway Pavement to Noise-level Contour	
	66-dBA Noise-level Contour	71-dBA Noise-level Contour
Bangerter Highway	425 feet	230 feet

11 Conclusions

The Proposed Action would generally result in a 3-dBA noise level increase throughout the noise study area. Of the 307 receptors, 176 (representing 176 dwelling units) would be impacted by noise levels from the Proposed Action. Recommended noise walls within the study area that met the requirements of the UDOT Noise Abatement Policy are discussed below.

As part of the final design phase, UDOT will conduct balloting consistent with the procedures in UDOT's Noise Abatement Policy.

11.1 Summary of Recommended Noise Walls

11.1.1 10200 S NW Wall

The Proposed Action would require removing this existing noise wall to construct the new interchange. UDOT evaluated installing a new noise wall in a new location farther west where it would accommodate the Proposed Action's off ramps and auxiliary lanes. The recommended noise wall would extend from about 10200 South to a location where it connects to the existing 10-foot-high noise wall near 10000 South (called the 9800 S SW Wall in this report). This wall would be about 1,282 feet long and 10 feet high (see map 1 in Appendix C). The northern section of the 10200 S NW Wall would only need to be removed to accommodate the construction of the southbound auxiliary lane between 9800 South and 10400 South. If funding is not available for the auxiliary lane, this section of the existing 10200 S NW Wall would remain in its current location. Prior to construction and balloting, UDOT will re-evaluate the 10200 S NW Wall based on final design and whether there is funding available for the auxiliary lanes.

11.1.2 Big Meadow Drive North Wall

This new noise wall would replace the existing privacy wall in this area that would be removed to construct the new interchange. The recommended noise wall would extend from about Grassy Meadow Drive (about 10600 South) to Rushton View Drive (about 10825 South) where it would join with the existing Big Meadow Drive South retaining/privacy wall. This wall would be about 1,161 feet long and 12 feet high (see maps 2 and 3 in Appendix C).

11.1.3 Tippecanoe Wall

This new wall would replace the existing privacy wall in this area that would be removed to construct the new auxiliary lanes. The recommended noise wall would extend from about 11000 South to Belfry Circle (about 11100 South), where it would join with the existing Jordan Heights noise wall. This wall would be about 2,120 feet long and 12 feet high (see maps 2 and 3 in Appendix C).

11.2 Summary of Walls To Remain in Place

The following existing walls were evaluated to see whether replacing the existing wall with a higher wall would be feasible and reasonable. For all of these walls, UDOT determined that replacing the existing walls to increase their heights is not considered acoustically feasible. Therefore, these existing walls would remain at their existing height in their current location.

11.2.1 9800 S SW Wall

This existing noise wall is located in the southwest quadrant of the intersection of Bangerter Highway and 9800 South. The wall extends from 9800 South to 10000 South. This wall would not need to be removed as part of the Proposed Action. This wall is about 1,200 feet long and 10 feet high (see map 1 in Appendix C).

11.2.2 Big Meadow Drive South Wall

This existing wall is a 6-foot-high privacy wall on top of a retaining wall that was installed when the subdivision was built. The retaining wall varies in height. At the north end near Rushton View Drive and at the south end near 11000 South, the retaining wall is about 3 feet high. In between, the retaining wall increases in height and is over 10 feet high at its highest point. The wall is about 1,025 feet long (see maps 2 and 3 in Appendix C).

11.2.3 Jordan Heights Wall

This existing noise wall is located west of Bangerter Highway near Tippecanoe Way. The wall extends from about Belfry Circle (about 11100 South) to 4000 West. The wall is about 2,149 feet long and 12 feet high (see map 3 in Appendix C).

11.2.4 9800 S SE Wall

This existing noise wall is located on the southeast quadrant of the intersection of Bangerter Highway and 9800 South. The wall extends from 9800 South to Dry Ridge Cove (about 10150 South). The wall is about 2,019 feet long and 14 feet high (see map 1 in Appendix C).

11.2.5 10200 S SE Wall

This existing noise wall is located on the southeast quadrant of the intersection of Bangerter Highway and 10200 South. This privately installed wall was installed in about 2006 (about the same time as the subdivision was constructed). The wall extends from 10200 South to 10305 South. The wall is about 654 feet long and 10 feet high (see map 2 in Appendix C).

11.2.6 Raphi Place Wall

This existing privacy wall is located on the east side of Bangerter Highway and might provide some noise protection to the receptors in this area. The wall extends from Raphi Place to the existing 15-foot-high noise wall in front of the ICO District Apartments. The privacy wall is about 1,535 feet long and 6 feet high (see map 3 in Appendix C). The ICO District Apartments would not have noise impacts from the Proposed Action, so additional noise-abatement modeling was not evaluated for the 15-foot-high ICO District Wall, and it would remain in place.

12 References

[CEQ] Council on Environmental Quality

- 1970 Environmental Quality: The First Annual Report of the Council on Environmental Quality. U.S. Government Printing Office, Washington, DC.

[EPA] U.S. Environmental Protection Agency

- 1971 Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances. NTID300.1. Prepared by Bolt, Beranek, & Newman, Boston, Mass. U.S. Government Printing Office, Washington, DC.

[FHWA] Federal Highway Administration

- 2011 Highway Traffic Noise: Analysis and Abatement Guidance. FHWA-HEP-10-025. https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf. December.

Gharabegian, A., K.M. Cosgrove, J.R. Pehrson, and T.D. Trinh

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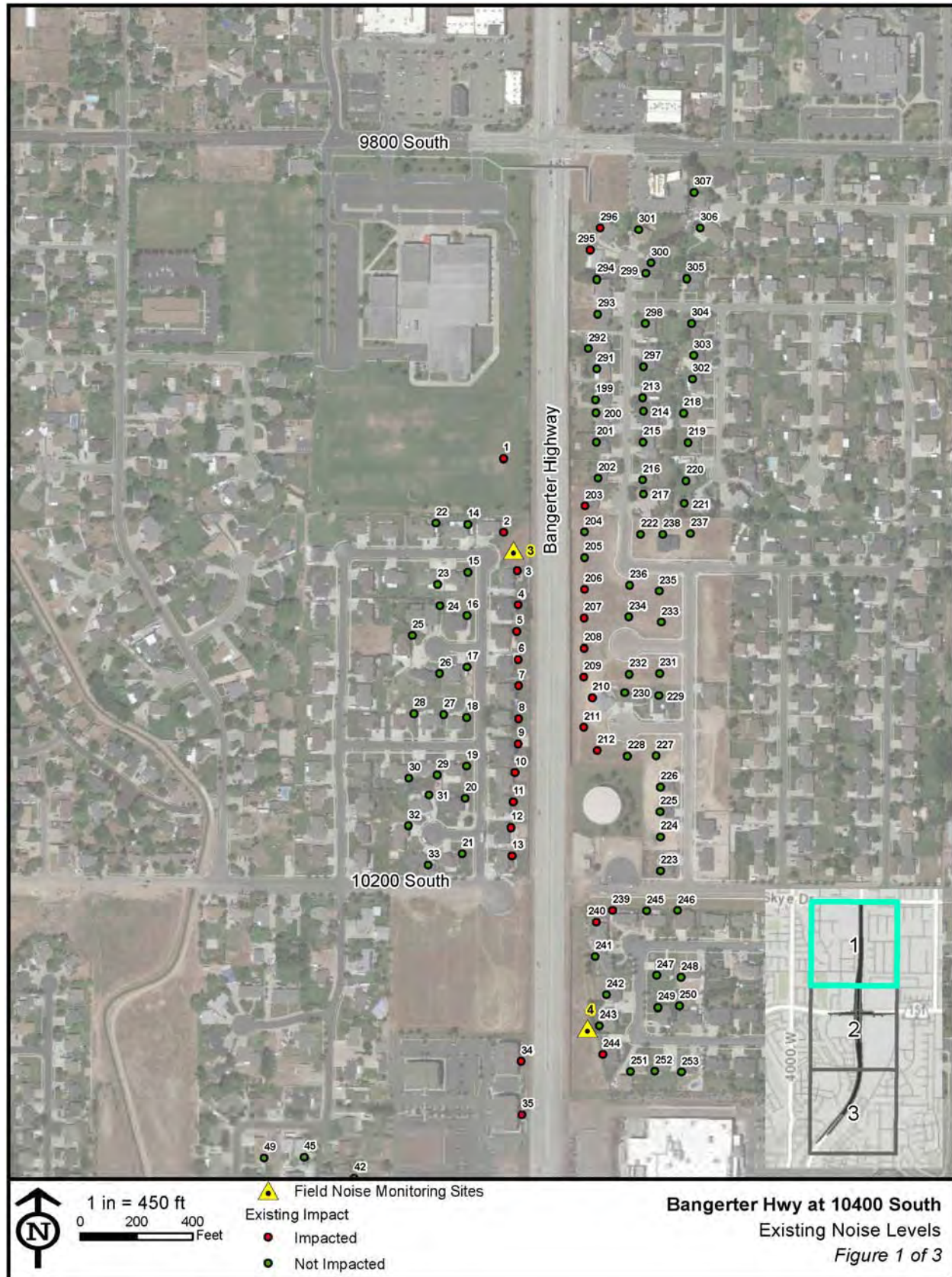
Toth, W.J.

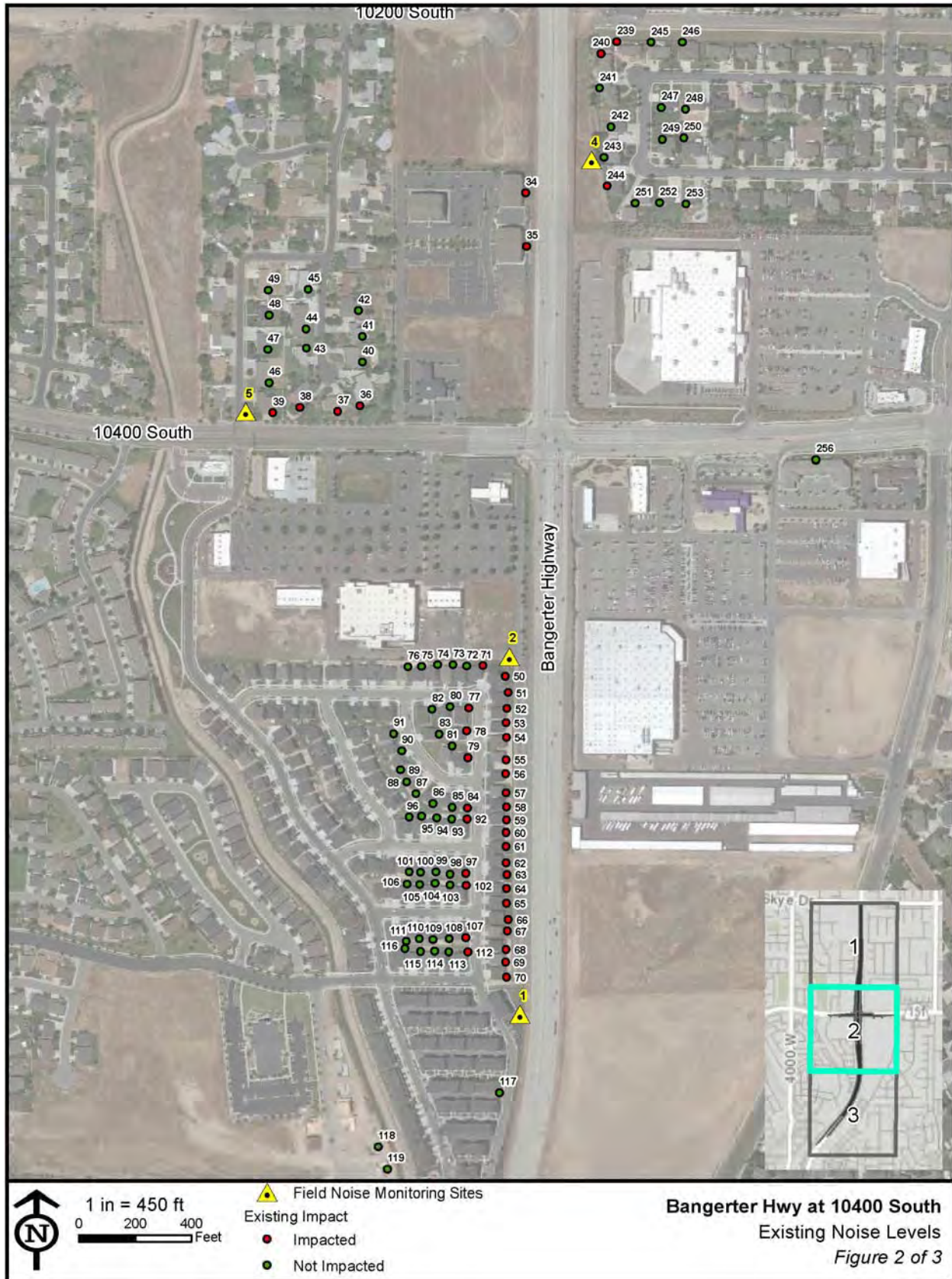
- 1979 Noise-Abatement Techniques for Construction Equipment. HS-803 293; DOT-TSC-NHTSA-79-45: PB-300 948. U.S. Department of Transportation, National Highway Traffic Safety Administration, Washington, DC.

[UDOT] Utah Department of Transportation

- 2017 Noise Abatement. UDOT 08A2-1. Effective November 6, 1987. Revised June 15, 2017. <https://www.udot.utah.gov/main/uconowner.gf?n=10496602977480171>.

Appendix A. Existing Noise Receptor Maps







TRAFFIC NOISE MONITORING LOG SHEET

Project Description: Bangerter 10400 South Data File: 19
Job Number: _____ Noise Source: traffic noise
Date: 5/23/2018 By: MSP

Equipment	Type	Serial #
Sound Level Meter	<u>LD 824</u>	<u>A2636</u>
Microphone	<u>LD 2541</u>	<u>7490</u>
Calibrator	<u>LD CAL 150</u>	<u>3370</u>

SLM SETTINGS (circle one) **FAST** SLOW

WEIGHTING (circle one) A Lin.

Location Description: ML-1

Location Diagram: see map • approximate 6' high wall here
160mph

Start Time: 7:53 AM PM Stop Time: 8:08 AM PM Duration: 15 min

Wind Speed: 29 mph Wind Direction: SSE

Temperature: 56°F Humidity: 72%

Calibration results before: 114.0 dBA and after 114.0 dBA

TNM
-0.1 68.4 Leq 68.5 dBA Lmin _____ dBA Lmax _____ dBA

Autos	Medium Trucks	Heavy Trucks	Buscs	Motorcycles
<u>481</u> (1,924)	<u>6</u> (24)	<u>10</u> (40)		<u>1</u> (4)
<u>383</u> (1,532)	<u>4</u> (16)	<u>8</u> (32)	<u>1</u> (4)	

N ←

S →

Traffic counts need to be directional

TRAFFIC NOISE MONITORING LOG SHEET

Project Description: Bangert 10400 South Data File: 20
 Job Number: _____ Noise Source: traffic noise
 Date: 5/23/2018 By: MJP

Equipment	Type	Serial #
Sound Level Meter	LD824	A2636
Microphone	LD2541	7490
Calibrator	LD CAL 150	3370

SLM SETTINGS (circle one) FAST SLOW

WEIGHTING (circle one) A Lin.

Location Description: ML-2
360 mph

Location Diagram: see map
 * did this one outside the 6' wall
 * slowing down for stoplight

Start Time: 8:17 AM PM Stop Time: 8:32 AM PM Duration: 15 min

Wind Speed: ~9 mph Wind Direction: SSE

Temperature: 56° F Humidity: 72%

Calibration results before: 114.0 dBA and after 114.0 dBA
 Leq 65.2 dBA Lmin _____ dBA Lmax _____ dBA

+2.2 $\frac{TNM}{67.4}$

	Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
N ←	477 (1908)	6 (24)	17 (68)	1 (4)	1 (4)
S →	474 (1896)		12 (48)		1 (4)

Traffic counts need to be directional

TRAFFIC NOISE MONITORING LOG SHEET

Project Description: Bangerter 10400 South Data File: traffic noise
Job Number: _____ Noise Source: 21
Date: 5/23/2018 By: MJP

Equipment	Type	Serial #
Sound Level Meter	LD 824	A2636
Microphone	LD 2541	7490
Calibrator	LD CAL 150	3370

SLM SETTINGS (circle one) **FAST** SLOW

WEIGHTING (circle one) A Lin.

Location Description: ML-3

Location Diagram: ~ 60 mph
see map
• ~ 10' high wall
• this lot is
• down in a depression
• 8:46 AM plane overflight

Start Time: 8:39 AM PM Stop Time: 8:54 AM PM Duration: 15 min

Wind Speed: ~ 9 mph Wind Direction: 55E

Temperature: 56°F Humidity: 72%

Calibration results before: 114.0 dBA and after 114.0 dBA

0.0 TNM Leq 58.4 dBA Lmin _____ dBA Lmax _____ dBA

	Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
<u>NE</u>	<u>483</u> (1932)	<u>8</u> (32)	<u>12</u> (48)		
<u>S</u>	<u>421</u> (1684)	<u>6</u> (24)	<u>10</u> (40)		

Traffic counts need to be directional

TRAFFIC NOISE MONITORING LOG SHEET

Project Description: Bangerter 10400 South Data File: 22
Job Number: _____ Noise Source: traffic noise
Date: 5/23/2018 By: MJP

Equipment	Type	Serial #
Sound Level Meter	LD824	A2636
Microphone	LD2541	7490
Calibrator	LD CAL 150	3370

SLM SETTINGS (circle one) **FAST** SLOW

WEIGHTING (circle one) A Lin.

Location Description: ML-4

Location Diagram: see map 260 mph x 9:21 AM plane overflight
x 10314 backyard
~ 10' high noise wall

Start Time: 9:19 AM PM Stop Time: 9:34 AM PM Duration: 15 min

Wind Speed: 29 mph Wind Direction: 55E

Temperature: 60°F Humidity: 72%

Calibration results before: 114.0 dBA and after 114.0 dBA

+0.1 TNM 61.2 Leq 61.1 dBA Lmin _____ dBA Lmax _____ dBA

	Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
<u>↖</u>	<u>468</u> (1322)	<u>3</u> (12)	<u>13</u> (52)		<u>1</u> (4)
<u>N →</u>	<u>450</u> (1800)	<u>7</u> (28)	<u>15</u> (60)		<u>1</u> (4)

Traffic counts need to be directional

TRAFFIC NOISE MONITORING LOG SHEET

Project Description: Bangerter 10400 South Data File: 23
Job Number: _____ Noise Source: traffic noise
Date: 5/23/2018 By: MJP

Equipment	Type	Serial #
Sound Level Meter	LD824	A2636
Microphone	LD2541	7490
Calibrator	LD CAL 150	3370

SLM SETTINGS (circle one) FAST SLOW

WEIGHTING (circle one) A Lin.

Location Description: MIL-5

Location Diagram: x 10397 Whippary South Drive x 9:54 AM plane overflight
see map 25 ft light 240 mph

Start Time: 9:47 AM PM Stop Time: 10:02 AM PM Duration: 15 min.

Wind Speed: 29 mph Wind Direction: SSE

Temperature: 60 °F Humidity: 72 %

Calibration results before: 114.0 dBA and after: 114.0 dBA

-1.7 TNM 64.6 Leq 66.3 dBA Lmin _____ dBA Lmax _____ dBA

South J. John Parkway

Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
<u>198</u> (792)		<u>2</u> (8)	<u>1</u> (4)	
<u>129</u> (516)	<u>2</u> (8)	<u>2</u> (8)		

Traffic counts need to be directional

TRAFFIC NOISE MONITORING LOG SHEET

Project Description: Bangerter 10400 South Data File: 24
Job Number: _____ Noise Source: traffic noise
Date: 5/23/2018 By: mjp

Equipment	Type	Serial #
Sound Level Meter	LD824	A2636
Microphone	LD2541	7490
Calibrator	LD CAL 150	3370

SLM SETTINGS (circle one) **FAST** SLOW

WEIGHTING (circle one) A Lin.

Location Description: ML-6
see map

Location Diagram: * dog park area
* behind 10' north wall
* 6' privacy fence for homes
* 60 mph

Start Time: 10:15 AM PM Stop Time: 10:30 AM PM Duration: 15 min

Wind Speed: 39 mph Wind Direction: SSE

Temperature: 64°F Humidity: 72%

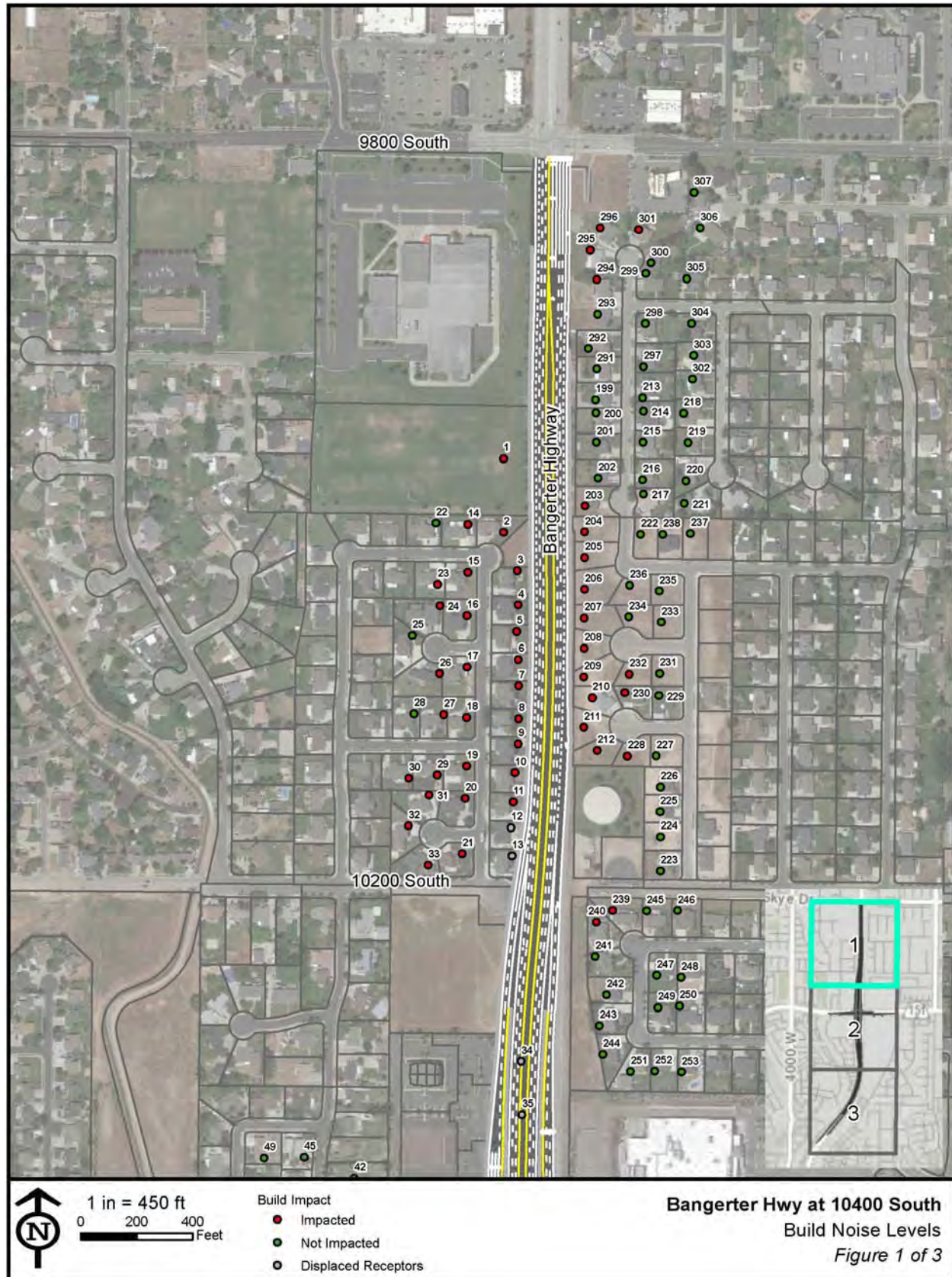
Calibration results before: 114.0 dBA and after 114.0 dBA

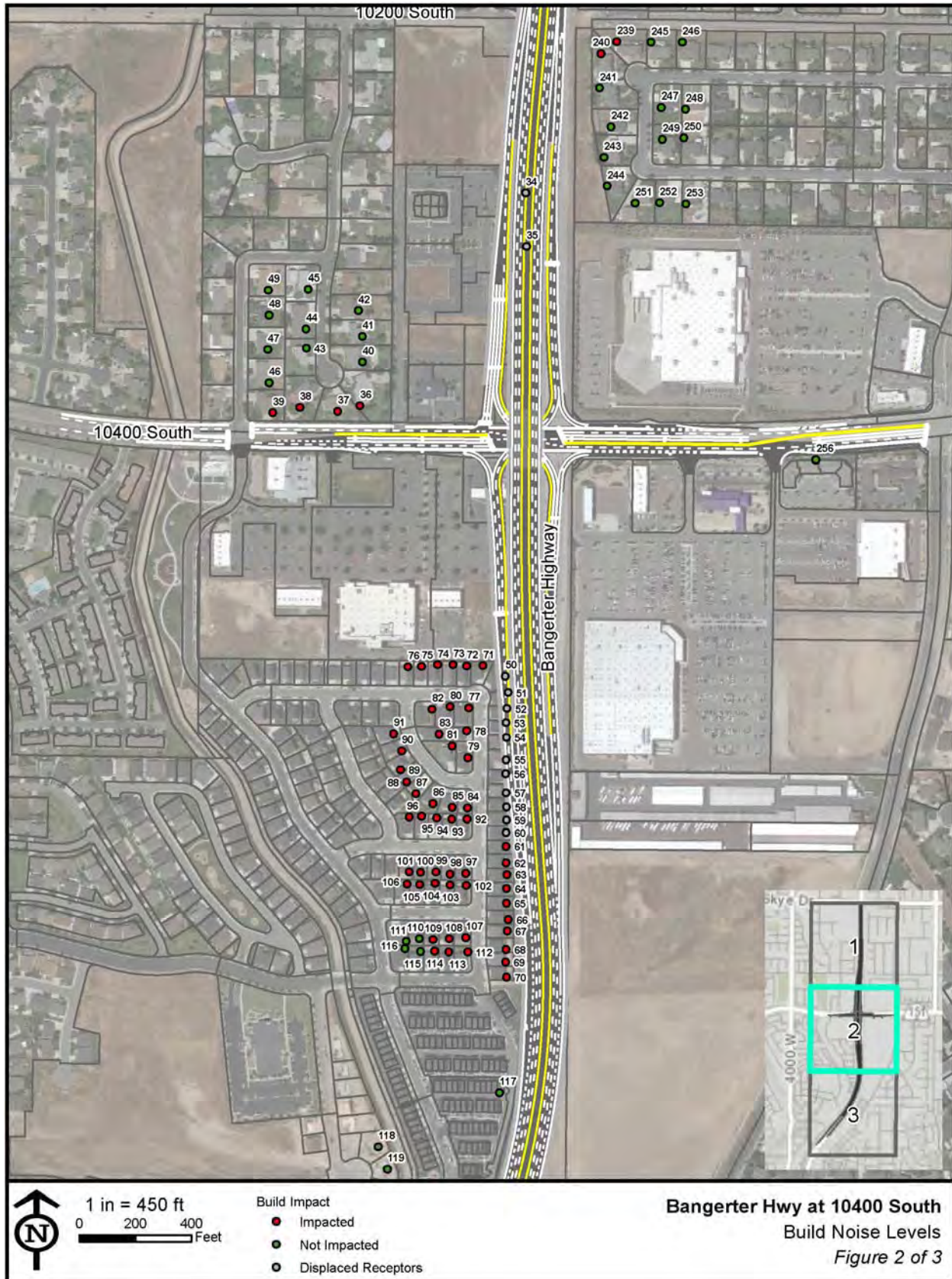
+2.6 INM
58.8 Leq 56.2 dBA Lmin _____ dBA Lmax _____ dBA

	Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
S ←	222	9	3		
N →	267	3	3		

Traffic counts need to be directional

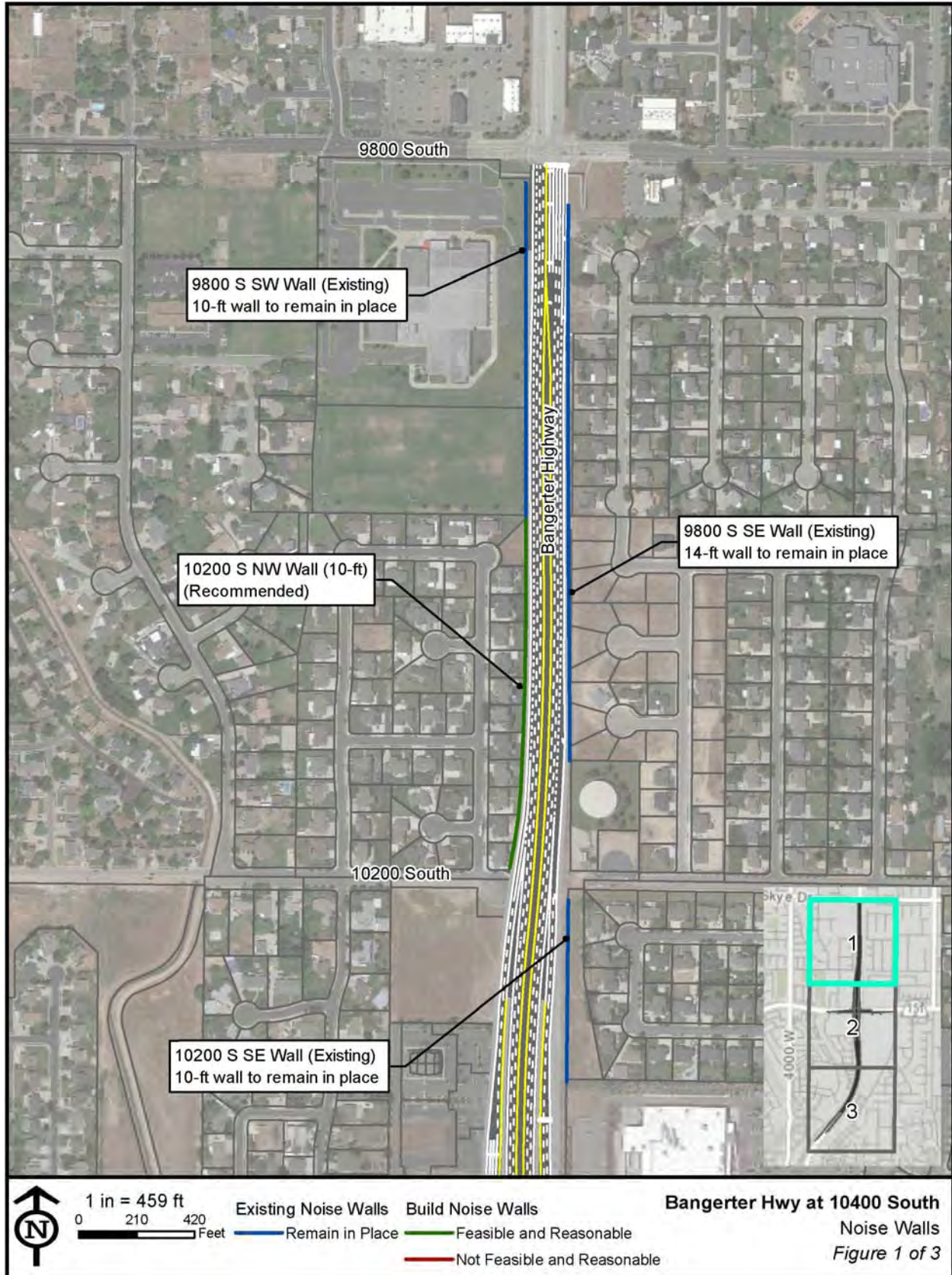
Appendix B. Build Scenario Noise Receptor Maps

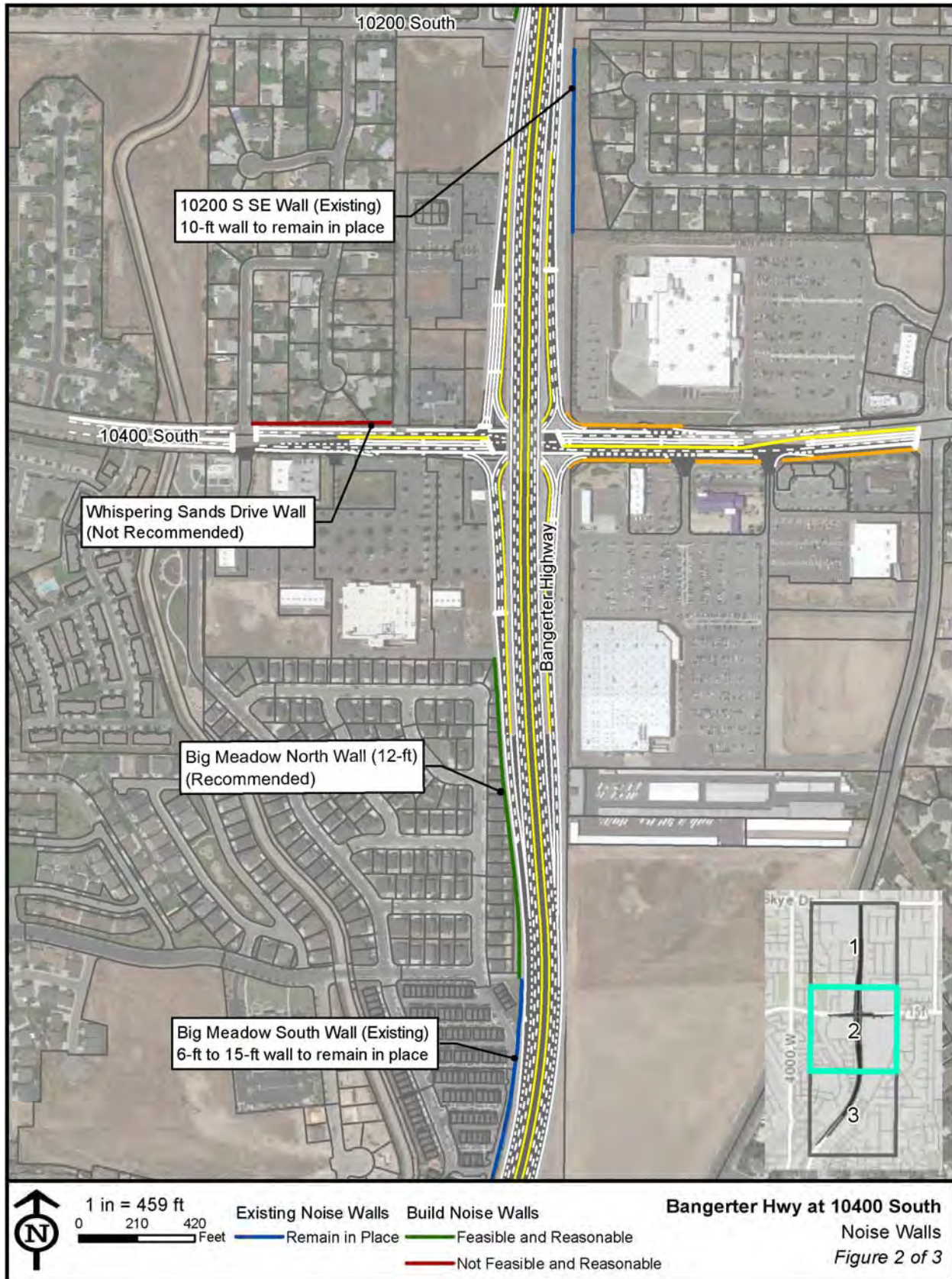


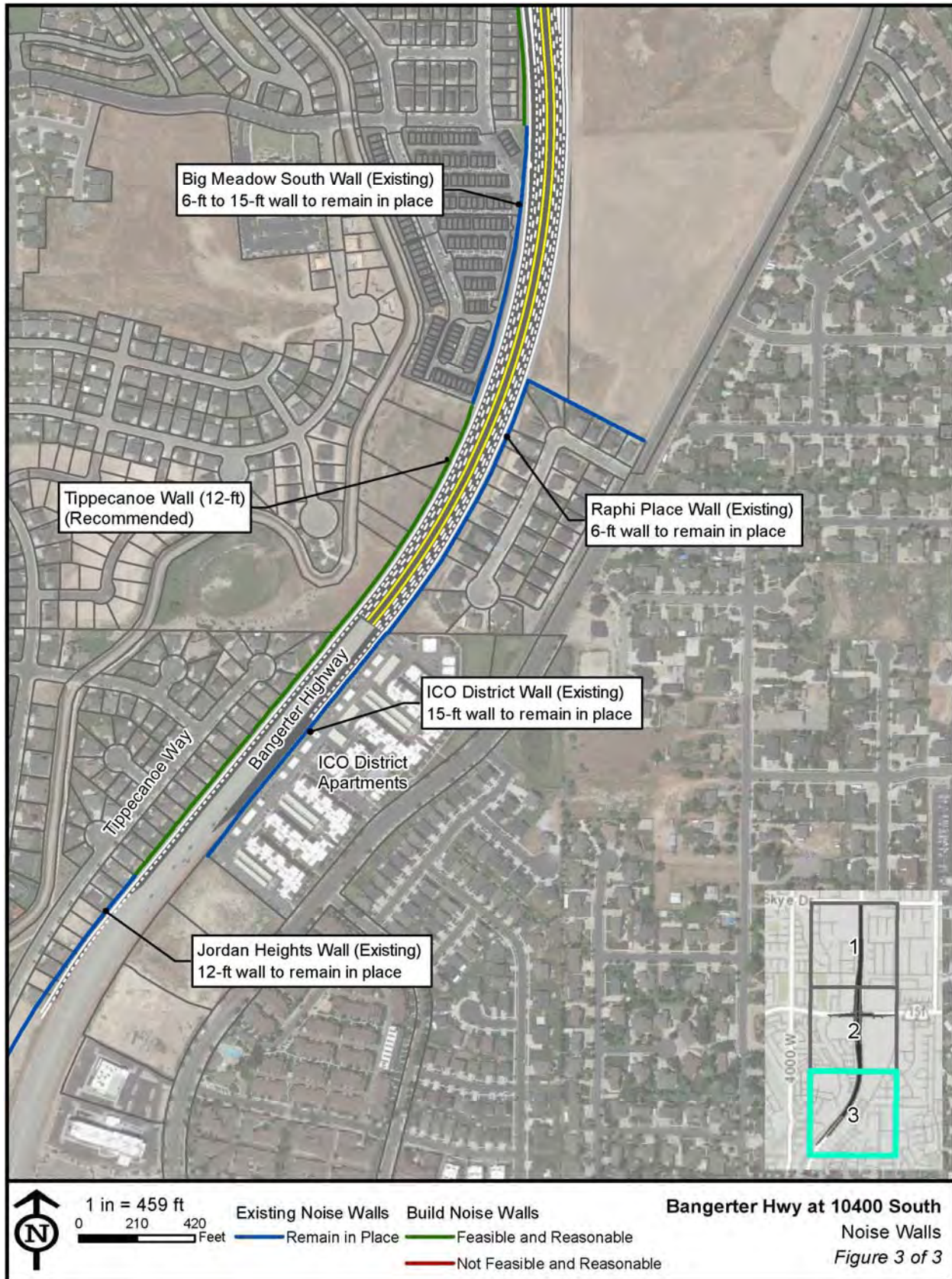




Appendix C. Build Scenario Noise Walls







Appendix D. Noise Wall Analysis

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10200 S NW Wall

Wall Length:1282 ft

Wall Cost per sq ft:\$20

Cost of items critical to safety:

of First Row Receivers:10

Name	# of DU	Relocation	1st Row	# of 1st Row	Baseline Noise Level	10-ft Noise Level	10-ft Noise Reduction	Design Goal	Benefited	1st Row Design Goal	1st Row 5 dBA Reduction	12-ft Noise Level	12-ft Noise Reduction	Design Goal	Benefited	1st Row Design Goal	1st Row 5 dBA Reduction	14-ft Noise Level	14-ft Noise Reduction	Design Goal	Benefited	1st Row Design Goal	1st Row 5 dBA Reduction
2	1		Yes	1	76.0	71.7	4.3	No	No	No	No	70.3	5.7	No	Yes	No	Yes	69.1	6.9	No	Yes	No	Yes
3	1		Yes	1	78.0	71.5	6.5	No	Yes	No	Yes	69.8	8.2	Yes	Yes	Yes	Yes	68.5	9.5	Yes	Yes	Yes	Yes
4	1		Yes	1	78.2	70.5	7.7	Yes	Yes	Yes	Yes	69.1	9.1	Yes	Yes	Yes	Yes	68	10.2	Yes	Yes	Yes	Yes
5	1		Yes	1	78.0	70.7	7.3	Yes	Yes	Yes	Yes	69.2	8.8	Yes	Yes	Yes	Yes	68	10.0	Yes	Yes	Yes	Yes
6	1		Yes	1	77.6	70.4	7.2	Yes	Yes	Yes	Yes	69.1	8.5	Yes	Yes	Yes	Yes	67.9	9.7	Yes	Yes	Yes	Yes
7	1		Yes	1	78.7	70.7	8.0	Yes	Yes	Yes	Yes	69.4	9.3	Yes	Yes	Yes	Yes	68.3	10.4	Yes	Yes	Yes	Yes
8	1		Yes	1	78.6	70.3	8.3	Yes	Yes	Yes	Yes	68.9	9.7	Yes	Yes	Yes	Yes	67.8	10.8	Yes	Yes	Yes	Yes
9	1		Yes	1	78.5	70.4	8.1	Yes	Yes	Yes	Yes	69.1	9.4	Yes	Yes	Yes	Yes	67.8	10.7	Yes	Yes	Yes	Yes
10	1		Yes	1	76.8	69.5	7.3	Yes	Yes	Yes	Yes	68.4	8.4	Yes	Yes	Yes	Yes	67.4	9.4	Yes	Yes	Yes	Yes
11	1		Yes	1	79.9	71.4	8.5	Yes	Yes	Yes	Yes	69.9	10.0	Yes	Yes	Yes	Yes	68.6	11.3	Yes	Yes	Yes	Yes
12	1	Yes		0	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
13	1	Yes		0	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
14	1			0	69.9	67.5	2.4	No	No	No	No	66.7	3.2	No	No	No	No	66.1	3.8	No	No	No	No
15	1			0	69.9	67.1	2.8	No	No	No	No	66	3.9	No	No	No	No	65	4.9	No	No	No	No
16	1			0	69.9	66.9	3.0	No	No	No	No	65.5	4.4	No	No	No	No	64.5	5.4	No	Yes	No	No
17	1			0	69.4	65.9	3.5	No	No	No	No	64.7	4.7	No	No	No	No	63.9	5.5	No	Yes	No	No
18	1			0	69.5	65.5	4.0	No	No	No	No	64.6	4.9	No	No	No	No	63.9	5.6	No	Yes	No	No
19	1			0	70.5	65.7	4.8	No	No	No	No	65	5.5	No	Yes	No	No	64.5	6.0	No	Yes	No	No
20	1			0	71.5	66.0	5.5	No	Yes	No	No	65.5	6.0	No	Yes	No	No	65.2	6.3	No	Yes	No	No
21	1			0	73.3	68.7	4.6	No	No	No	No	68.6	4.7	No	No	No	No	68.5	4.8	No	No	No	No
22	1			0	65.9	64.6	1.3	No	No	No	No	64	1.9	No	No	No	No	63.6	2.3	No	No	No	No
23	1			0	66.2	64.3	1.9	No	No	No	No	63.4	2.8	No	No	No	No	62.7	3.5	No	No	No	No
24	1			0	66.5	64.3	2.2	No	No	No	No	63.3	3.2	No	No	No	No	62.6	3.9	No	No	No	No
25	1			0	64.4	62.1	2.3	No	No	No	No	61.4	3.0	No	No	No	No	60.9	3.5	No	No	No	No
26	1			0	66.1	63.3	2.8	No	No	No	No	62.4	3.7	No	No	No	No	61.9	4.2	No	No	No	No
27	1			0	67.4	63.8	3.6	No	No	No	No	63	4.4	No	No	No	No	62.5	4.9	No	No	No	No
28	1			0	65.6	62.2	3.4	No	No	No	No	61.6	4.0	No	No	No	No	61.2	4.4	No	No	No	No
29	1			0	68.0	63.6	4.4	No	No	No	No	63.2	4.8	No	No	No	No	62.9	5.1	No	Yes	No	No
30	1			0	66.4	62.4	4.0	No	No	No	No	62.1	4.3	No	No	No	No	61.9	4.5	No	No	No	No
31	1			0	68.3	63.8	4.5	No	No	No	No	63.5	4.8	No	No	No	No	63.3	5.0	No	Yes	No	No
32	1			0	67.6	63.6	4.0	No	No	No	No	63.4	4.2	No	No	No	No	63.3	4.3	No	No	No	No
33	1			0	69.9	66.2	3.7	No	No	No	No	66.1	3.8	No	No	No	No	66.1	3.8	No	No	No	No

Feasibility Factors:																							
# of First-Row 5 dBA Reduction:				9				10				10											
% of First-Row 5 dBA Reduction:				90%				100%				100%											
Acoustic Feasibility (5 dBA reduction for 50% of front-row):				Yes				Yes				Yes											
Reasonableness Factors:																							
# of First-Row Design Goal:				8				9				9											
% of First-Row Design Goal:				80%				90%				90%											
Noise Abatement Design Goal (7 dBA reduction for 35% of front-row):				Yes				Yes				Yes											
# of Benefited:				10				12				17											
Cost of Noise Wall (Length x Height x \$20/sq ft):				\$256,400				\$307,680				\$358,960											
Cost of any other items critical to safety:				0				0				0											
Anticipated Cost of Noise Abatement:				\$256,400				\$307,680				\$358,960											
Allowable Cost (\$30,000 per benefited receptor):				\$300,000				\$360,000				\$510,000											
Cost Effective (Anticipated Cost < Allowable Cost):				Yes				Yes				Yes											
Feasible and Reasonable:				Yes				Yes				Yes											

Meadow North Wall																																													
			Wall Length:		1161 ft																																								
			Wall Cost per sq ft:		\$20																																								
			Cost of Items critical to safety:																																										
			# of First Row Receivers:		10																																								
Name	# of DU	Relocation	1st Row	# of 1st Row	Baseline Noise Level	10-ft Noise Level	10-ft Noise Reduction	Design Goal	Benefited	1st Row Design Goal	1st Row 5 dBA Reduction	12-ft Noise Level	12-ft Noise Reduction	Design Goal	Benefited	1st Row Design Goal	1st Row 5 dBA Reduction	14-ft Noise Level	14-ft Noise Reduction	Design Goal	Benefited	1st Row Design Goal	1st Row 5 dBA Reduction	16-ft Noise Level	16-ft Noise Reduction	Design Goal	Benefited	1st Row Design Goal	1st Row 5 dBA Reduction	18-ft Noise Level	18-ft Noise Reduction	Design Goal	Benefited	1st Row Design Goal	1st Row 5 dBA Reduction	20-ft Noise Level	20-ft Noise Reduction	Design Goal	Benefited	1st Row Design Goal	1st Row 5 dBA Reduction				
50	1	Yes	Yes	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA		
51	1	Yes	Yes	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
52	1	Yes	Yes	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
53	1	Yes	Yes	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
54	1	Yes	Yes	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
55	1	Yes	Yes	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
56	1	Yes	Yes	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
57	1	Yes	Yes	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
58	1	Yes	Yes	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
59	1	Yes	Yes	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
60	1	Yes	Yes	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
61	1		Yes	1	80.0	69.5	10.5	Yes	Yes	Yes	Yes	67.9	12.1	Yes	Yes	Yes	Yes	66.4	13.6	Yes	Yes	Yes	Yes	65.6	14.4	Yes	Yes	Yes	Yes	64.5	15.5	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
62	1		Yes	1	78.8	69.6	9.2	Yes	Yes	Yes	Yes	68.3	10.5	Yes	Yes	Yes	Yes	66.9	11.9	Yes	Yes	Yes	Yes	66.1	12.7	Yes	Yes	Yes	Yes	64.9	13.9	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
63	1		Yes	1	77.8	69.5	8.3	Yes	Yes	Yes	Yes	68.1	9.7	Yes	Yes	Yes	Yes	67.0	10.8	Yes	Yes	Yes	Yes	65.9	11.9	Yes	Yes	Yes	Yes	65.1	12.7	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
64	1		Yes	1	75.1	69.2	5.9	No	Yes	No	Yes	68.0	7.1	Yes	Yes	Yes	Yes	66.9	8.2	Yes	Yes	Yes	Yes	66.0	9.1	Yes	Yes	Yes	Yes	65.0	10.1	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
65	1		Yes	1	74.7	69.8	4.9	No	No	No	No	68.4	6.3	No	Yes	No	Yes	67.3	7.4	Yes	Yes	Yes	Yes	66.4	8.3	Yes	Yes	Yes	Yes	65.6	9.1	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
66	1		Yes	1	74.0	69.7	4.3	No	No	No	No	68.2	5.8	No	Yes	No	Yes	67.1	6.9	No	Yes	No	Yes	66.1	7.9	Yes	Yes	Yes	Yes	65.2	8.8	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
67	1		Yes	1	73.6	69.4	4.2	No	No	No	No	67.9	5.7	No	Yes	No	Yes	66.6	7.0	Yes	Yes	Yes	Yes	65.6	8.0	Yes	Yes	Yes	Yes	64.8	8.8	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
68	1		Yes	1	72.7	69.4	3.3	No	No	No	No	68.1	4.6	No	No	No	No	67.0	5.7	No	Yes	No	Yes	66.1	6.6	No	Yes	No	Yes	65.5	7.2	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
69	1		Yes	1	72.3	70.2	2.1	No	No	No	No	68.9	3.4	No	No	No	No	68.0	4.3	No	No	No	No	67.3	5.0	No	Yes	No	Yes	66.8	5.5	No	Yes	No	Yes	No	Yes	66.4	5.9	No	Yes	No	Yes	No	Yes
70	1		Yes	1	73.3	73.1	0.2	No	No	No	No	72.5	0.8	No	No	No	No	72.3	1.0	No	No	No	No	72.1	1.2	No	No	No	No	71.9	1.4	No	No	No	No	No	No	71.8	1.5	No	No	No	No	No	No
71	1			0	73.3	71.4	1.9	No	No	No	No	70.9	2.4	No	No	No	No	70.6	2.7	No	No	No	No	70.5	2.8	No	No	No	No	70.3	3.0	No	No	No	No	No	No	70.2	3.1	No	No	No	No	No	No
72	1			0	71.9	71.3	0.6	No	No	No	No	70.8	1.1	No	No	No	No	70.5	1.4	No	No	No	No	70.4	1.5	No	No	No	No	70.3	1.6	No	No	No	No	No	No	70.2	1.7	No	No	No	No	No	No
73	1			0	70.7	70.3	0.4	No	No	No	No	69.9	0.8	No	No	No	No	69.6	1.1	No	No	No	No	69.5	1.2	No	No	No	No	69.4	1.3	No	No	No	No	No	No	69.3	1.4	No	No	No	No	No	No
74	1			0	69.3	68.8	0.5	No	No	No	No	68.5	0.8	No	No	No	No	68.2	1.1	No	No	No	No	68.1	1.2	No	No	No	No	67.9	1.4	No	No	No	No	No	No	67.9	1.4	No	No	No	No	No	No
75	1			0	67.9	67.5	0.4	No	No	No	No	67.2	0.7	No	No	No	No	66.9	1.0	No	No	No	No	66.8	1.1	No	No	No	No	66.6	1.3	No	No	No	No	No	No	66.6	1.3	No	No	No	No	No	No
76	1			0	66.6	66.3	0.3	No	No	No	No	66.0	0.6	No	No	No	No	65.8	0.8	No	No	No	No	65.6	1.0	No	No	No	No	65.5	1.1	No	No	No	No	No	No	65.5	1.1	No	No	No	No	No	No
77	1			0	73.5	69.8	3.7	No	No	No	No	68.7	4.8	No	No	No	No	67.7	5.8	No	Yes	No	No	67.1	6.4	No	Yes	No	No	66.7	6.8	No	Yes	No	No	66.4	7.1	Yes	Yes	Yes	No	No	No	No	
78	1			0	73.6	68.9	4.7	No	No	No	No	67.8	5.8	No	Yes	No	No	66.8	6.8	No	Yes	No	No	66.1	7.5	Yes	Yes	No	No	65.5	8.1	Yes	Yes	No	No	65.1	8.5	Yes	Yes	Yes	No				

Tippecanoe Wall

		Wall Length:	2120 ft																																									
		Wall Cost per sq ft:	\$20																																									
		Cost of items critical to safety:																																										
		# of First Row Receivers:	24																																									
Name	# of DU	Relocation	1st Row	# of 1st Row	Baseline Noise Level	10-ft Noise Level	10-ft Noise Reduction	Design Goal	Benefitted	1st Row Design Goal	1st Row 5 dBA Reduction	12-ft Noise Level	12-ft Noise Reduction	Design Goal	Benefitted	1st Row Design Goal	1st Row 5 dBA Reduction	14-ft Noise Level	14-ft Noise Reduction	Design Goal	Benefitted	1st Row Design Goal	1st Row 5 dBA Reduction	16-ft Noise Level	16-ft Noise Reduction	Design Goal	Benefitted	1st Row Design Goal	1st Row 5 dBA Reduction	18-ft Noise Level	18-ft Noise Reduction	Design Goal	Benefitted	1st Row Design Goal	1st Row 5 dBA Reduction	20-ft Noise Level	20-ft Noise Reduction	Design Goal	Benefitted	1st Row Design Goal	1st Row 5 dBA Reduction			
124	1		Yes	1	67.7	64.4	3.3	No	No	No	No	63.5	4.2	No	No	No	No	62.4	5.3	No	Yes	No	Yes	61.5	6.2	No	Yes	No	Yes	60.3	7.4	Yes	Yes	Yes	Yes	Yes	Yes	59.8	7.9	Yes	Yes	Yes	Yes	
125	1		Yes	1	68.0	64.6	3.4	No	No	No	No	63.6	4.4	No	No	No	No	62.4	5.6	No	Yes	No	Yes	61.5	6.5	No	Yes	No	Yes	60.3	7.7	Yes	Yes	Yes	Yes	Yes	Yes	59.7	8.3	Yes	Yes	Yes	Yes	
126	1		Yes	1	68.4	65.0	3.4	No	No	No	No	63.9	4.5	No	No	No	No	62.7	5.7	No	Yes	No	Yes	61.7	6.7	No	Yes	No	Yes	60.5	7.9	Yes	Yes	Yes	Yes	Yes	Yes	59.8	8.6	Yes	Yes	Yes	Yes	
127	1		Yes	1	69.0	65.7	3.3	No	No	No	No	64.6	4.4	No	No	No	No	63.3	5.7	No	Yes	No	Yes	62.2	6.8	No	Yes	No	Yes	60.9	8.1	Yes	Yes	Yes	Yes	Yes	Yes	60.2	8.8	Yes	Yes	Yes	Yes	
128	1		Yes	1	69.9	66.6	3.3	No	No	No	No	65.5	4.4	No	No	No	No	64.1	5.8	No	Yes	No	Yes	62.9	7.0	Yes	Yes	Yes	Yes	Yes	61.4	8.5	Yes	Yes	Yes	Yes	Yes	Yes	60.7	9.2	Yes	Yes	Yes	Yes
129	1		Yes	1	70.9	67.7	3.2	No	No	No	No	66.5	4.4	No	No	No	No	65.0	5.9	No	Yes	No	Yes	63.7	7.2	Yes	Yes	Yes	Yes	Yes	62.2	8.7	Yes	Yes	Yes	Yes	Yes	Yes	61.3	9.6	Yes	Yes	Yes	Yes
130	1		Yes	1	73.1	69.5	3.6	No	No	No	No	68.2	4.9	No	No	No	No	66.6	6.5	No	Yes	No	Yes	64.8	8.3	Yes	Yes	Yes	Yes	Yes	63.5	9.6	Yes	Yes	Yes	Yes	Yes	Yes	62.6	10.5	Yes	Yes	Yes	Yes
131	1		Yes	1	80.0	74.7	5.3	No	Yes	No	Yes	71.8	8.2	Yes	Yes	Yes	Yes	70.1	9.9	Yes	Yes	Yes	Yes	68.7	11.3	Yes	Yes	Yes	Yes	Yes	67.6	12.4	Yes	Yes	Yes	Yes	Yes	Yes	66.6	13.4	Yes	Yes	Yes	Yes
132	1		Yes	1	77.3	71.0	6.3	No	Yes	No	Yes	69.5	7.8	Yes	Yes	Yes	Yes	68.0	9.3	Yes	Yes	Yes	Yes	66.7	10.6	Yes	Yes	Yes	Yes	Yes	65.8	11.5	Yes	Yes	Yes	Yes	Yes	Yes	65.1	12.2	Yes	Yes	Yes	Yes
133	1		Yes	1	77.5	71.7	5.8	No	Yes	No	Yes	70.0	7.5	Yes	Yes	Yes	Yes	68.5	9.0	Yes	Yes	Yes	Yes	67.5	10.0	Yes	Yes	Yes	Yes	Yes	66.4	11.1	Yes	Yes	Yes	Yes	Yes	Yes	65.4	12.1	Yes	Yes	Yes	Yes
134	1		Yes	1	76.3	71.0	5.3	No	Yes	No	Yes	69.5	6.8	No	Yes	No	Yes	68.2	8.1	Yes	Yes	Yes	Yes	67.2	9.1	Yes	Yes	Yes	Yes	Yes	66.3	10.0	Yes	Yes	Yes	Yes	Yes	Yes	65.4	10.9	Yes	Yes	Yes	Yes
135	1		Yes	1	76.0	71.0	5.0	No	Yes	No	Yes	69.3	6.7	No	Yes	No	Yes	68.0	8.0	Yes	Yes	Yes	Yes	67.0	9.0	Yes	Yes	Yes	Yes	Yes	66.2	9.8	Yes	Yes	Yes	Yes	Yes	Yes	65.4	10.6	Yes	Yes	Yes	Yes
136	1		Yes	1	75.5	70.7	4.8	No	No	No	No	69.1	6.4	No	Yes	No	Yes	67.9	7.6	Yes	Yes	Yes	Yes	67.0	8.5	Yes	Yes	Yes	Yes	Yes	66.1	9.4	Yes	Yes	Yes	Yes	Yes	Yes	65.3	10.2	Yes	Yes	Yes	Yes
137	1		Yes	1	75.4	70.8	4.6	No	No	No	No	69.2	6.2	No	Yes	No	Yes	68.0	7.4	Yes	Yes	Yes	Yes	67.1	8.3	Yes	Yes	Yes	Yes	Yes	66.3	9.1	Yes	Yes	Yes	Yes	Yes	Yes	65.5	9.9	Yes	Yes	Yes	Yes
138	1		Yes	1	77.5	71.9	5.6	No	Yes	No	Yes	69.9	7.6	Yes	Yes	Yes	Yes	68.6	8.9	Yes	Yes	Yes	Yes	67.5	10.0	Yes	Yes	Yes	Yes	Yes	66.5	11.0	Yes	Yes	Yes	Yes	Yes	Yes	65.7	11.8	Yes	Yes	Yes	Yes
139	1		Yes	1	78.6	73.0	5.6	No	Yes	No	Yes	70.4	8.2	Yes	Yes	Yes	Yes	69.0	9.6	Yes	Yes	Yes	Yes	68.2	10.8	Yes	Yes	Yes	Yes	Yes	66.8	11.8	Yes	Yes	Yes	Yes	Yes	Yes	65.9	12.7	Yes	Yes	Yes	Yes
140	1		Yes	1	79.7	73.8	5.9	No	Yes	No	Yes	71.0	8.7	Yes	Yes	Yes	Yes	69.4	10.3	Yes	Yes	Yes	Yes	68.2	11.5	Yes	Yes	Yes	Yes	Yes	67.1	12.6	Yes	Yes	Yes	Yes	Yes	Yes	66.2	13.5	Yes	Yes	Yes	Yes
141	1		Yes	1	73.5	69.8	3.7	No	No	No	No	68.5	5.0	No	Yes	No	Yes	67.4	6.1	No	Yes	No	Yes	66.7	6.8	No	Yes	No	Yes	65.9	7.6	Yes	Yes	Yes	Yes	Yes	Yes	65.3	8.2	Yes	Yes	Yes	Yes	
142	1		Yes	1	78.0	72.4	5.6	No	Yes	No	Yes	69.9	8.1	Yes	Yes	Yes	Yes	68.5	9.5	Yes	Yes	Yes	Yes	67.4	10.6	Yes	Yes	Yes	Yes	Yes	66.5	11.5	Yes	Yes	Yes	Yes	Yes	Yes	65.7	12.3	Yes	Yes	Yes	Yes
143	1		Yes	1	78.3	72.6	5.7	No	Yes	No	Yes	70.0	8.3	Yes	Yes	Yes	Yes	68.6	9.7	Yes	Yes	Yes	Yes	67.5	10.8	Yes	Yes	Yes	Yes	Yes	66.6	11.7	Yes	Yes	Yes	Yes	Yes	Yes	65.8	12.5	Yes	Yes	Yes	Yes
144	1		Yes	1	77.5	71.9	5.6	No	Yes	No	Yes	69.6	7.9	Yes	Yes	Yes	Yes	68.4	9.1	Yes	Yes	Yes	Yes	67.4	10.1	Yes	Yes	Yes	Yes	Yes	66.5	11.0	Yes	Yes	Yes	Yes	Yes	Yes	65.8	11.7	Yes	Yes	Yes	Yes
145	1		Yes	1	77.1	71.5	5.6	No	Yes	No	Yes	69.5	7.6	Yes	Yes	Yes	Yes	68.4	8.7	Yes	Yes	Yes	Yes	67.5	9.6	Yes	Yes	Yes	Yes	Yes	66.8	10.3	Yes	Yes	Yes	Yes	Yes	Yes	66.2	10.9	Yes	Yes	Yes	Yes
146	1		Yes	1	76.3	71.3	5.0	No	Yes	No	Yes	69.5	6.8	No	Yes	No	Yes	68.7	7.6	Yes	Yes	Yes	Yes	68.0	8.3	Yes	Yes	Yes	Yes	Yes	67.5	8.8	Yes	Yes	Yes	Yes	Yes	Yes	67.1	9.2	Yes	Yes	Yes	Yes
147	1		Yes	1	73.2	70.2	3.0	No	No	No	No	69.2	4.0	No	No	No	No	68.9	4.3	No	No	No	No	68.5	4.7	No	No	No	No	No	68.3	4.9	No	No	No	No	No	No	68.1	5.1	No	Yes	No	Yes
157	1			0	74.5	71.0	3.5	No	No	No	No	68.9	5.6	No	Yes	No	No	67.2	7.3	Yes	Yes	No	No	66.0	8.5	Yes	Yes	No	No	No	65.2	9.3	Yes	Yes	No	No	No	No	64.4	10.1	Yes	Yes	No	No
158	1			0	70.6	67.9	2.7	No	No	No	No	66.1	4.5	No	No	No	No	64.6	6.0	No	Yes	No	No	63.5	7.1	Yes	Yes	No	No	No	62.7	7.9	Yes	Yes	No	No	No	No	62.0	8.6	Yes	Yes	No	No
159	1			0	70.3	67.9	2.4	No	No	No	No	65.9	4.4	No	No	No	No	64.5	5.8	No	Yes	No	No	63.4	6.9	No	Yes	No	No	No	62.6	7.7	Yes	Yes	No	No	No	No	61.9	8.4	Yes	Yes	No	No
160	1			0	70.2	67.9	2.3	No	No	No	No	65.6	4.6	No	No	No	No	64.4	5.8	No	Yes	No	No	63.4	6.8	No	Yes	No	No	No	62.6	7.6	Yes	Yes	No	No	No	No	61.9	8.3	Yes	Yes	No	No
161	1			0	70.2	67.9	2.3	No	No	No	No	65.7	4.5	No	No	No	No	64.4	5.8	No	Yes	No	No	63.5	6.7	No	Yes	No	No	No	62.7	7.5	Yes	Yes	No	No	No	No	62.0	8.2	Yes	Yes	No	No
162	1			0	69.7	67.6	2.1	No	No	No	No	65.2	4.5	No	No	No	No	64.1	5.6	No	Yes	No	No	63.2	6.5	No	Yes	No	No	No	62.4	7.3	Yes	Yes	No	No	No	No	61.8	7.9	Yes	Yes	No	No
163	1			0	67.8	66.1	1.7	No	No	No	No	64.0	3.8	No	No	No	No	62.9	4.9	No	No	No	No	62.0	5.8	No	Yes	No	No	No	61.3	6.5	No	Yes	No	No	No	No	60.7	7.1	Yes	Yes	No	No
164	1			0	67.6	65.7	1.9	No	No	No	No	63.7	3.9	No	No	No	No	62.6	5.0	No	No	No	No	61.7	5.9	No	Yes	No	No	No	61.0	6.6	No	Yes	No	No	No	No	60.4	7.2	Yes	Yes	No	No
165	1			0	67.1	65.1	2.0	No	No	No	No	63.3	3.8	No	No	No	No	62.1	5.0	No	No	No	No	61.2	5.9	No	No	No	No	No	60.5	6.6	No	Yes	No	No	No	No	59.9	7.2	Yes	Yes	No	No
166	1			0	64.8	62.8	2.0	No	No	No	No	61.1	3.7	No	No	No	No	60.1	4.7	No	No	No	No	59.3	5.5	No	Yes	No	No	No	58.7	6.1	No	Yes	No	No	No	No	58.2	6.6	No	Yes	No	No
167	1			0	64.1	62.3	1.8	No	No	No	No	60.6	3.5	No	No	No	No	59.6	4.5	No	No	No	No	58.9	5.2	No	Yes	No	No	No	58.3	5.8	No	Yes	No	No	No	No	57.9	6.2	No	Yes	No	No
168	1			0	64.2	62.6	1.6	No	No	No	No	60.9	3.3	No	No	No	No	59.9	4.3	No	No	No	No	59.2	5.0	No	Yes	No	No	No	58.7	5.5	No	Yes	No	No	No	No	58.2	6.0	No	Yes	No	No
169	1			0	69.4	67.6	1.8	No	No	No	No	65.3	4.1	No	No	No	No	64.1	5.3	No	Yes	No	No	63.3	6.1	No	Yes	No	No	No	62.6	6.8	No	Yes	No	No	No	No	62.0	7.4	Yes	Yes	No	No
170	1			0	68.0	66.4	1.6	No	No	No	No	64.3	3.7	No	No	No	No	63.1	4.9	No	No	No	No	62.3	5.7	No	Yes	No	No	No	61.7	6.3	No	Yes	No	No	No	No	61.2	6.8	No	Yes	No	No
171	1			0	66.7	65.2	1.5	No	No	No	No	63.4	3.3	No	No	No	No	62.2	4.5	No	No	No	No	61.4	5.3	No	Yes	No	No	No	60.8	5.9	No	Yes	No	No	No	No	60.3	6.4	No	Yes	No	No
172	1			0	65.3	63.9	1.4	No	No	No	No	62.2	3.1	No	No	No	No	61.1	4.2	No	No	No	No	60.4	4.9	No	No	No	No	No	59.9	5.4	No	Yes	No	No	No	No	59.4	5.9	No	Yes	No	No
173	1																																											

9800 South SE Wall

Wall Length:2019 ft

Wall Cost per sq ft:\$20

Cost of items critical to safety:

of First Row Receivers:20

Name	# of DU	Relocation	1st Row	# of 1st Row	Baseline Noise Level	16-ft Noise Level	16-ft Noise Reduction	Design Goal	Benefitted	1st Row Design Goal	1st Row 5 dBA Reduction	18-ft Noise Level	18-ft Noise Reduction	Design Goal	Benefitted	1st Row Design Goal	1st Row 5 dBA Reduction	20-ft Noise Level	20-ft Noise Reduction	Design Goal	Benefitted	1st Row Design Goal	1st Row 5 dBA Reduction
199	1		Yes	1	65.4	65.1	0.3	No	No	No	No	64.4	1.0	No	No	No	No	63.8	1.6	No	No	No	No
200	1		Yes	1	65.5	65.1	0.4	No	No	No	No	64.4	1.1	No	No	No	No	63.8	1.7	No	No	No	No
201	1		Yes	1	65.5	65.0	0.5	No	No	No	No	64.4	1.1	No	No	No	No	63.8	1.7	No	No	No	No
202	1		Yes	1	65.9	65.4	0.5	No	No	No	No	64.6	1.3	No	No	No	No	64.0	1.9	No	No	No	No
203	1		Yes	1	67.6	66.9	0.7	No	No	No	No	66.1	1.5	No	No	No	No	65.4	2.2	No	No	No	No
204	1		Yes	1	67.4	66.7	0.7	No	No	No	No	66.0	1.4	No	No	No	No	65.2	2.2	No	No	No	No
205	1		Yes	1	67.3	66.5	0.8	No	No	No	No	65.7	1.6	No	No	No	No	65.0	2.3	No	No	No	No
206	1		Yes	1	67.6	66.8	0.8	No	No	No	No	66.0	1.6	No	No	No	No	65.2	2.4	No	No	No	No
207	1		Yes	1	68.0	67.2	0.8	No	No	No	No	66.3	1.7	No	No	No	No	65.5	2.5	No	No	No	No
208	1		Yes	1	68.0	67.1	0.9	No	No	No	No	66.2	1.8	No	No	No	No	65.5	2.5	No	No	No	No
209	1		Yes	1	67.9	67.0	0.9	No	No	No	No	66.1	1.8	No	No	No	No	65.4	2.5	No	No	No	No
210	1		Yes	1	68.1	67.1	1.0	No	No	No	No	66.4	1.7	No	No	No	No	65.9	2.2	No	No	No	No
211	1		Yes	1	69.0	68.0	1.0	No	No	No	No	67.3	1.7	No	No	No	No	66.9	2.1	No	No	No	No
212	1		Yes	1	70.6	69.5	1.1	No	No	No	No	69.3	1.3	No	No	No	No	69.1	1.5	No	No	No	No
213	1			0	62.6	62.1	0.5	No	No	No	No	61.5	1.1	No	No	No	No	61.1	1.5	No	No	No	No
214	1			0	62.7	62.1	0.6	No	No	No	No	61.6	1.1	No	No	No	No	61.1	1.6	No	No	No	No
215	1			0	62.7	62.1	0.6	No	No	No	No	61.5	1.2	No	No	No	No	61.0	1.7	No	No	No	No
216	1			0	62.8	62.2	0.6	No	No	No	No	61.6	1.2	No	No	No	No	61.1	1.7	No	No	No	No
217	1			0	62.9	62.3	0.6	No	No	No	No	61.7	1.2	No	No	No	No	61.1	1.8	No	No	No	No
218	1			0	60.6	60.1	0.5	No	No	No	No	59.7	0.9	No	No	No	No	59.3	1.3	No	No	No	No
219	1			0	60.4	59.8	0.6	No	No	No	No	59.4	1.0	No	No	No	No	59.0	1.4	No	No	No	No
220	1			0	60.6	59.9	0.7	No	No	No	No	59.5	1.1	No	No	No	No	59.1	1.5	No	No	No	No
221	1			0	60.8	60.0	0.8	No	No	No	No	59.5	1.3	No	No	No	No	59.1	1.7	No	No	No	No
222	1			0	63.0	62.4	0.6	No	No	No	No	61.8	1.2	No	No	No	No	61.3	1.7	No	No	No	No
227	1			0	64.4	64.6	-0.2	No	No	No	No	64.4	0.0	No	No	No	No	64.2	0.2	No	No	No	No
228	1			0	64.8	67.0	-2.2	No	No	No	No	66.9	-2.1	No	No	No	No	66.7	-1.9	No	No	No	No
229	1			0	65.1	63.1	2.0	No	No	No	No	62.7	2.4	No	No	No	No	62.4	2.7	No	No	No	No
230	1			0	65.3	65.4	-0.1	No	No	No	No	64.8	0.5	No	No	No	No	64.5	0.8	No	No	No	No
231	1			0	65.3	62.6	2.7	No	No	No	No	62.2	3.1	No	No	No	No	61.8	3.5	No	No	No	No
232	1			0	67.8	64.8	3.0	No	No	No	No	64.3	3.5	No	No	No	No	63.9	3.9	No	No	No	No
233	1			0	64.1	61.8	2.3	No	No	No	No	61.3	2.8	No	No	No	No	60.9	3.2	No	No	No	No
234	1			0	66.5	64.0	2.5	No	No	No	No	63.4	3.1	No	No	No	No	62.9	3.6	No	No	No	No
235	1			0	63.7	61.7	2.0	No	No	No	No	61.2	2.5	No	No	No	No	60.7	3.0	No	No	No	No
236	1			0	66.0	63.6	2.4	No	No	No	No	63.0	3.0	No	No	No	No	62.4	3.6	No	No	No	No
237	1			0	62.7	59.7	3.0	No	No	No	No	59.2	3.5	No	No	No	No	58.8	3.9	No	No	No	No
238	1			0	64.9	61.1	3.8	No	No	No	No	60.5	4.4	No	No	No	No	60.1	4.8	No	No	No	No
291	1		Yes	1	65.2	65.3	-0.1	No	No	No	No	64.8	0.4	No	No	No	No	64.3	0.9	No	No	No	No
292	1		Yes	1	65.8	66.2	-0.4	No	No	No	No	65.6	0.2	No	No	No	No	65.1	0.7	No	No	No	No
293	1		Yes	1	65.5	66.0	-0.5	No	No	No	No	65.5	0.0	No	No	No	No	65.0	0.5	No	No	No	No
294	1		Yes	1	66.8	67.2	-0.4	No	No	No	No	66.8	0.0	No	No	No	No	66.4	0.4	No	No	No	No
295	1		Yes	1	68.8	69.1	-0.3	No	No	No	No	68.7	0.1	No	No	No	No	68.4	0.4	No	No	No	No
296	1		Yes	1	70.7	70.5	0.2	No	No	No	No	70.3	0.4	No	No	No	No	70.2	0.5	No	No	No	No
297	1			0	62.7	62.2	0.5	No	No	No	No	61.7	1.0	No	No	No	No	61.3	1.4	No	No	No	No
298	1			0	63.2	62.7	0.5	No	No	No	No	62.2	1.0	No	No	No	No	61.9	1.3	No	No	No	No
299	1			0	64.9	64.0	0.9	No	No	No	No	63.6	1.3	No	No	No	No	63.4	1.5	No	No	No	No
300	1			0	65.1	64.0	1.1	No	No	No	No	63.7	1.4	No	No	No	No	63.5	1.6	No	No	No	No
301	1			0	67.5	66.3	1.2	No	No	No	No	66.1	1.4	No	No	No	No	66.0	1.5	No	No	No	No
302	1			0	60.5	59.8	0.7	No	No	No	No	59.5	1.0	No	No	No	No	59.1	1.4	No	No	No	No
303	1			0	60.7	60.0	0.7	No	No	No	No	59.7	1.0	No	No	No	No	59.4	1.3	No	No	No	No
304	1			0	61.5	60.6	0.9	No	No	No	No	60.3	1.2	No	No	No	No	60.1	1.4	No	No	No	No
305	1			0	63.1	61.6	1.5	No	No	No	No	61.3	1.8	No	No	No	No	61.1	2.0	No	No	No	No
306	1			0	63.7	62.2	1.5	No	No	No	No	62.0	1.7	No	No	No	No	61.9	1.8	No	No	No	No
307	1			0	64.9	63.3	1.6	No	No	No	No	63.2	1.7	No	No	No	No	63.2	1.7	No	No	No	No

Feasibility Factors:			
# of First-Row 5 dBA Reduction:	0	0	0
% of First-Row 5 dBA Reduction:	0%	0%	0%
Acoustic Feasibility (5 dBA reduction for 50% of front-row):	No	No	No
Reasonableness Factors:			
# of First-Row Design Goal:	N/A	N/A	N/A
% of First-Row Design Goal:	N/A	N/A	N/A
Noise Abatement Design Goal (7 dBA reduction for 35% of front-row):	N/A	N/A	N/A
# of Benefited:	N/A	N/A	N/A
Cost of Noise Wall (Length x Height x \$20/sq ft):	N/A	N/A	N/A
Cost of any other items critical to safety:	N/A	N/A	N/A
Anticipated Cost of Noise Abatement:	N/A	N/A	N/A
Allowable Cost (\$30,000 per benefited receptor):	N/A	N/A	N/A
Cost Effective (Anticipated Cost < Allowable Cost):	N/A	N/A	N/A
Feasible and Reasonable:	No	No	No

Raphi Place Wall

Wall Length: 1053 ft

Wall Cost per sq ft: \$20

Cost of items critical to safety:

of First Row Receivers: 11

Name	# of DU	Relocation	1st Row	# of 1st Row	Baseline Noise Level	11-ft Noise Level	11-ft Noise Reduction	Design Goal	Benefited	1st Row Design Goal	1st Row 5 dBA Reduction	13-ft Noise Level	13-ft Noise Reduction	Design Goal	Benefited	1st Row Design Goal	1st Row 5 dBA Reduction	15-ft Noise Level	15-ft Noise Reduction	Design Goal	Benefited	1st Row Design Goal	1st Row 5 dBA Reduction	17-ft Noise Level	17-ft Noise Reduction	Design Goal	Benefited	1st Row Design Goal	1st Row 5 dBA Reduction	19-ft Noise Level	19-ft Noise Reduction	Design Goal	Benefited	1st Row Design Goal	1st Row 5 dBA Reduction
257	1			0	61.8	59.9	1.9	No	No	No	No	58.9	2.9	No	No	No	No	58.4	3.4	No	No	No	No	58.0	3.8	No	No	No	No	57.7	4.1	No	No	No	No
258	1			0	62.0	60.1	1.9	No	No	No	No	59.2	2.8	No	No	No	No	58.7	3.3	No	No	No	No	58.3	3.7	No	No	No	No	57.9	4.1	No	No	No	No
259	1			0	62.3	60.4	1.9	No	No	No	No	59.4	2.9	No	No	No	No	58.9	3.4	No	No	No	No	58.5	3.8	No	No	No	No	58.2	4.1	No	No	No	No
260	1			0	62.7	61.0	1.7	No	No	No	No	59.9	2.8	No	No	No	No	59.5	3.2	No	No	No	No	59.1	3.6	No	No	No	No	58.8	3.9	No	No	No	No
261	1			0	62.9	61.3	1.6	No	No	No	No	60.4	2.5	No	No	No	No	60.0	2.9	No	No	No	No	59.6	3.3	No	No	No	No	59.3	3.6	No	No	No	No
262	1			0	63.1	61.6	1.5	No	No	No	No	60.7	2.4	No	No	No	No	60.4	2.7	No	No	No	No	60.0	3.1	No	No	No	No	59.8	3.3	No	No	No	No
263	1			0	62.9	61.5	1.4	No	No	No	No	60.7	2.2	No	No	No	No	60.4	2.5	No	No	No	No	60.1	2.8	No	No	No	No	59.8	3.1	No	No	No	No
264	1			0	63.1	61.9	1.2	No	No	No	No	61.1	2.0	No	No	No	No	60.8	2.3	No	No	No	No	60.6	2.5	No	No	No	No	60.3	2.8	No	No	No	No
265	1			0	62.9	61.9	1.0	No	No	No	No	61.2	1.7	No	No	No	No	60.9	2.0	No	No	No	No	60.7	2.2	No	No	No	No	60.6	2.3	No	No	No	No
266	1			0	64.0	61.5	2.5	No	No	No	No	60.8	3.2	No	No	No	No	60.3	3.7	No	No	No	No	59.8	4.2	No	No	No	No	59.3	4.7	No	No	No	No
267	1			0	64.6	62.0	2.6	No	No	No	No	61.3	3.3	No	No	No	No	60.7	3.9	No	No	No	No	60.2	4.4	No	No	No	No	59.7	4.9	No	No	No	No
268	1			0	65.3	63.0	2.3	No	No	No	No	61.9	3.4	No	No	No	No	61.3	4.0	No	No	No	No	60.8	4.5	No	No	No	No	60.3	5.0	No	Yes	No	No
269	1			0	67.7	65.8	1.9	No	No	No	No	64.8	2.9	No	No	No	No	64.2	3.5	No	No	No	No	63.8	3.9	No	No	No	No	63.5	4.2	No	No	No	No
270	1			0	68.2	66.6	1.6	No	No	No	No	65.7	2.5	No	No	No	No	65.3	2.9	No	No	No	No	65.0	3.2	No	No	No	No	64.8	3.4	No	No	No	No
271	1			0	68.2	66.9	1.3	No	No	No	No	66.2	2.0	No	No	No	No	65.9	2.3	No	No	No	No	65.6	2.6	No	No	No	No	65.4	2.8	No	No	No	No
272	1			0	65.8	64.2	1.6	No	No	No	No	63.6	2.2	No	No	No	No	63.2	2.6	No	No	No	No	63.0	2.8	No	No	No	No	62.7	3.1	No	No	No	No
273	1			0	61.5	60.7	0.8	No	No	No	No	60.2	1.3	No	No	No	No	59.9	1.6	No	No	No	No	59.8	1.7	No	No	No	No	59.6	1.9	No	No	No	No
274	1			0	62.6	61.6	1.0	No	No	No	No	61.1	1.5	No	No	No	No	60.8	1.8	No	No	No	No	60.6	2.0	No	No	No	No	60.5	2.1	No	No	No	No
275	1			0	64.9	64.1	0.8	No	No	No	No	63.6	1.3	No	No	No	No	63.4	1.5	No	No	No	No	63.3	1.6	No	No	No	No	63.2	1.7	No	No	No	No
276	1			0	65.7	64.6	1.1	No	No	No	No	64.2	1.5	No	No	No	No	64.0	1.7	No	No	No	No	63.8	1.9	No	No	No	No	63.7	2.0	No	No	No	No
277	1			0	62.4	60.0	2.4	No	No	No	No	59.3	3.1	No	No	No	No	58.9	3.5	No	No	No	No	58.4	4.0	No	No	No	No	58.0	4.4	No	No	No	No
278	1			0	64.5	62.1	2.4	No	No	No	No	61.2	3.3	No	No	No	No	60.6	3.9	No	No	No	No	60.1	4.4	No	No	No	No	59.7	4.8	No	No	No	No
279	1		Yes	1	69.1	65.8	3.3	No	No	No	No	64.9	4.2	No	No	No	No	64.2	4.9	No	No	No	No	63.7	5.4	No	Yes	No	Yes	63.2	5.9	No	Yes	No	Yes
280	1		Yes	1	69.6	66.2	3.4	No	No	No	No	65.5	4.1	No	No	No	No	64.7	4.9	No	No	No	No	64.1	5.5	No	Yes	No	Yes	63.5	6.1	No	Yes	No	Yes
281	1		Yes	1	68.2	65.4	2.8	No	No	No	No	64.7	3.5	No	No	No	No	64.0	4.2	No	No	No	No	63.4	4.8	No	No	No	No	62.8	5.4	No	Yes	No	Yes
282	1		Yes	1	68.2	65.3	2.9	No	No	No	No	64.6	3.6	No	No	No	No	63.9	4.3	No	No	No	No	63.3	4.9	No	No	No	No	62.7	5.5	No	Yes	No	Yes
283	1		Yes	1	69.8	66.4	3.4	No	No	No	No	65.5	4.3	No	No	No	No	64.8	5.0	No	Yes	No	Yes	64.0	5.8	No	Yes	No	Yes	63.4	6.4	No	Yes	No	Yes
284	1		Yes	1	71.6	67.6	4.0	No	No	No	No	66.6	5.0	No	Yes	No	Yes	65.7	5.9	No	Yes	No	Yes	64.9	6.7	No	Yes	No	Yes	64.2	7.4	Yes	Yes	Yes	Yes
285	1		Yes	1	72.2	68.1	4.1	No	No	No	No	67.0	5.2	No	Yes	No	Yes	66.1	6.1	No	Yes	No	Yes	65.4	6.8	No	Yes	No	Yes	64.6	7.6	Yes	Yes	Yes	Yes
286	1		Yes	1	71.7	67.8	3.9	No	No	No	No	66.8	4.9	No	No	No	No	65.9	5.8	No	Yes	No	Yes	65.1	6.6	No	Yes	No	Yes	64.4	7.3	Yes	Yes	Yes	Yes
287	1		Yes	1	73.0	68.7	4.3	No	No	No	No	67.6	5.4	No	Yes	No	Yes	66.6	6.4	No	Yes	No	Yes	65.8	7.2	Yes	Yes	Yes	Yes	65.2	7.8	Yes	Yes	Yes	Yes
288	1		Yes	1	73.6	69.6	4.0	No	No	No	No	68.6	5.0	No	Yes	No	Yes	67.9	5.7	No	Yes	No	Yes	67.3	6.3	No	Yes	No	Yes	66.8	6.8	No	Yes	No	Yes
289	1		Yes	1	67.9	65.8	2.1	No	No	No	No	65.4	2.5	No	No	No	No	65.1	2.8	No	No	No	No	64.8	3.1	No	No	No	No	64.5	3.4	No	No	No	No

Feasibility Factors:					
# of First-Row 5 dBA Reduction:	0	4	6	8	10
% of First-Row 5 dBA Reduction:	0%	36%	55%	73%	91%
Acoustic Feasibility (5 dBA reduction for 50% of front-row):	No	No	Yes	Yes	Yes
Reasonableness Factors:					
# of First-Row Design Goal:	N/A	N/A	0	1	4
% of First-Row Design Goal:	N/A	N/A	0%	9%	36%
Noise Abatement Design Goal (7 dBA reduction for 35% of front-row):	N/A	N/A	No	No	Yes
# of Benefited:	N/A	N/A	N/A	N/A	11
Cost of Noise Wall (Length x Height x \$20/sq ft):	N/A	N/A	N/A	N/A	\$400,140
Cost of any other items critical to safety:	N/A	N/A	N/A	N/A	0
Anticipated Cost of Noise Abatement:	N/A	N/A	N/A	N/A	\$400,140
Allowable Cost (\$30,000 per benefited receptor):	N/A	N/A	N/A	N/A	\$330,000
Cost Effective (Anticipated Cost < Allowable Cost):	N/A	N/A	N/A	N/A	No
Feasible and Reasonable:	No	No	No	No	No

Public Involvement Summary

Project Name: Bangerter Hwy @ 10400 South

PIN: 14416 UDOT Project No.: S-0154(85)9

Bangerter Highway at 10400 South Environmental Study
Business Meeting
June 25, 2018, 1–2 p.m.

For the proposed interchange at 10400 South on Bangerter Highway (SR-154) in South Jordan, Utah.
Utah Department of Transportation Project No. S-0154(85)9.

Meeting Type	The Utah Department of Transportation (UDOT) held a public meeting to inform local adjacent businesses about the environmental study for planned improvements at 10400 South on Bangerter Highway (SR-154) in South Jordan, UT.
When/Where	The meeting was held on Monday, June 25, from 1 – 2 p.m., at the South Jordan City Hall in South Jordan, UT.
Advertisement	UDOT was responsible for advertisements of the Public Hearing. These efforts included: • Postcards were hand-delivered to 20 business directly adjacent to the study area
Attendance	Attendees signed in at the front desk; 16 representatives signed in.
Presentation Information	A story map presentation and boards illustrating the project's purpose and need, traffic data, noise study results, and potential right-of-way (ROW) impacts were communicated to attendees.
Comments	Business representatives were invited to leave comments through available comment forms. No written comments were submitted.

Bangerter Highway at 10400 South Environmental Study
Public Hearing
June 26, 2018, 6–8 p.m.

For the proposed interchange at 10400 South on Bangerter Highway (SR-154) in South Jordan, Utah.
Utah Department of Transportation Project No. S-0154(85)9.

Meeting Type	The Utah Department of Transportation (UDOT) held an open-house style public hearing to inform the public about the environmental study related to the planned interchange at 10400 South on Bangerter Highway (SR-154) in South Jordan, UT.
When/Where	The Public Hearing was held on Tuesday, June 26 from 6:00 to 8:00 PM at the South Jordan Middle School in South Jordan, UT.
Advertisement	UDOT was responsible for advertisements of the Public Hearing. These efforts included: • Legal notice in the Salt Lake Tribune and Deseret News on Tuesday, June 6, and Tuesday, June 12 • Postcards mailed to 750 stakeholder on the mailing list • Notification hand-delivered to 20 houses directly adjacent to Bangerter Highway South Jordan Public Information Officer, Tina Brown, managed the advertisement for the Public Hearing for the City. Advertisements included: • City social media
Attendance	Attendees signed in at the front desk; 149 people signed in, although many signed in as a household with more than one attendee.
Meeting Information	A story map presentation was given inside of the South Jordan Middle School auditorium. Boards illustrating the project's purpose and need, traffic data, noise study results, and potential right-of-way (ROW) impacts were set up around the hallway and three tables were used to show maps of the proposed action. The boards and proposed action map were made available on the study website following the Public Hearing for users to view and provide comments
Comments	Ten individuals shared comments using the court recorder and 41 written comments were received via comment form at the public hearing. 58 comments were received by email following the meeting via email (bangerter@utah.gov). All comments are attached.

Advertising

BANGERTER

10400 SOUTH

Business Meeting

When: Monday, June 25, 2018
1 to 2 p.m.

Where: South Jordan City Hall City Council Chambers.
1600 Towne Center Dr, South Jordan

UDOT is conducting a State Environmental Study at the Bangerter Highway and 10400 South intersection to evaluate the potential benefits and impacts of a new, freeway-style intcerchange.

You are invited to attend a meeting for businesses in the area to review the draft State Environmental Study, learn about potential property impacts, and gather information on the project. A copy of the draft SES will be available on the study website at udot.utah.gov/bangerter10400south.

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

Website: www.udot.utah.gov/bangerter10400south
Email: bangerter@utah.gov
Hotline: 888-766-ROAD (7623)



Schedule

April 2018: Collect data, define purpose and need

May 2018: Preliminary interchange design, Environmental resource analysis

June 2018: Prepare Draft State Environmental Study; Public hearing and comment period

August 2018: Review public comments, finalize state environmental study

A UDOT PROJECT

BANGERTER

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A UDOT PROJECT

BANGERTER

10400 SOUTH

Public Hearing

When: Tuesday, June 26, 2018
6 to 8 p.m.
*Formal presentation from 6:30-7pm.

Where: South Jordan Middle School
10245 S 2700 W, South Jordan

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A UDOT PROJECT



Bangerter Highway
Environmental Studies
7000 South Neighborhood Meeting

UDOT is 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. Your property may be impacted by these improvements.

You are invited to attend a neighborhood meeting to review study findings, the proposed interchange design, potential property impacts, and receive information about next steps leading to construction, scheduled to begin in 2017.

When: March 15, 2016, 5:30 – 6:30 p.m.
Where: West Jordan Elementary School Gymnasium
7220 S. 2370 W.
West Jordan

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

A UDOT PROJECT



Bangerter Highway
Environmental Studies
7000 South Neighborhood Meeting

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A UDOT PROJECT



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Bangerter Highway
Environmental Studies
7000 South Neighborhood Meeting



Deseret News

Publication Name:

Deseret News

Publication URL:

Publication City and State:

Salt Lake City, UT

Publication County:

Salt Lake

Notice Popular Keyword Category:

Notice Keywords:

10400 South

Notice Authentication Number:

201807311730527748686**3349738432**

Notice URL:

[Back](#)

Notice Publish Date:

Tuesday, June 12, 2018

Notice Content

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Deseret News

Publication Name:

Deseret News

Publication URL:

Publication City and State:

Salt Lake City, UT

Publication County:

Salt Lake

Notice Popular Keyword Category:

Notice Keywords:

10400 South

Notice Authentication Number:

201807311730090375912**3349738432**

Notice URL:

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The Salt Lake Tribune

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The Salt Lake Tribune

Publication URL:

Publication City and State:

Salt Lake City, UT

Publication County:

Salt Lake

Notice Popular Keyword Category:

Notice Keywords:

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Notice Authentication Number:

201807311731437626555**3349738432**

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201807311727443245453**3349738432**

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[Back](#)

South Jordan City Facebook



City of South Jordan

June 20 · 🌐

👍 Like Page



UDOT is holding an open house to review and discuss the draft State Environmental Study on the Bangerter Highway and 10400 South Intersection.

Open House Details:

Tuesday, June 26

6 to 8 p.m.

South Jordan Middle School

10245 South 2700 West

South Jordan

BANGERTER 10400 SOUTH

Public Hearing (Open House Format)

When: **Tuesday, June 26, 2018**
6 to 8 p.m.

Where: **South Jordan Middle School**
10245 S 2700 W, South Jordan

UDOT is conducting a State Environmental Study at the Bangerter Highway and 10400 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 the draft State Environmental Study, learn about potential property impacts, and gather information on the next steps leading to construction, scheduled for 2021. A copy of the draft SES will be available on the study website at utah.udot.gov/bangerter10400south.

If you need special arrangements during the hearing, please contact the project team in advance.

Contact Aracely Sanchez at aracely.sanchez@utah.gov for more information on the project.

Schedule



A UDOT PROJECT

Get Involved

Public comments will be accepted through July 25, 2018. Comments can be submitted at the public hearing or via the project website, hotline, and email (below).



Website: www.udot.utah.gov/bangerter10400south
Email: bangerter@utah.gov
Hotline: 888-NOT-ROAD (76233)

BANGERTER

2100 W. Center Parkway, Suite 200
Provo, Utah, 84601

South Jordan City Twitter



South Jordan City @SouthJordanUT · Jun 20

UDOT is holding an open house to review and discuss the draft State Environmental Study on the Bangerter Highway and 10400 South Intersection.

Open House Details:

Tuesday, June 26
6 to 8 p.m.

South Jordan Middle School
10245 South 2700 West
South Jordan



Public Hearing (Open House Format)

When: Tuesday, June 26, 2019
6:00-8:00pm

Where: South Jordan Middle School
10245 S. 2700 W., South Jordan

UDOT is conducting a public hearing to review the draft State Environmental Study on the Bangerter Highway and 10400 South Intersection. The purpose of the hearing is to provide an opportunity for the public to provide input on the draft study and to discuss the proposed project with UDOT staff.

The hearing will be held at the South Jordan Middle School, 10245 S. 2700 W., South Jordan. The hearing will be held from 6:00 PM to 8:00 PM on Tuesday, June 26, 2019. A map of the project area is available at [http://www.udot.utah.gov/projects/bangerter-10400-south](#).

After the hearing, UDOT staff will be available to discuss the project with the public. UDOT staff will be available to discuss the project with the public from 6:00 PM to 8:00 PM on Tuesday, June 26, 2019.

Schedule

- 6:00 PM - 6:15 PM: Registration
- 6:15 PM - 6:30 PM: Welcome
- 6:30 PM - 6:45 PM: Presentation
- 6:45 PM - 7:00 PM: Public Input
- 7:00 PM - 7:15 PM: Public Input
- 7:15 PM - 7:30 PM: Public Input
- 7:30 PM - 7:45 PM: Public Input
- 7:45 PM - 8:00 PM: Public Input

Get Involved

UDOT is conducting a public hearing to review the draft State Environmental Study on the Bangerter Highway and 10400 South Intersection. The purpose of the hearing is to provide an opportunity for the public to provide input on the draft study and to discuss the proposed project with UDOT staff.



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Business Meeting Sign In

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET

The Utah Department of Transportation monitors attendance to ensure non-discrimination. We appreciate you providing this information.

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
Therant Kristin Hall				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
MARY MATHIS				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Ryan Williams				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☒ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
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				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).

Sign In sheet will become part of the public record for this project.

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The Utah Department of Transportation monitors attendance to ensure non-discrimination. We appreciate you providing this information.

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
Ian Hamill				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
James Horsley				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Brian Freese				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Bred Klarano				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Bret Osborne				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
John Forsgren				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Devon Saw				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Heather Hoglund				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
DARRAN MOFFITT				☒ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
DANIEL WISE				☒ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☒ Black ☐ Hispanic ☐ White ☐ Other
LARON STAYLER				☒ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
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				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Public Hearing Sign In

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET

The Utah Department of Transportation monitors attendance to ensure non-discrimination. We appreciate you providing this information.

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
Brittany Coleman				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Tori Taver				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Chebea Smith				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
JORDAN CUMMORE				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
MATT WILDAUER				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Devin San				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
RON PINARELLI				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
KEVEN LEE				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Russell & Melanie Culley				☒ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
Tracy Mickelsen				☐ Male ☒ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jeremy + Polly Uffens				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Katherine Thornburgh				☐ Male ☒ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Rob Tubor				☒ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Della Mertens				☐ Male ☒ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Kreg Gillman				☒ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
stevan Joffe				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Jenny Johnson				☐ Male ☒ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Angela Lindahl				☐ Male ☒ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
Laurie Zimmer				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Tracy Gillman				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Samantha Hickey				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Alice Hannon				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Brad Klavans				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Devin Lindahl				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jen Lane				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Chandresh Hingu				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☒ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
DeAnn Eves				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Jimmy Cone				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Terry Coyle				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Chad Dewey				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Krista Dewey				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Linda Mascher				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Linda Sheehan				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Jose Weffer				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☒ Hispanic ☐ White ☐ Other
Sarah Amanda Hendrickson				☒ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Clifton L. BREAU				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Jason Briggs				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Jami Hanley				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Harshini Kodela				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Scott + Jodi Mitchell				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Robert & Jayne Hogan				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Eve + Brian York				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
HAFEEZUDDIN AHMED + AZBENA MEHTA				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Matt and Ben Ludwig				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Greta Betts				☒ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
David & Deborah Murdock				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Lane Lark'in				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Paul Pearson				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Tiffany & Hunter Asmus				☒ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
William Blakley Fieldstone Homes				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Kevin Zimmer				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jeff & Christy Williams				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Brent Nelson				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Rich Hannay				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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SAURABH PADIYA				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Jagdish Patel				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☒ Other
Irina Hsu				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☒ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Bryce Osborne				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Karley Hall				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☒ Hispanic ☐ White ☐ Other
Ryan Hall				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Cassie Wallace				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Todd / Natalie Mendenhall				☒ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Ruth & Lindsey Nielsen				☒ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Tena Andersen				☐ Male ☒ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Kathy Kartchner				☐ Male ☒ Female	☒ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Ben Hawks				☒ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Machelle Benson				☐ Male ☒ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
John Benson				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Tyler Demars				☒ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Brigham Brittnee Bailey				☒ Male ☒ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Michael Eggert				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Erin Preece				☒ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Sridhar Vukkadapu				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Koung Heng				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☒ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Rebecca Gillespie				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Adriana Martin				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☒ Hispanic ☐ White ☐ Other
Brian Tenny				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☒ Other
Marci Reeves				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☒ Other
Tom Hardy				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Hali Newbold				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Margaret Boud				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Tricia martindale				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Myrna Jones				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Leon Jones				☐ Male ☐ Female ☒ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Sopheak Kong				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☒ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Tracy VanderVaart				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Carol Stancliff				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Tim Roll				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

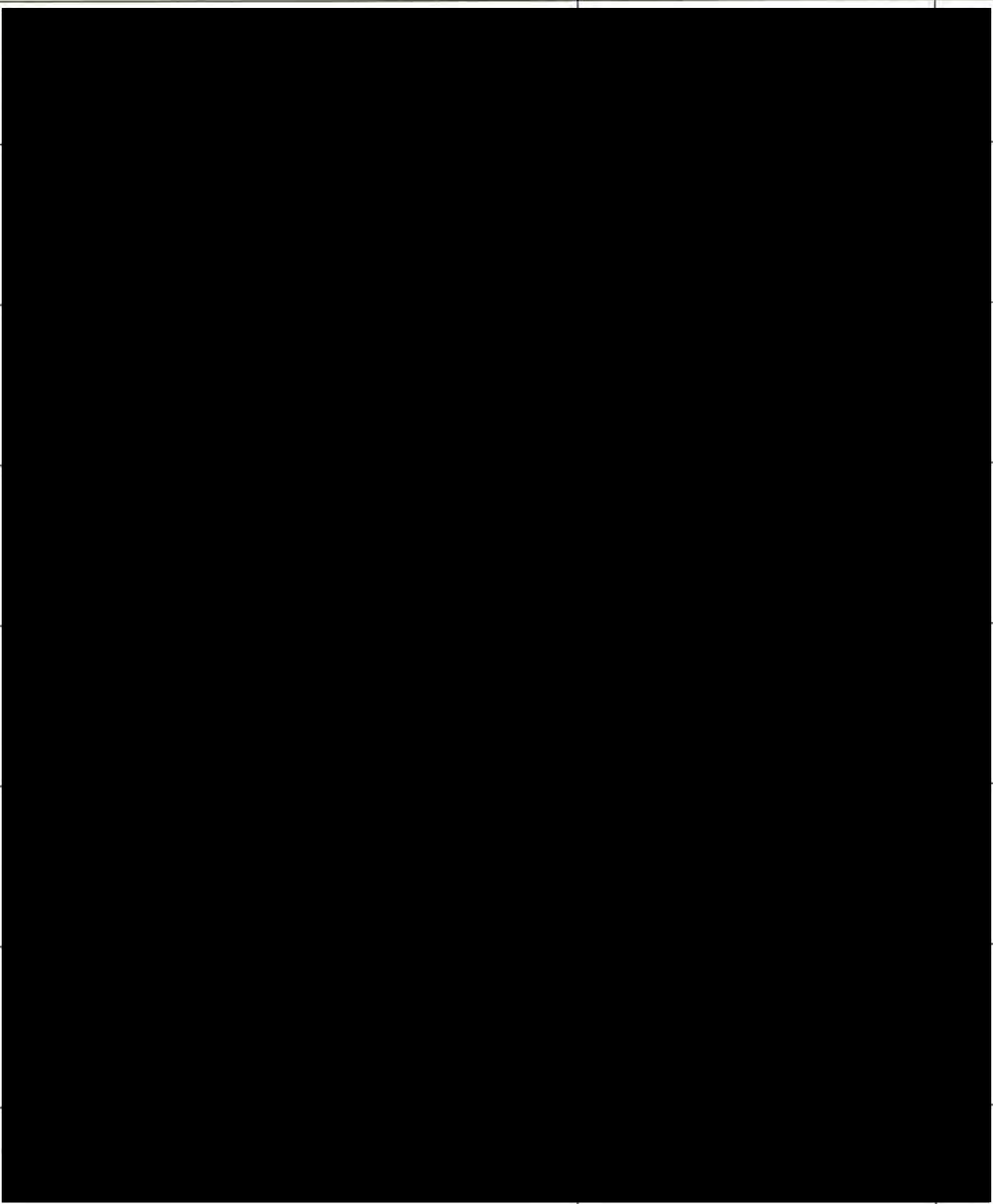
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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
Chris & McKenna Coleman				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Mark & Alexis Lowe				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jean Butterfield				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
BEN & LEANG NGUYEN				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
MARK Nelson				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
DONALD F. MORRELL				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☒ Black ☐ Hispanic ☐ White ☐ Other
Bhargav Reddy				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☒ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Dennis Brinck				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Steve PARKIN				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
~~Dan~~ Teri Cronenwett				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Dan Cronenwett				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Bryson Haaga				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Gregory F. Cudworth				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Chris Gebhardt				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Cari Eubanks				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Dan Millard				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Brad & Jill Lark				☐ Male ☒ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
McKay Snow				☒ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Yogenbra + Wendy Parikh				☒ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
James & Peggy Bodamer				☒ Male ☒ Female ☐ Person with Disability	☒ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☒ Hispanic ☒ White ☒ Other
Jayne Ann Osborne				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jessie Buonocore				☒ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Elizabeth Ancell				☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
DAVE ANCELL				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Chuck Newton				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).

Sign In sheet will become part of the public record for this project.

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET

The Utah Department of Transportation monitors attendance to ensure non-discrimination. We appreciate you providing this information.

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
DAVID PRATT				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Jason McGuire				☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
Lisa Echeverria Zulich				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Ray Smith				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Jordan Malleby				☒ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
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				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
DEE NGUYEN				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Ryan Macken			☒ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other	
Dawn Smith			☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other	
CAMILLE FRANSON			☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other	
Lindsay magleby			☐ Male ☒ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other	
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Person with Disability	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

Information Boards

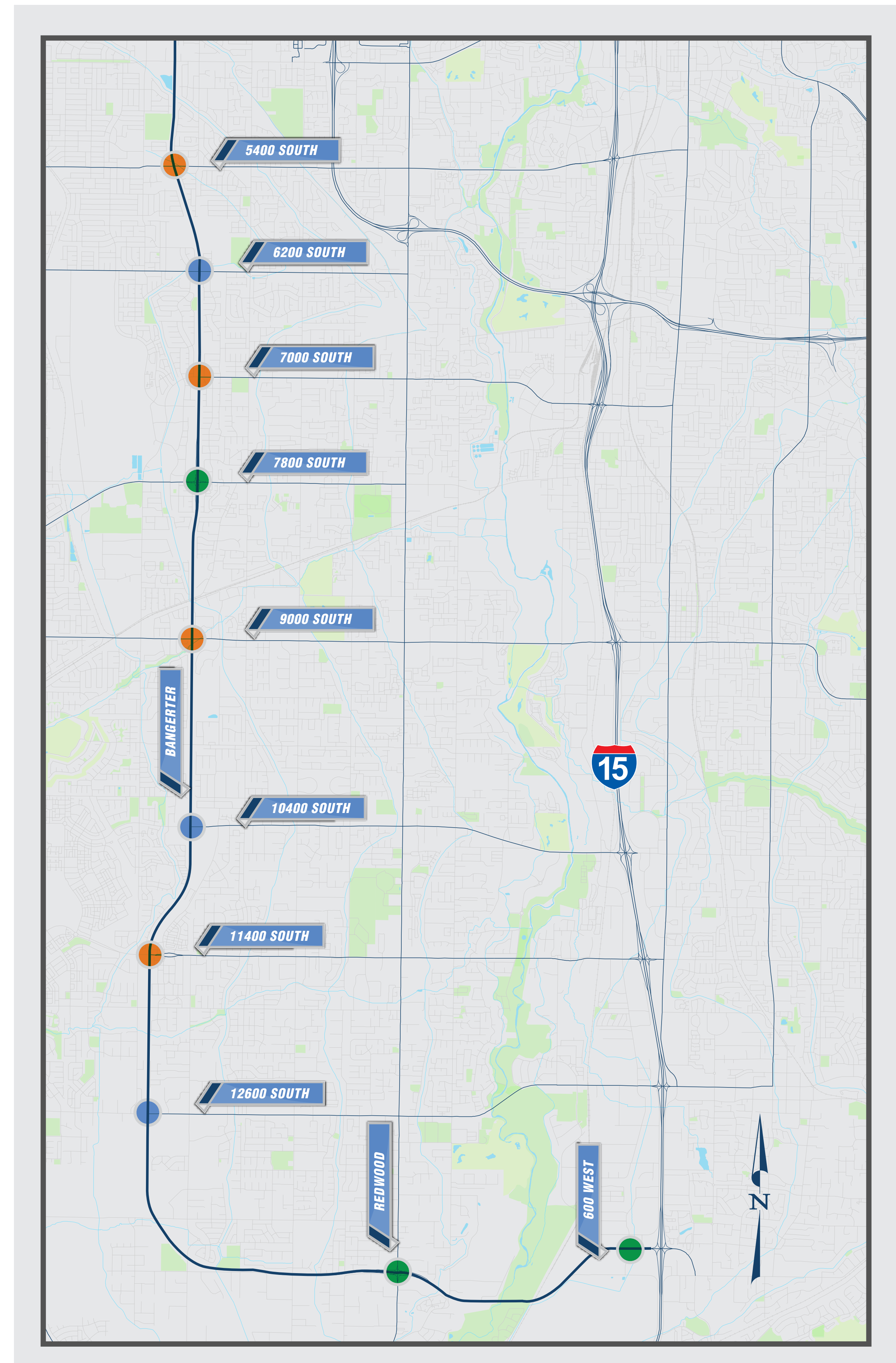
WELCOME

***Bangerter Highway and 10400 South
Public Hearing***

Conversion to Interchange

Other Bangerter intersections have been converted to interchanges:

- Completed
- Under Construction
- Environmental Study



State Environmental Study

UDOT is conducting an environmental study for the intersection at Bangerter Highway and 10400 South to evaluate the potential benefits and impacts of a new interchange.



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



Shorter delays
(shown in seconds)
mean better LOS.

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.

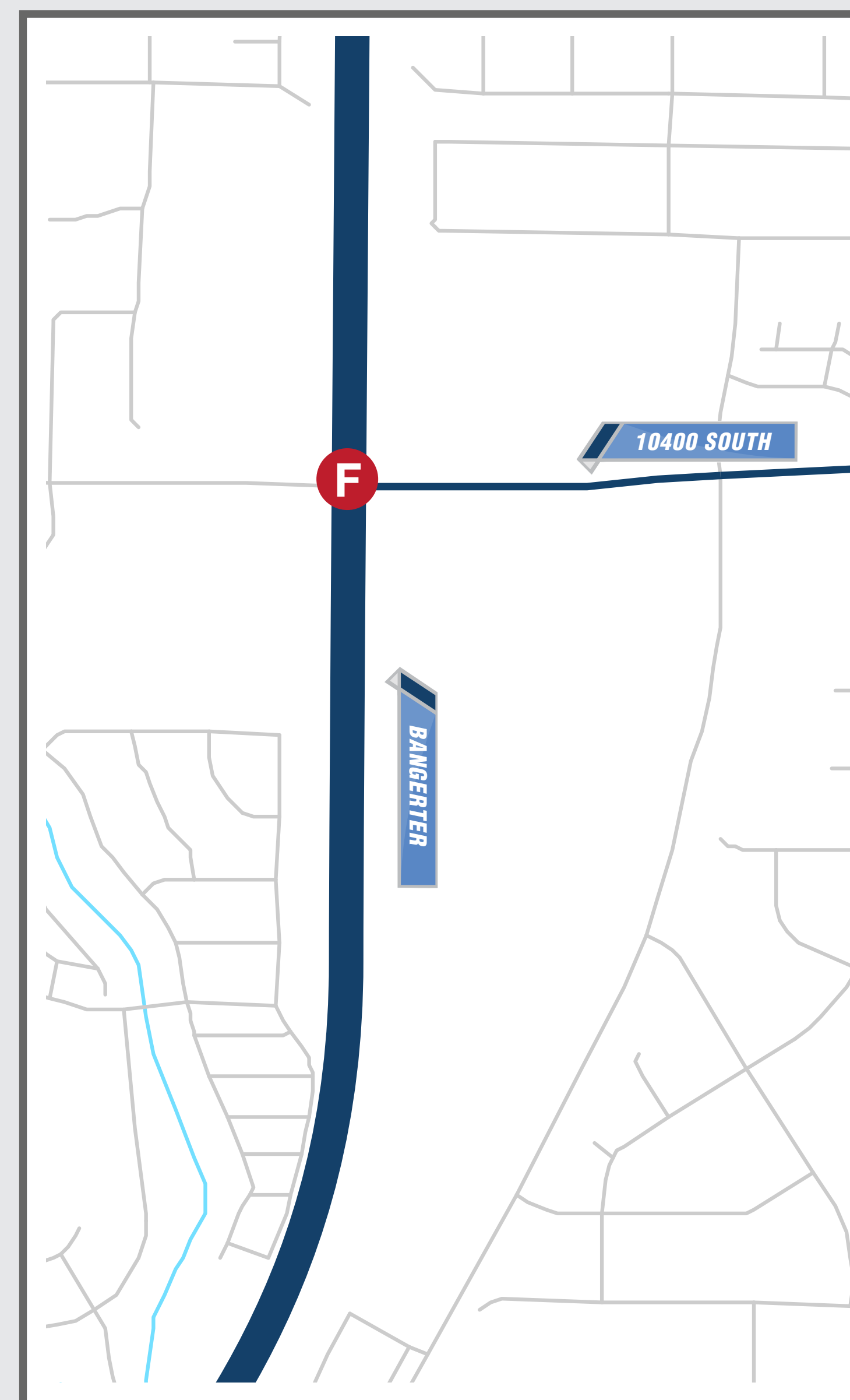
Existing Level-of-Service

The Bangerter Highway intersection at 10400 South is currently congested.



2040 No-Build Level-of-Service

By 2040, the congestion at the 10400 South/Bangerter Highway intersection will worsen.



2040 Build Level-of-Service

Grade-separating the intersection will reduce congestion and improve safety.



Proposed Action

- Construct grade-separated Single Point Urban Interchange (SPUI) at Bangerter Highway and 10400 South.
- If funding is available, construct NB/SB auxiliary lanes from 10400 South to 11400 South and/or from 10400 South to 9800 South.

Right-of-Way Process



1. **Identification** – Design team will identify what property will be needed to construct the improvements.

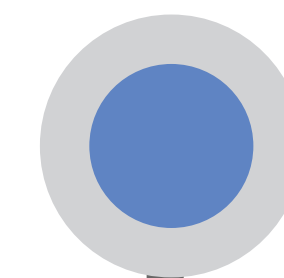
2. **Contact** – Property owners will be contacted directly if their property is in the affected area.

3. **Valuation** – Right-of-way professionals will then estimate the value of property.

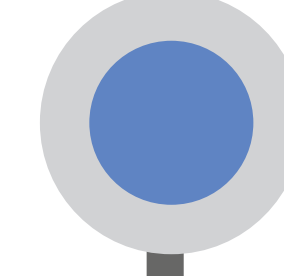
4. **Acquisition** – UDOT will work closely with the property owner to acquire needed property at fair market value.

Schedule & Environmental Process

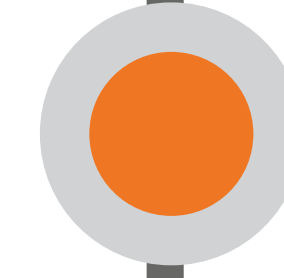
April 2018: Collect data, define purpose and need



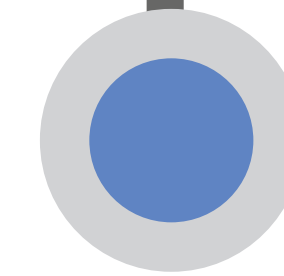
May 2018: Preliminary interchange design; Environmental resource analysis



June 2018: Prepare Draft State Environmental Study; Public hearing and comment period



August 2018: Review public comments; finalize State Environmental Study



Environmental Impacts and Mitigation

Resource	Impact	Mitigation
Right-of-Way/ Relocations	- Partial Acquisition: 8.1 acres, affecting 51 parcels - Full Acquisition: 5.7 acres, affecting 16 parcels - Relocations: 11 residential and 3 commercial properties - Potential Relocations: 2 residential properties	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	None
Threatened & Endangered Species/ Wildlife	No impact	None
Invasive Weeds	Potential to introduce or spread invasive weeds	Implement UDOT Standard Specifications, Invasive Weed Control
Noise	3 dBA noise level increase throughout the study area 189 of 307 receptors impacted by proposed action noise levels	- Noise wall balloting consistent with the UDOT's Noise Abatement Policy - Replacement of existing and installation of new noise walls
Water Resources	Over 1 acre of ground disturbance	Implement UDOT Standard Specifications, Temporary Environmental Controls
Hazardous Waste	No impact	None
Statewide or Locally Important Farmlands	No impact	None
Air Quality	Potential to increase particulates during construction	Implement UDOT Standard Specifications, Dust Control
Land Use/Urban Policy	No impact	None
Land Use	No impact	No mitigation required

Right-of-Way

Noise

CONTACT US

Website: ***www.udot.utah.gov/bangerter10400south***

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

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

Provide Verbal Comments Here

Provide Written Comments Here

Public Hearing Comments

COMMENT FORM

Name: Chuck Newton

Address: _____

Phone: _____

Email: _____

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

While the West. alternative is crucial from the stand point of both available land and less disruption to businesses — the above ground flyover is not acceptable due to the unique culture of the City, the noise engendered by the flyover and its impact on the surrounding neighborhoods. The preferred and only acceptable option is West and underground.

Do you have any other concerns related to the study?

I appreciate UDOT's efforts on this EIS. I appreciate their efforts to mitigate costs, and to perform on 11400th. While UDOT suggests closing 104th for 3-4 months to go underground, their suggestion for that time period is not necessary. They can excavate up to 104th from both sides, as they have done

COMMENT FORM

Pg 2

Name:

Chuck Newton

Address:

Phone:

Email:

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

on 114, then close the road. That would
Mitigate closure time and reduce it to 1-2
months instead of up to 6 months.

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

COMMENT FORM

Name: Elizabeth Ancell

Address:

Phone:

Email:

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

I am attending tonight to voice my concern about ~~the~~
~~overpass~~ going ~~o~~ Bangerter Hwy. going over 104th South
VS. under. I absolutely want it to go under. The interchange
at 114th is looking awesome! The interchange at 90th
looks really bad. We use the crossing of Bangerter & 104th
on a regular basis. The way our city looks and feels
is of utmost importance. This decision is a permanent and
Do you have any other concerns related to the study?
important one. The ongoing maintenance of this road will
continue into the future. It will never be feasible to
go back and redo this decision however. The cost would
be astronomical to change this ~~not~~ Bangerter Hwy from
an overpass to underpass. The time to do this right
is NOW! Bangerter Hwy at 104th South needs to
be an underpass! Thank you for your time.

COMMENT FORM

Name: DAVE ANCELL

Address:

Phone:

Email:

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

WE ARE HIGHLY IN FAVOR OF ROUTING THE BANGERTER
HWY UNDER THE GROUND SIMILAR TO THE 114TH SOUTH
PROJECT. IT WILL BE MUCH MORE AESTHETICALLY PLEASING.
COMING OUT OF DAYBREAK IT WILL BLOCK THE BEAUTIFUL
VIEW OF THE MOUNTAINS EVEN IF WE HAVE TO PAY
MORE IN TAXES TO GET THIS OPTION, I'D BE IN FAVOR
OF IT.

Do you have any other concerns related to the study?

COMMENT FORMName: Chelsea SmithAddress: Phone: Email: 

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

In South Jordan we fiercely love and appreciate our community. It's a beautiful and amazing place to live and raise a family. We care passionately about facilitating and ensuring the beauty of our area. An overpass on 10400 would be a huge eyesore and scar in our beloved community. Please reconsider installing an overpass and imagine the possibility of an underpass. The underpass on 10400 is going to be amazing and already looks great. It is my understanding this may be a more difficult path but it's a decision that will impact us forever. Let's construct something that makes our community safer and easier to access while respecting the beauty of the community we love so much. Thank you.

COMMENT FORM

Name: Bryson Haaga

Address:

Phone:

Email:

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

Noise of a overpass is the biggest concern
We all want ~~to~~ Bangertter to pass under
10400 S

The Noise barrier should also be
14 ft Not the proposed 10 ft.

Do you have any other concerns related to the study?

COMMENT FORM

Name:

Tori Tarver

Address:

Phone:

Email:

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

- Concerned about smooth on/off ramps coming from the East side of 104th & the businesses. Don't want it to turn into 114th traffic
- Concern

Do you have any other concerns related to the study?

COMMENT FORM

Name: Emma Shaver

Address:

Phone:

Email:

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

My biggest concern is when you start to rip
everything down are you going to realise you will
have to take some of my backyard and when
my kids want to go outside and play that it is
going to be safe for them. Also if I decide to sell
my house am i going to get the money its
worth.

Do you have any other concerns related to the study?

COMMENT FORM

Name: Jimmy Lane

Address:

Phone:

Email:

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

I'm not to happy with what you are ~~postric~~ doing
to my back yard. I think is very bad and
I am mad. I think you knew about sooner
than 2017 when my house was under construction.

Do you have any other concerns related to the study?

COMMENT FORM

Name: McKenna Coleman

Address:

Phone:

Email:

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

My backyard backs up to Bangarter and my property will be affected. Where we are already being negatively affected by a project that hasn't even begun I cannot emphasize strongly enough that WE WANT AN UNDERPASS! We also have very young children and construction that close is terrifying. Please put up an at least 10' sound wall before starting construction. PLEASE. Think of your children.

Do you have any other concerns related to the study?

Our home values will be adversely affected. Our family is experiencing anxiety. We feel deceived that ~~that~~ we were allowed to build a brand new home here 2 years ago, only to have it (and our neighbors) so horribly affected. Please remember we are people with kids and families and put yourselves in our shoes. Thank you.

COMMENT FORMName: Devin Lindahl

Address:

Phone:

Email:

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

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

I am house #17 on Big Meadow Dr., my house will not be torn down but we will be greatly impacted by the expansion. I strongly support Bangerter going under 104 South and the placement of a new 14' "sound barrier" wall. I would also suggest a park where the houses have been torn down and the property remains in our

Do you have any other concerns related to the study?

neighborhood. These 3 suggestions are really the only way my home can retain any type of value and the neighborhood in general. Please go Under!!!

COMMENT FORM

Name: Angela Lindahl

Address:

Phone:

Email:

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

We live on Bangerter near the homes coming down and we would really like the underpass as opposed to the overpass. I am very disappointed in the city /udot for not communicating better when developing the Rushton Meadows neighborhood. Homes should not be torn down like this.

Do you have any other concerns related to the study? When will the communication happen so neighborhoods aren't newly built, then torn apart 3 years later?

COMMENT FORM

Name: BHARGLAV REDDY

Address:

Phone:

Email:

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

I am very much worried about the disturbance that we are going to have. I would prefer not to have any affect the best case. If it is inevitable then I prefer an under pass over overpass. Also I prefer to have a noise wall to protect neighborhood homes. Also would like city to consider shifting the plan towards east to not affect the community ^(push from meadows) if possible.

Do you have any other concerns related to the study?

COMMENT FORM

Name: Brittany Coleman

Address:

Phone:

Email:

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

I feel like this has been incredibly poor planning across the board to take out a neighborhood street less than 3 years old. Something or someone needs to ~~take~~ be held responsible so it doesn't happen to other new developments. I would strongly suggest taking out the least amount of homes as possible and also taking bangerter UNDER 10400 S.

Do you have any other concerns related to the study?

I would like to see the sound wall (14') be one of the first additions to the new intersection to help with noise/safety during the construction process. I also want to see a well designed landscape area on the neighborhood side of the wall to help with esthetics.

COMMENT FORM

Name: Emilee, Dean Moody

Address:

Phone:

Email:

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

The sound wall we have now is 9' high. We need double that, our homes sit above the highway, making more noise. The east side has a 15' wall so giving us the proposed 10' wall is a slap in the face. You are devaluing our homes, we will never be able to sell at market value. The intersection needs to go under at 1045. The safety concerns are caused by

Do you have any other concerns related to the study?

people not following the traffic laws and patterns. If you're looking at long term, going under is the best thing for us that are STUCK living there.

COMMENT FORM

Name: Natalie Mendenhall

Address:

Phone:

Email:

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

I would definitely like to see 10100 S. go under and not
over. Besides the traffic it looks much better not to block everything.
I do not want to give up my yard which lowers my
home value significantly. I and my neighbors would
rather move. The sound wall if put in would have to
be at least 18-20' (it is 15' on the other side of Bangerter
across from us) They are at ground level and our side is elevated.

Do you have any other concerns related to the study?

Please try and work with us. We really want the
best for our neighborhood and city.

COMMENT FORM

Name:

Hali Newbold

Address:

Phone:

Email:

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

Greatly concerned about the noise & home value implications in my neighborhood (Kushton Meadows). Our neighbors have been in their brand new homes for less than 3 years & are now leaving them. If we can't avoid that please, PLEASE, PLEASE use an underpass instead of an overpass to at least preserve home values for those that remain & keep our neighborhood as quiet as possible.

Do you have any other concerns related to the study?

The overpass!

Noisy, ugly, & decreases home values for all of us who remain!

COMMENT FORM

Name: Dan Cronenwett

Address:

Phone:

Email:

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

Do you have any other concerns related to the study?

COMMENT FORM

Name: Robert Hogan

Address

Phone

Email

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

Bike lane ?
walking lane ?
Bangwater Needs to go under 10400 S.

Do you have any other concerns related to the study?

COMMENT FORM

Name:

Jen Lane

Address:

Phone:

Email:

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

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

It will effect our house value with taking our yard.
Not being compensated for stress physically &
emotionally! Displacement of families and
stress on young kids. The backyard open when
construction is happening and kids potentially
not being able to play cause of construction.

Do you have any other concerns related to the study?

I want it to go under not over

COMMENT FORM

Name:

Anand

Address:

Phone:

Email:

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

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

- We have to get the project correct at first attempt.
- Underpass would be ideal for all the community since overpass not only causes noise pollution but all the dust which affects the health and wellbeing of my dog and kids.
- Get the project to be spacious as well as ergonomic view to avoid any road accidents and have a pedestrian/bike lane high 4.

Do you have any other concerns related to the study?

- The less noise and less dust we could get into the community it would be great. We understand roads are essential but if you could do your best to do underpass that would be great.

COMMENT FORM

Name: Harchini Kodela

Address:

Phone:

Email:

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

~~to~~ The houses on the west are relatively new. less than 3 years old. why did city permission to build these houses in the first place when they ~~already~~ already have plans of extensions.

why is west chosen? They can extend it to the east where they have Costco. This will not affect as many people as it's now.

Do you have any other concerns related to the study?

~~if~~ If they have to acquire westside houses will city account for change in interest rate changes. It's all hard earned money. ~~its~~ I feel like ~~like~~ I have been robbed by the city. It would be great if the extension is set on east side rather than west side.

COMMENT FORM

Name:

Kathy Kaptchner

Address:

Phone:

Email:

Our team

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.

It is crucial that this project is done correctly the first time. The underpass ~~is~~ is the best case now, and for long in the future. Anything else is sloppy work and will be known as only cost cutting measures and irresponsible project management.

Do you have any other concerns related to the study?

I do not understand why a 10ft. wall is slated for the west side when the properties are already raised. Those walls will do little to nothing. Build higher walls.

COMMENT FORM

Name: BEN & LEANG NGUYEN

Address:

Phone:

Email:

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

the sound is already really loud where we live
we are concerned w/ how this will affect our
view w/ the new Soundwall going up, how
high will the Soundwall be if it is over vs.
the highway being built under. we are worried
with how much our property will be worth
now that the highway is so much closer to
our home

Do you have any other concerns related to the study?

My wife & I are recommending that if there
is work done on Bangert Highway it
should not be built as an overpass
because that would ruin the beautiful view in
which we bought the property for. Since this
is residential and will affect us the most, this
must be considered and built as an underpass or
not built or worked on at all.

COMMENT FORM

Name:

Tracy Mickelsen

Address:

Phone:

Email:

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

We know that this is going to happen, but we as home owners are asking for this project to be the least impactful on the value of our homes. Building this intersection as an under pass rather than an over pass will help our brand new homes keep some of their value. Please take into consideration what you would want if your home was being impacted.

Do you have any other concerns related to the study?

COMMENT FORM

Name: RANADHEER KOLLT

Address: _____

Phone: _____

Email: _____

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

It would have been great if the details and cost analysis is provided and be more transparent. People losing home risk after 2 years of stay sucks. ~~Im~~ ID Please try to include the road similar to 11400s intersection underpass. Extension towards east would help lot of families to stay in neighbourhood.

Do you have any other concerns related to the study?

Yes. Underpass will leave the community in peace and will help kids and families. Please be transparent and release all the cost analysis to the public so that we know the facts. we are happy to support city and community but ~~it~~ not at cost of families.

COMMENT FORM

Name: Clifton L. Breau

Address:

Phone:

Email:

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

Center-line alignment is the most fair. Commercial properties
should NOT escape any convenience/costs. Underpass is
favored over overpass due to noise reduction and
no view obstruction or reduction in property value.

Do you have any other concerns related to the study?

COMMENT FORM

Name:

Scott Mickelsen

Address:

Phone:

Email:

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

I UNDERSTAND this is necessary & inevitable, But, could UDOT please RINK Bangerter Highway UNDER 10400 S. This expansion is already Displacing 11 families Please show concern to the rest of the neighborhood By Building Bangerter UNDER 104th

Do you have any other concerns related to the study?

COMMENT FORMName: Bryce Osborne

Address:

Phone:

Email:

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

I live just east of the water tower and am concerned both about the level of noise produced as well as the segregation of our city. I feel like daybreak is already somewhat separated from the city by doing an overpass this will further segregate our city and separate "East" vs "West" of Bangerter. By doing an underpass the city will still be united, one, and connected.

Do you have any other concerns related to the study?

This will also further reduce the noise level. I also ask that you continue the Barrier wall near the water tower as this will further diminish the noise level and make the wall contiguous with the entire wall on the East side of Bangerter



COMMENT FORMName: BEATRIZ & WATT LUDWIG

Address:

Phone:

Email:

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

- WHAT ARE UDOT & SOUTH JORDAN CITY DOING TO PRESERVE THE VALUE OF THE HOMES THAT WILL REMAIN AFTER THE CONSTRUCTION?
- ARE THEY PLANNING AN UNDERPASS?
- WHY IS THE COMMERCIAL ZONING PRESERVE 100% WHEN YOU ARE DESTROYING A FULL NEIGHBORHOOD??
- WHY DO YOU ALLOW TO BUILD HOUSES IN THIS AREA?

Do you have any other concerns related to the study?

- NOBODY TOLD US BEFORE BUYING OUR HOME
- WE DON'T HAVE ANY SAYING IN THIS ??
- WHY CAN WE NOT TAKE 50% / 50% COMMERCIAL PARKING AND THE HOUSES? WHY SHIFTING WEST WHERE THERE IS EMPTY PARKING AND FIELDS IN THE EAST?
- CAN WE MOVE A GAS STATION EAST AND COMPROMISE BOTH WAYS?

COMMENT FORM

Name: Margaret Baud

Address:

Phone:

Email:

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

There are quite a few Residential areas close to
Bangerter which would definitely be effected by the
noise of an over-pass. It was a big issue for us before
they put up the sound wall (and we still hear it) and would
become a big problem again with an overpass. It is worth the
inconvenience ^{+ cost} during construction in order to do it right
the first time. Please be considerate of the Residents!

Do you have any other concerns related to the study?

COMMENT FORM

Name:

Alexis Lowe

Address:

Phone:

Email:

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

I'm VERY hopeful that the decision will be to build an underpass.
Whatever I can do to help make that happen, please let me know.
It's very important to us.

Do you have any other concerns related to the study?

COMMENT FORM

Name: Ryan Hall

Address:

Phone:

Email:

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

I recommend making the intersection an underpass.
Nobody wants to see an ugly overpass blocking the beautiful
mountain view. Also the noise wouldn't be as loud.

Do you have any other concerns related to the study?

COMMENT FORM

Name: Samantha Hiskey

Address:

Phone:

Email:

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

How high will the retaining/sound wall be?

Living near one of the properties where the roadway will cut across, how will this affect the safety of the children in the area.

How will this impact my home, sound, and property. I am concerned with increase in speeds being so close to my home.

Do you have any other concerns related to the study?

I want an underpass just like they did at 11400 South.

The long term impact is that the people who planned on moving into their dream homes, picked the area for the view & w/ an overpass

it will impact that. I know this has made our decision to stay or go a difficult one since we had planned on starting our life there & remaining.

COMMENT FORM

Name: Della Mortens

Address:

Phone:

Email:

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

under and not over

Do you have any other concerns related to the study?

No

COMMENT FORM

Name: Karley Hall

Address:

Phone:

Email:

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

- We would prefer an underpass as opposed to an overpass
- we can mitigate the risk (temporary risks) of construction
- sound walls are expensive and ugly and we affect our neighborhood
- an underpass is preferred!!!

Do you have any other concerns related to the study?

COMMENT FORM

Name: BRENT NELSON

Address:

Phone:

Email:

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

I AM CONCERNED OF THE NOISE AND VISUAL
EMPALEMENT. I WANT AN UNDERPASS TO HELP WITH THAT
ALSO CONCERNED OF PROPERTY VALUES
ALSO THE TAKING OF PART OF MRS MEADOW OR AT
108TH SOUTH. THERE IS A FIELD ACROSS THE STREET
SO THEY SHOULD TAKE FROM THERE NOT THE COMPLEX/TOWNHOMES
COMPLEX

Do you have any other concerns related to the study?

COMMENT FORM

Name: Thomas L. Mertens

Address:

Phone:

Email:

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

The new interchange at 10400 South is
needed. Did you consider an underpass at 10400.
similar to 11400 interchange. If so, why was it
rejected.

Do you have any other concerns related to the study?

Yes, Could we get UDOT to consider constructing
a noise wall on the east side of BANGERTER from
10200 S to connect to existing noise wall near water
tank. A distance of about 200 feet

COMMENT FORM

Name: Michael Egerton

Address:

Phone:

Email:

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

Thatcher Park (River Highlands Dr)
must have a sound wall. Both for
sound protection and to prevent any accidents.

Do you have any other concerns related to the study?

COMMENT FORM

Name: Greta Betts

Address:

Phone:

Email:

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

This project affects the entire neighborhood not just the homes being relocated. By going over instead of under you change the value of all our homes! This project needs to think of the long term effects of the area!

Do you have any other concerns related to the study?

Go under!
The 10ft wall is awful. It takes the sound & makes it worse in the other part of the neighborhood.

COMMENT FORM

Name: Jayne Osborne

Address:

Phone:

Email:

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

Please go under! Our home backs up to the water tower on 10200 S. When we bought our home, we knew we'd have to put up with some noise from Bangerter. Having it go over 10400 S. would increase the noise to an intolerable level - a level that would affect our ability to eventually sell our home, hurt our home value, and keep our little ones up at night.

Do you have any other concerns related to the study?

Concerns: Noise Community division

View

Sound Wall

Home value decrease

Few businesses, highly residential section

Please don't make our neighborhoods unlivable!

BANGERTER 10400 SOUTH

PUBLIC HEARING COMMENTS

June 26, 2018



333 South Rio Grande
Salt Lake City, Utah 84101
www.DepoMaxMerit.com

Toll Free 800-337-6629
Phone 801-328-1188
Fax 801-328-1189

BANGERTER 10400 SOUTH
a UDOT PROJECT

-000-

PUBLIC HEARING COMMENTS

June 26, 2018

5:00 p.m. to 8:00 p.m.

South Jordan Middle School
10245 South 2700 West
South Jordan, Utah

COPY

* * *

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

2 1 P U B L I C C O M M E N T S 2 JEFF WILLIAMS: Jeff Williams and 3 Christy Williams. We prefer that the interchange go 4 under 104th, not over, even if it means closing the 5 intersection so they can do it safely. I would much 6 rather it go down, not up. 7 CHRISTY WILLIAMS: We live right behind the 8 intersection. 9 JEFF WILLIAMS: It would obstruct our view if it 10 went over. It would obstruct our view of the valley. 11 CHRISTY WILLIAMS: If they do an overpass, all 12 we'll see an overpass. We won't see the view of the 13 valley or the mountains. It will all be obstructed 14 if an overpass is put in. 15 * * * * * 16 EVE YORK: I want an underpass. 17 * * * * * 18 AMANDA HENDRICKSON: My concerns are I would 19 like this to really be an underpass for noise level 20 because my house will back up to the new freeway. I 21 want to know what the sound wall, how high it's going 22 to be. The spaces where the homes are now, what's 23 going to happen to that space? Is it going to be 24 green space? cemented over? If it's green space, 25 who's responsible for the upkeep of that? Will the	3 1 strip where the houses begin, is it going to be a 2 speeding problem now because the people will have to 3 slow down? 4 I think an underpass would be safer because 5 it's not having as many cars go over and potentially 6 going over the sound wall into my neighborhood. To 7 me, underpass will be safer in the long run for my 8 family. My phone number is [REDACTED] 9 [REDACTED]. 10 * * * * * 11 SCOTT HENDRICKSON: Scott Hendrickson, 12 [REDACTED], South Jordan; phone 13 [REDACTED]. Email is [REDACTED]. 14 Comment one is on the priority decision 15 between over and underpass. Underpass is preferred 16 for the citizens who live here because it impacts our 17 long-term life, our property values, impacts our 18 quality of life in terms of sound and visibility from 19 our neighborhood. 20 Also, one of the concerns that UDOT raised 21 in their factoring their decision was the safety 22 concerns, some of the safety issues they've had with 23 114th underpass construction. That could be 24 mitigated through just proper traffic controls as 25 they do construction which is a temporary thing as
4 1 the project is expected proceed whereas an 2 over/underpass is a permanent thing and affects the 3 quality life for people who live here. 4 The other concern is the cost where cost 5 can be -- you know, we are happy to pay it in our 6 property taxes. I know the city is in the same way 7 that "We'll take the extra cost and put into our 8 Mello-Roos" or whatever it needs "to cover those 9 additional costs." 10 Again, longterm view is an underpass is 11 preferred both for quality of life and sound and 12 other things that impact our property values. 13 Our house will be one house separated from 14 the new intersection, so we'll be looking directly at 15 it every day, so sound and these kind of things are 16 big concern for us. Because people who get bought 17 out, sure they get market value, but for us who are 18 adjacent to the road, we don't get compensated for 19 loss of property value. 20 So an over/under decision is very important 21 to us because it impacts the value of our home, the 22 value of our long-term investment, so I would much 23 rather pay a little bit higher property taxes than 24 have a loss of property value from an overpass. So 25 that encompasses everything on that point.	5 1 The second point is sound wall, and I don't 2 know if this is determined by UDOT or the city, but 3 the level of sound wall that's put in this with 4 change of construction is also something we would 5 want to look at. We'd want to look at the sound wall 6 level that West Jordan has north of 104th, a much 7 higher sound wall than the sound wall South Jordan 8 has put in. So that would be Priority No. 2, is what 9 they do in terms of sound wall. 10 Priority No. 3 is what they do with the 11 open space where the homes were before. Is it going 12 to be a green space? Is it going to be cemented 13 over? What does that property look like and who 14 maintains it if it is a green space? Is the city 15 going to maintain it? Is there potential to put a 16 park there in the open space? What can be done with 17 that space? Thank you. 18 * * * * * 19 BRENT NELSON: So my concern on this is that 20 they will do an overpass which I feel will cause a 21 lot more noise pollution as well as visual impairment 22 of my views and affect the property values of my 23 townhouse. I prefer to have an underpass which will 24 help mitigate most of my concerns. 25 The other issue that I have is where the

6 1 freeway comes at about 108th and Big Meadow Drive 2 they are looking at taking a portion of the townhouse 3 complex that will put the freeway a lot closer to my 4 unit whereas right across the street there's a 5 completely open field that is for sale. 6 And I feel they should use the property 7 across the street and make that slight adjustment 8 over. Then it wouldn't affect as many people as now 9 and give more of a buffer between the freeway and the 10 residents. That's it. [REDACTED]. 11 * * * * 12 ANONYMOUS: Please go underneath 104th and with 13 a 14-foot sound wall. 14 * * * * 15 TRACEY MICKELSEN: My address [REDACTED] 16 [REDACTED], and my comment is 17 please build an underpass. We know it's going to 18 happen, but we want it to be an underpass not an 19 overpass. An overpass will affect our views and the 20 value of our home more than this is going to. The 21 underpass is going to affect our home, but the 22 overpass -- the underpass will affect it less than 23 the overpass. 24 * * * * 25 DEAN MOODY: I think the 14-foot sound barrier	7 1 wall is necessary rather than the 10-foot, and I want 2 to know how much square feet is going to be taken 3 from my backyard and the property loss and an 4 estimated amount of what I will be compensated for of 5 the property loss. I think that's what he told me to 6 put, so he'll know who it is. And we would also like 7 the intersection to go underneath instead of being an 8 overpass. That's it. [REDACTED] 1. Dean Moody, 9 [REDACTED]. 10 * * * * 11 JON: The decrease in value of home prices is my 12 biggest concern. I don't live right on Bangertter. I 13 live -- the houses that are going to be on Bangertter 14 now, so you have the houses that are going to be 15 demolished, the road, and then my house. My house is 16 going to decrease in value. That's my biggest 17 concern. What is UDOT going to do for me? 18 You know, I feel like I should be 19 compensated for decrease in the value of the home 20 that I am going to have now, on a home that I paid a 21 premium lot for, you know, to upgrade to have one of 22 the premium lots in there so I can have a nice house, 23 have a nice place to live, and now it's going to 24 decrease in value. 25 You know, I feel like if UDOT were to make
8 1 these people happy and still have the integrity of 2 the company like their core values say, that they 3 should have integrity, is to compensate those people 4 for the homes that they purchase and maybe cut them a 5 check, not saying for the whole decrease in value, 6 but compensate them correctly so at least they are 7 happy and, you know, can have peace of mind. 8 You know, because, who knows, I was 9 planning on being there my whole live, but I feel 10 like everyone I talk to, people here at this meeting 11 today, it's like they don't care about those other 12 people. They only care about themselves and what 13 costs cheap, what cost efficiency they have in making 14 their decision. 15 So it's just really frustrating to see and 16 hear all this and feel like UDOT really doesn't care. 17 It's just like -- it is what it is. You know, when 18 they say "We really do care" but you really don't 19 feel like they do care. When I ask the question of 20 "What are you going to do for people on that side," 21 the answer is "Sorry, your house is just decreasing." 22 So that's my biggest concern and my biggest 23 problem is -- I get UDOT has got to make it more 24 safe. I get all that. The problem is that 25 compensating people correctly, making sure they are	9 1 happy, coming out to the their house and, you know, 2 interviewing them, find out what they really are all 3 about, seeing what they want. Well, it's really, 4 really bothersome that I feel like they really don't 5 care about other people in the neighborhood. All 6 they care about is themselves. That's my two cents. 7 Jon is my first name, J-o-n. [REDACTED]. 8 I would really like a phone call. I would really 9 appreciate it. It would go a long ways for me. I'm 10 a nice guy. I'm not going to get mad. I just want 11 answers. I just want to make sure that the area that 12 I picked to grow up -- I didn't pick to grow up. I 13 grew up here. The area I picked to raise my family 14 to be a safe and to be fun place to live for a long 15 time. 16 And, you know, when I spent extra money to 17 buy a house expecting it to go up, which it has gone 18 up, but now it's going to decrease again is my 19 biggest concern. If someone were to call me and talk 20 to me, that would be fantastic. 21 * * * * 22 SAURABH PADIYA: The entire street, the houses 23 that you're removing, my house is only house which is 24 east facing. Other houses are north and south, and 25 I'm pretty close to the second house, so my value

1 will go down for sure. So who's going to work on
2 like -- they are not buying from me, but only my
3 house which is east facing and very close to the
4 Bangerter.

5 There is a street, second street, those
6 houses are going away, and half of or 45 percent of
7 50 percent of that land will go away. So I'm going
8 to face Bangerter from my gate. All other houses are
9 north and south. So who's going to take care of like
10 the impact on my property value? My name is
11 Saurabh Padiya, and my number is [REDACTED].

12 There's definitely impact. Other houses
13 are north and south. Only my house is facing east,
14 and I'm pretty close to this. So when they are
15 moving like this, acquiring those houses like this,
16 and my house is over here, so I'm pretty close to the
17 Bangerter.

18 I would like underground. There are a
19 couple of benefits for sure. It's a one-time deal.
20 One is the noise and one is like you will not able to
21 otherwise -- if the bridge is closed, it will block
22 everything, and you will have more noise if it goes
23 over. So that's my strong feedback, and do I need to
24 raise this any other place? I want to give me
25 feedback on like underground instead of going over.

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ELIZABETH ANCELL: Elizabeth Ancell,

A-n-c-e-l-l. I just wanted to say that I would

really like for it to be an underpass. That's

basically it. I already filled out a comment here.

I just thought this might give more impact. We watch
the 114th construction there, and it's exciting.

It's fun. I am 40 weeks pregnant tomorrow. We were

at my doctor's office in Jordan Valley today looking

at that 90th and it looks really bad, and I think

that South Jordan can do better than that. I think

the 114th one is awesome, and that's what we want to
see.

* * * *

(Whereupon taking of public comments was
concluded at 8:00 p.m.)

* * *

1 C E R T I F I C A T E

2 STATE OF UTAH)

3)

4 COUNTY OF UTAH)

5 THIS IS TO CERTIFY that the foregoing public
6 comments were taken before me, Letitia L. Meredith,
7 Registered Professional Reporter and Notary Public in
8 and for the State of Utah and State of California.

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

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

18 WITNESS MY HAND and official seal at
19 Spanish Fork, Utah, this 2nd day of June 2018.

Letitia L. Meredith, CSR/RPR

20

21

22

23

24

25

June 26, 2018

1	construction 11:9 couple 10:19	N	
10632 11:1 114th 11:9,14	D	noise 10:20,22 north 10:9,13 number 10:11	wanted 11:5 watch 11:8 weeks 11:10 work 10:1
4	deal 10:19 doctor's 11:11 Drive 11:1	O	
40 11:10 45 10:6	E	office 11:11 one-time 10:19	
5	east 10:3,13 Elizabeth 11:4 exciting 11:9	P	
50 10:7	F	p.m. 11:18 Padiya 10:11 percent 10:6,7 place 10:24 pregnant 11:10 pretty 10:14,16 property 10:10 public 11:17	
8	face 10:8 facing 10:3,13 feedback 10:23,25 filled 11:7 fun 11:10	R	
801-512-5366 10:11 84009 11:2 8:00 11:18	G	raise 10:24	
9	gate 10:8 give 10:24 11:8	S	
90th 11:12	H	Saurabh 10:11 south 10:9,13 11:1,13 street 10:5 strong 10:23	
A	half 10:6 house 10:3,13,16 houses 10:6,8,12,15	T	
A-N-C-E-L-L 11:5 acquiring 10:15 Ancell 11:4 awesome 11:14	I	taking 11:17 thought 11:8 today 11:11 tomorrow 11:10	
B	impact 10:10,12 11:8	U	
bad 11:12 Bangerter 10:4,8,17 basically 11:7 benefits 10:19 Big 11:1 block 10:21 bridge 10:21 buying 10:2	J	underground 10:18,25 underpass 11:6 Utah 11:1	
C	Jordan 11:1,11,13	V	
care 10:9 close 10:3,14,16 closed 10:21 comment 11:7 comments 11:17 concluded 11:18	L	Valley 11:11	
	land 10:7		
	M		
	Meadow 11:1 moving 10:15		

#	Name	Comments	Response
1	Abhiram Guvvala	Good evening, As a resident of the Rushton Meadows subdivision, my property 10668 S Eden Meadow Way is one of the properties that the UDOT Environmental Study indicates will be affected by the proposed overpass project. I'm writing to express my preference for an underpass, rather than an overpass, for this intersection. We're worried that an overpass will now be visible, creating a less than pleasing view, in addition to affecting our property value by introducing an unsightly element to the view from our home. We the residents of this property believe that an underpass will be a more aesthetically pleasing choice, as well as the better option to ensure we retain property value now that our neighborhood is being encroached upon. It is our strong preference, as voiced to both the state and the city, that the Bangerter/104 project be replanned as an underpass similar to the existing one being built in the city, rather than an overpass similar to the ones recently built more north on Bangerter. Thank you for your consideration.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now.
2	Alexis Lowe	I'm very hopeful that the decision will be to build an underpass. Whatever I can do to help make that happen, please let me know. It's very important to us.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
3	Amanda Hendrickson	My concerns are I would like this to really be an underpass for noise level because my house will back up to the new freeway. I want to know what the sound wall, how high it's going to be. The spaces where the homes are now, what's going to happen to that space? Is it going	Noise levels would generally increase as a result of the upgrades to 10400 South with an average increase of 3 dBA (A-weighted decibels). In accordance with UDOT's Noise Abatement Policy, a future worst-case noise level above 66 dBA in a residential area or an

#	Name	Comments	Response
		to be green space? Cemented over? If it's green space, who's responsible for the upkeep of that? Will the strip where the houses begin, is it going to be a speeding problem now because the people will have to slow down? I think an underpass would be safer because it's not having as many cars go over and potentially going over the sound wall into my neighborhood. To me, underpass will be safer in the long run for my family.	increase in noise level of 10 dBA is considered to be an impact. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c). Decisions on design details, such as final aesthetics, will be made during the final design and construction phase of the project. UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
4	Anand	-We have to get the project correct at first attempt. -Underpass would be ideal for all [of] the community since overpass not only causes noise pollution but all the dust which effects the health and wellbeing of my dog and kids. -Get the project to be spacious as well as argnomic view to avoid any road accidents and have a pedestrian/bike lane. -The less noise and dust we could get could get into the community it would be great. We understand roads are essential but if you could do your best to do underpass, that would be great.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. UDOT does not anticipate that an overpass would produce more dust than an underpass. Crosswalks will incorporated into the final design of the interchange. During construction, crews will maintain bike/ped access unless otherwise communicated to the public.

#	Name	Comments	Response
			Noise levels would generally increase as a result of the upgrades to 10400 South with an average increase of 3 dBA. In accordance with UDOT's Noise Abatement Policy, a future worst-case noise level above 66 dBA in a residential area or an increase in noise level of 10 dBA is considered to be an impact. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c).
5	Angela Lindahl (1)	We live on Bangerter near the homes coming down and we would really like the underpass as opposed to the overpass. I am very disappointed in the city/UDOT for not communicating better when developing the Rushton Meadows neighborhood. Homes should not be torn down like this. When will the communication happen so neighborhoods aren't newly built then torn apart 3 years later?	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. I Local land use planning is the responsibility of the Cities according to state constitutional law. In most circumstances, if a property owner is legally allowed to develop their property, the Cities or UDOT cannot stop the development from occurring. Your comment concerning communication between UDOT and South Jordan City has been noted.
6	Angela Lindahl (2)	To whom it may concern, I am a resident of South Jordan in the Rushton View neighborhood along bangerter and 104th south. My home is on Big Meadow Drive and although I am not one of the homes being torn down for the new intersection, I feel that	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety

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		my family will be deeply impacted by the construction scheduled in the coming years. I would like to express my opinion for the intersection to be constructed as an underpass at bangerter and 104th South. Our neighborhood will be torn apart for several years during construction and I believe this will be the least detrimental to our home values moving forward. I believe a city such as South Jordan should do whatever possible to preserve the beauty and value it currently has and an overpass at this intersection would be a huge mistake. I would also like to request that a substantial protection/sound wall be put up along bangerter at the Rushton View neighborhood before/during construction if at all possible. This neighborhood (including many of us with back yards along bangerter) is full of new families with small children. We all understand construction of this magnitude can take years to complete and a simple chain link fence will not be sufficient in protecting young children from the dangers of this construction for a lengthy period of time. Thank you for your consideration of public opinion on this matter.	risks. Your comment that an underpass is preferred to an overpass has been noted. The work schedule for the proposed project is unknown at this time, including when the sound wall would be built. Safety measures will be implemented during construction such as concrete barrier. Safety is a top priority for UDOT and is considered as an integral part for any project. During construction, UDOT and crews will work directly with any affected property owners to ensure safety both from construction activities and for the traveling public.
7	Anonymous	It would have been nice if you had an hour of questions being asked since all our questions are similar instead of making us wait all night for an available representative.	Thank you for your comment.
8	Anonymous	Please go underneath 104th and with a 14-foot sound wall.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.

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			Noise levels would generally increase as a result of the upgrades to 10400 South with an average increase of 3 dBA. In accordance with UDOT's Noise Abatement Policy, a future worst-case noise level above 66 dBA in a residential area or an increase in noise level of 10 dBA is considered to be an impact. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c).
9	Austin Hudson	Good evening, As a resident of the Rushton Meadows subdivision, my property (3669 W. Desert Meadow Way) is one of the properties that the UDOT Environmental Study indicates will be affected by the proposed overpass project. I'm writing to express my preference for an underpass, rather than an overpass, for this intersection. Our home is a three story home, with a top level featuring views of the mountains and the city. We're worried that an overpass will now be visible directly from our window, creating a less than pleasing view, in addition to affecting our property value by introducing an unsightly element to the view from our front and back porch. We the residents of this property believe that an underpass will be more aesthetically pleasing choice, as well as the better option to ensure we retain property value now that our neighborhood is being encroached upon. It is our strong preference, as voiced to both the state and the city, that the Bangerter/104 project be replanned as an underpass similar to the existing one being built in the city,	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now. There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables.

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		rather than an overpass similar to the ones recently built more north on Bangerter. Thank you for your consideration.	
10	Beatriz and Matt Ludwig	-What are UDOT and South Jordan City doing to preserve the value of the homes that will remain after the construction? -Are they planning an underpass? -Why is the commercial zoning preserve 100% when you are destroying a full neighborhood? -Why do you allow to build houses in this area? -Nobody told us before buying our home -We don't have any saying in this?? -Why can we not take 50%/50% commercial parking and the houses? Why shifting west where there is empty parking and fields in the east? -Can we move gas station east and compromise both ways?	There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables. UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. Local land use planning is the responsibility of the Cities according to state constitutional law. In most circumstances, if a property owner is legally allowed to develop their property, the Cities or UDOT cannot stop the development from occurring. Your comment concerning communication between UDOT and South Jordan City has been noted. The west alignment option was selected as the preferred alternative because, overall, it would have the least right-of-way impacts and would have the lowest costs to taxpayers. Although the west alignment would have a greater number of residential relocations, it would have fewer commercial right-of-way relocations and impacts compared to the center and east alignments.
11	Ben Hanks	I live close to the Bangerter 10400 S. intersection and I'm concerned about the current proposal to build an overpass there. Our house is currently not visible from much of the highway and the noise coming from it is usually not too	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the

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		bad. The overpass proposal would dramatically increase the noise and decrease our privacy by exposing our house to everyone going over the overpass and the view from our front yard would now include a busy highway. Our home value would certainly suffer not to mention our quality of life and the feel of our neighborhood. Saving money by building an overpass rather than an underpass would effectively just be taking that money from residents via property value losses. Please consider going with the underpass option. Thank you.	engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now.
12	Ben and Leang Nguyen	The sound is already really loud where we live. We are concerned w/ how this will affect our view w/ the new soundwall going up. How high will the soundwall be if it is over vs. the highway being built under. We are worried with how much our property will be worth now that the highway is so much closer to our home. My wife and I are recommending that if there is work done on Bangerter highway it should not be built as an overpass because that would ruin the beautiful view in which we bought the property for, since this is residential and will affect us the most, this must be considered and built as an underpass or not built or worked on at all.	Noise levels would generally increase as a result of the upgrades to 10400 South with an average increase of 3 dBA. In accordance with UDOT's Noise Abatement Policy, a future worst-case noise level above 66 dBA in a residential area or an increase in noise level of 10 dBA is considered to be an impact. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c). There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables. UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the

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			engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
13	Bhargav Reddy	I am very much worried about the disturbance that we are going to have. I would prefer not to have any affect the best case. If it is inevitable, then I prefer an underpass over overpass. Also I prefer to have a noise wall to protect neighborhood homes. Also would like the city to consider shifting the plan towards east to not affect the community (Rushton Meadows) if possible.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. Noise levels would generally increase as a result of the upgrades to 10400 South with an average increase of 3 dBA. In accordance with UDOT's Noise Abatement Policy, a future worst-case noise level above 66 dBA in a residential area or an increase in noise level of 10 dBA is considered to be an impact. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c). The west alignment option was selected as the preferred alternative because, overall, it would have the least right-of-way impacts and would have the lowest costs to taxpayers. Although the west alignment would have a greater number of residential relocations, it would have fewer commercial right-of-way relocations and impacts compared to the center and east alignments.
14	Brad and Jill Lash	Good evening,	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current

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		As a resident of the Rushton Meadows subdivision, my property (3678 West Eden Meadow Way) is one of the properties that the UDOT Environmental Study indicates will be affected by the proposed overpass project. I'm writing to express my preference for an underpass, rather than an overpass, for this intersection. Our home is a two story home, with a top level featuring views of the mountain and the city. We're worried that an overpass will now be visible directly from our window, creating a less than pleasing view, in addition to affecting our property value by introducing an unsightly element to the view from our front and back porch. We the residents of this property believe that an underpass will be a more aesthetically pleasing choice, as well as the better option to ensure we retain property value now that our neighborhood is being encroached upon. It is our strong preference, as voice to both the state and the city, that the Bangerter/104 project be replanned as an underpass similar to the existing one being built in the city, rather than an overpass similar to the ones recently built more north on Bangerter. Thank you for your consideration.	preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now. There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables.
15	Brent Nelson (1)	So my concern on this is that they will do an overpass, which I feel will cause a lot more noise pollution as well as visual impairment of my views and affect the property values of my townhouse. I prefer to have an underpass, which will help mitigate most of my concerns. The other issue that I have is where the freeway comes at about 108th and Big Meadow Drive they are looking at taking a portion of the townhouse complex that will put the freeway a lot closer to my unit whereas right across the street there's a completely open field that is for sale.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. UDOT has no current plans to acquire any of the townhouse complex. The only planned property acquisitions are some of the homes along the east side of Big Meadow Drive.

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		And I feel that they should use the property across the street and make that slight adjustment over. Then it wouldn't affect as many people as now and give more of a buffer between the freeway and the residents. That's it.	The west alignment option was selected as the preferred alternative because, overall, it would have the least right-of-way impacts and would have the lowest costs to taxpayers. Although the west alignment would have a greater number of residential relocations, it would have fewer commercial right-of-way relocations and impacts compared to the center and east alignments.
16	Brent Nelson (2)	I am concerned of the noise and visual imparement. I want an underpass to help with that. Also concerned of property values. Also the taking of part of Big Meadow Dr. at 108th South. There is a field across the street so they should take from there not the condo/townhome complex.	Noise levels would generally increase as a result of the upgrades to 10400 South with an average increase of 3 dBA. In accordance with UDOT's Noise Abatement Policy, a future worst-case noise level above 66 dBA in a residential area or an increase in noise level of 10 dBA is considered to be an impact. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c). The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now. UDOT has no current plans to acquire any of the townhouse complex. The only planned property acquisitions are some of the homes along the east side of Big Meadow Drive. The west alignment option was selected as the preferred alternative because, overall, it would have the least right-of-way impacts and would have the lowest costs to taxpayers. Although the west alignment would have a

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			greater number of residential relocations, it would have fewer commercial right-of-way relocations and impacts compared to the center and east alignments.
17	Brigham and Brittinee Bailey	Hi, I live on the south west side of the project at 3662 w grassy meadow dr. I first would like to say thank you for including the 14' sound wall mentioned in the report. I do have a concern about where that sound wall starts. On the maps it looks like it starts at the backside of our neighborhood. With our home, and most of the homes in the neighborhood, being 2 story noise already carries significantly to the rooms located on that second story. I would like to see this sound wall extended significantly the north more. We have 2 of our 4 bedrooms located on the 2nd level that face (north side of our home) the intersection. We already get a lot of traffic noise from the current intersection. I feel that this noise level will only increase with the 10400 S expansion and feel that expanding the sound wall to the north more could eliminate a lot of the new noise and help everyone sleep better. What can we do to get this expanded? Also, I think a lot of the neighbors are considering an early buy out, like starting in August. What is the plan for these homes? Will the[y] remain vacant for 3 years? My concern is potential for crime. In the 2 years that we have lived at this address someone has attempted to burglarize our home 3 times that we know of. We fear that a bunch of vacant homes will only increase the amount of rif raf, aka criminals, that will be circulating the neighborhood. I sit possible for these home[s] to be demolished upon UDOT acquiring them?	Noise levels would generally increase as a result of the upgrades to 10400 South with an average increase of 3 dBA. In accordance with UDOT's Noise Abatement Policy, a future worst-case noise level above 66 dBA in a residential area or an increase in noise level of 10 dBA is considered to be an impact. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c). The north end of the Big Meadow Drive Noise Wall evaluated in the State Environmental Study (SES) is located at the north end of the residential subdivision. The commercial properties north of the subdivision do not qualify for noise abatement per UDOT's Noise Abatement Policy. A timeline for property acquisition and demolition has not yet been determined. If UDOT acquires homes in advance of the project construction, UDOT would either rent these homes out or work closely with the police department to ensure safety in the area while any homes remain unoccupied.

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		I hope to hear from you soon.	
18	Brittany Coleman	I feel like this has been incredibly poor planning across the board to take out a neighborhood street less than 3 years old. Something or someone needs to be held responsible so it doesn't happen to other new developments. I would strongly suggest taking out the least amount of homes as possible and also taking Bangerter UNDER 10400 S. I would like to see the sound wall (14') be one of the first additions to the new intersection to help with the noise/safety during construction process. I also want to see a well designed landscape area on the neighborhood side of the wall to help with esthetics.	Local land use planning is the responsibility of the Cities according to state constitutional law. In most circumstances, if a property owner is legally allowed to develop their property, the Cities or UDOT cannot stop the development from occurring. Your comment concerning communication between UDOT and South Jordan City has been noted. UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The work schedule for the proposed project is unknown at this time, including when the sound wall would be built. Safety measures will be implemented during construction such as concrete barrier. Decisions on design details, such as final aesthetics, will be made during the final design and construction phase of the project.
19	Brooke Shaver	Good morning, My property is one of the properties that will be affected by the proposed over pass project. I am writing this email to express the need for an underpass, rather than an overpass for this intersection. When I am in my home I do not want to see a major highway in my upstairs window. I would rather continue seeing the mountains and the city. In addition, I feel an overpass will significantly affect my property value by introducing an unsightly element to view as well as the noise it will bring. I believe the better option	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South,

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		is to ensure we retain property value now that there was poor planning and deceitfulness during the development stages of my neighborhood. It is my strong preference, as voiced to both the state and the city, that the Bangerter/104 project be re-planned as an underpass similar to the existing one being built in our same city. Thank you for your consideration.	Bangerter Highway would be at the same elevation as it is now. There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables..
20	Bryce Osborne	I Live just east of the water tower and am concerned both about the level of noise produced as well as the segregation of our city. I feel like daybreak is already somewhat separated from the city. By doing an overpass this will further segregate our city and separate "East" vs "West" of Bangerter. By doing an underpass the city will still be united, one, and connected. This will also further reduce the noise level. I Also ask that you continue the barrier wall near the water tower as this will Further diminish the noise level and make the wall contiguous with the entire wall on the East side of Bangerter.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The impacts of this project are similar to the impacts of other Bangerter interchange projects. A grade-separated interchange is a similar barrier as the existing Bangerter Highway with an at-grade intersection. Mobility would be improved with the grade-separated interchange. The area east of the water tower by 10200 South was evaluated for noise impacts and abatement. In accordance with UDOT's Noise Abatement Policy, a future worst-case noise level above 66 dBA in a residential area or an increase in noise level of 10 dBA is considered to be an impact. As shown in the Noise Report, the houses located east of the water tank would not have noise impacts from the project and no additional noise walls were considered in this area.
21	Bryson Haaga	Noise of a overpass is the biggest concern. We all want Bangerter to pass under 10400 S. The noise barrier should also be 14', not the proposed 10 ft.	Noise levels would generally increase as a result of the upgrades to 10400 South with an average increase of 3 dBA. In accordance with UDOT's Noise Abatement

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			Policy, a future worst-case noise level above 66 dBA in a residential area or an increase in noise level of 10 dBA is considered to be an impact. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c).
22	Chandresh Hingu	Hello, I live at following address which is very close to Bangerter. Chandresh Hingu 10664 Eden Meadow Way South Jordan, UT 95009 I attended a public hearing on June 26th about this project. I am sending this email with my preference and reasoning behind it. 1. Under Pass instead of overpass (strongly recommend) - I and all of my community member prefers it to be underpass instead of an overpass. Underpass will help keeping the mountain view and also keep avoid the traffic noise. 2. Noise wall - We recommend to build a highest wall possible (14 feet preferably) to avoid the noise again. 3. Development plan for left over land - Propose development of left over land remaining from those 11 house that are going away. Make a	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. Noise levels would generally increase as a result of the upgrades to 10400 South with an average increase of 3 dBA. In accordance with UDOT's Noise Abatement Policy, a future worst-case noise level above 66 dBA in a residential area or an increase in noise level of 10 dBA is considered to be an impact. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c). Decisions on design details, such as final aesthetics, will be made during the final design and construction phase of the project.

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		strip park or play area and plan lots of trees to keep it beautiful.	
23	Chelsea Smith	In South Jordan we fiercely love and appreciate our community. It's a beautiful and amazing place to live and raise a family. We care passionately about facilitating and ensuring the beauty of our area. An overpass on 10400 [South] would be a huge eyesore and scar in our beloved community. Please reconsider installing an overpass and imagine the possibility of an underpass. The underpass on 11400 [South] is going to be amazing and already looks great. It is my understanding this may be a more difficult path but it's a decision that will impact us forever. Let's construct something that makes our community safer and easier to access while respecting the beauty of the community we love so much. Thank you.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
24	Cheryl Norvell	To Whom This May Concern, Would you please put the Underpass instead of the Overpass at 104th South and Bangerter Highway? It will preserve the beauty of the area, the value of the surrounding homes and I don't want to see anyone homes demolished. Thank you.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
25	Chris Coleman	Hi, My name is Chris Coleman. I live at 10731 S Big Meadow Dr. My house is one of the houses which the 104th S Intersection Project will take out part of our yard. I appreciate your willingness to listen/read my comments. I know reading these comments take a lot of time. I know this project is necessary, but I would like to plead with you that a few things happen for sure. This is going to	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South,

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		be difficult for our community so I would like to ask for compassion and some mercy because of our quality of living, safety and property value is at stake. These are in no particular order. 1. Please make the intersection an underpass. I know it costs more, but that extra money is a long-term investment that will pay dividends in the future. An overpass is obviously highly visible and not visually pleasing at all in our community. 2. Please shut down the intersection to help the construction be sped up. I know it will be a big inconvenience to the community and business, but it will help the construction be completed faster. The faster the project is completed, the better for everyone. 3. Don't mean to sound like Trump, but please build the sound wall first, as soon as you can. The wall will be able to at least stop some construction noise and dust. Also there is a safety issue with all the little kids that live in the neighborhood. I have 3 little kids and a big wall is harder to climb and much more protective than a chain link fence. Again, I would plead with you for mercy and compassion towards our community when considering our comments. Thank you for your time and I hope you have a great day!	Bangerter Highway would be at the same elevation as it is now. There are no current plans to implement a long-term shut down of the 10400 South and Bangerter intersection. UDOT and city officials have been in close coordination throughout development of this study. Any significant road closures would be coordinated with them. The work schedule for the proposed project is unknown at this time, including when the sound wall would be built. Safety measures will be implemented during construction such as concrete barrier. Safety is a top priority for UDOT and is considered as an integral part for any project. During construction, UDOT and crews will work directly with any affected property owners to ensure safety both from construction activities and for the traveling public.
26	Chris Gebhardt	Thanks for meeting with the community tonight. Here are my thoughts from the meeting and reading the SES. 1) Section 2: Is this correct? "Traffic modeling predicts that, in 2040, the grade-separated interchange will have average delays of 49 seconds (LOS D) in the peak period." This says after construction, the intersection will still be	1. Yes. This is correct. The 49 seconds of delay would be with the grade-separated interchange. In Section 1, the SES that "... in 2040, the intersection would have average delays of 307 seconds in the peak period (LOS F) if no improvements are made." 2. UDOT will evaluate this determination after the public comment period. The impacts of this

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		close to failure? Or should that read at-grade interchange. 2) Section 3: "NO There are significant, social, economic, environmental, or other effects." I believe your opinion may have changed on this item as there is a huge social impact as expressed in the large number of people turning out this evening. An overpass at this location forms a physical divide between east and west South Jordan known as SoJo and Daybreak. This overpass will serve as a physical barrier to that divide. 3) Section 15: While no one wants to destroy homes, expansion comes with a price. I understand and support section 15. 4) Section 18: "NO Visual." Uh, really? You are introducing a 60 – 100 foot high roadway structure into a city that has no other such structure. Yes, there is a visual impact!!! 5) Section 18: "NO Social/Economic." I believe this was covered in point 2 above. There is a HUGE social impact for this preferred plan. I cannot emphasize enough the pure human social impact this overpass will cause. And when several hundred citizens turn out for an open house, that should also tell you the impact this project has. 6) Section 19: "NO This project may have substantial controversy or significant impacts." Even at the South Jordan City Council meeting where the UDOT consultants presented the overpass plan, the Council commented against such an overpass. When the elected officials, almost in unison, exclaim against a project, that is a SUBSTANTIAL controversy. 7) The SES does not include how UDOT and their consultants reached the decision to build an overpass versus and overpass. It seemed this was a foregone conclusion which is not	project are similar to the impacts of other Bangerter interchange projects. A grade-separated interchange is a similar barrier as the existing Bangerter Highway with an at-grade intersection. Mobility would be improved with the grade-separated interchange. 3. Thank you for the comment. 4. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now. 5. UDOT will evaluate this determination after the public comment period. The impacts of this project are similar to the impacts of other Bangerter interchange projects. In general, an improved transportation network is an economic benefit. 6. UDOT will evaluate this determination after the public comment period. The impacts of this project are similar to the impacts of other Bangerter interchange projects. 7. The requested information is available on the project website. The file is titled "Horizontal Screening Matrix." UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. 8. Thank you for the comment.

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		acceptable. UDOT should publish all documents that were used to reach this conclusion if it was even a consideration. 8) Thank you to Tyler for entertaining my feedback at the open house. He was a great representative of UDOT. I look forward to our future interactions. From what I gathered during interviews of staff and consultants at the open house, the desire for an overpass was due to safety and costs. 11400 had numerous crashes due to STUPID Utah drivers who don't know how to follow simple traffic signs. That is their problem, not UDOTs. As for cost, the intersection is slated to fail in 2040. Construction is slated to end in 2022. That is 18 years before failure. Instead of rush to fix the intersection 18 years before failure, why not wait an extra 3 – 5 years to identify more funds to construct an underpass as the citizens want and deserve.	
27	Chuck Newton	While the west alternative is crucial from the standpoint of both available land and less disruption to business, the above ground flyover is not acceptable due to the unique culture of the city, the noise engendered by the flyover and its impact on the surrounding neighborhoods. The preferred and only acceptable option is west and underground. I appreciate UDOT's efforts on this EIS. I appreciate their efforts to mitigate the costs, and to perform on 11400th. While UDOT suggests closing 104th for 3 – 4 months to go underground, their suggestion for that time period is not necessary. They can excavate up to 104 [South] from both sides, as they have done on 114 [South], then close the road. That would mitigate closure time and reduce it to 1 – 2 months instead of up to 6 months.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The construction work schedule for the proposed project is unknown at this time. Prior to construction starting, the contractor would hold an open-house meeting to communicate the project schedule, address frequently asked questions, and collect construction-related concerns from the public.
28	Clifton Breaux	Center-line alignment is the most fair. Commercial properties should not escape any convenience/costs. Underpass is favored over overpass due to noise	The west alignment option was selected as the preferred alternative because, overall, it would have the least right-of-way impacts and would have the lowest costs to

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		reduction and no view obstruction or reduction of property value.	taxpayers. Although the west alignment would have a greater number of residential relocations, it would have fewer commercial right-of-way relocations and impacts compared to the center and east alignments.
29	Coreta Betts	This project affects the entire neighborhood not just the homes being relocated. By going over instead of under you change the value of all our homes! This project needs to think of the long term effects of the area! Go under! The 10 ft wall is awful. It takes the sound and makes it worse in the other part of the neighborhood.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. Noise levels would generally increase as a result of the upgrades to 10400 South with an average increase of 3 dBA. In accordance with UDOT's Noise Abatement Policy, a future worst-case noise level above 66 dBA in a residential area or an increase in noise level of 10 dBA is considered to be an impact. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c).
30	Dave Ancell	We are highly in favor of routing the Bangerter HWY under the ground similar to the 114th South project. It will be much more aesthetically pleasing coming out of Daybreak. It will block the beautiful view of the mountains [if it is an overpass]. Even if we have to pay more in taxes to get this option, I'd be in favor of it.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer

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			to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now.
31	Dean Moody	I think the 14-foot sound barrier wall is necessary rather than the 10-foot, and I want to know how much square feet is going to be taken from my backyard and the property loss and an estimated amount of what I will be compensated for the property loss. I think that's what he told me to put, so he'll know who it is. And we would also like the intersection to go underneath instead of being an overpass. That's it.	Noise levels would generally increase as a result of the upgrades to 10400 South with an average increase of 3 dBA. In accordance with UDOT's Noise Abatement Policy, a future worst-case noise level above 66 dBA in a residential area or an increase in noise level of 10 dBA is considered to be an impact. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c). If your home is identified as a full or partial acquisition, UDOT will work through the right-of-way acquisition process to provide just compensation in accordance with the Utah Relocation Assistance Act (Utah Code Annotated [UCA] Section 57-12-1 et seq.). UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
32	Dean Pettit	To: UDOT and South Jordan City, I am sending this email in response to your current proposed study and plans to build an interchange at	Noise levels would generally increase as a result of the upgrades to 10400 South with an average increase of 3 dBA. In accordance with UDOT's Noise Abatement Policy, a future worst-case noise level above 66 dBA in a residential area or an increase in noise level of 10 dBA is

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		10400 South Bangerter. Project Name: Bangerter Highway @ 10400 South, Project # S-0154(85)9. My home is on the West side of the Bangerter, just West of the Golden West Credit Union and less than 500 feet from the intersection at 10400 south. I want to make it know[n] that I do not agree with the noise and impact report study as was presented in your environmental study. Currently with all the existing traffic, the noise level from the Bangerter Highway is so loud, that at pick traffic times it is hard to carry on a conversation in our own back yard. With the increase in planned traffic, the noise impact will become even greater! The other impact that has not been considered is the light pollution from increased traffic exiting and traveling the highway, along with additional street lighting that will be added, light pollution needs to be addressed. Your proposed interchange literally, bombards and surrounds our homes in Whispering Sands neighbor hood, with a constant increase in noise that is not acceptable. 1) You need to extend you're the sound wall from 10200 South to 10400 south on the West side of the highway. To reduce noise and increased light pollution from cars. 2) A sound wall needs to be constructed on the North Side of 10400 South between Whispering Sands Drive, and the Golden West Credit union. Thank you.	considered to be an impact. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c). New lighting with the project would primarily consist of street lamps at on ramps and off ramps. No additional lights are currently planned for the mainline of Bangerter Highway or 10400 South. Since traffic headlights are pointed downward toward the road, any traffic headlight impacts to areas outside Bangerter Highway and 10400 South are expected to be minor. The south end of the 10200 South NW Noise Wall evaluated in the SES is located at the south end of the residential subdivision. The commercial properties south of the subdivision do not qualify for noise abatement per UDOT's Noise Abatement Policy. The noise analysis conducted for the SES evaluated a noise wall for the Whispering Sands neighborhood. As shown in the Noise Technical Report, none of the wall heights evaluated for the Whispering Sands Drive Wall were found to be feasible and reasonable per UDOT's Noise Abatement Policy.
33	Della Mertens	Under and not over.	Thank you for your comment.
34	Devin Lindahl	I am house #17 on Big Meadow Dr., my house will not be torn down but we will be greatly impacted by the expansion. I strongly support Bangerter going under 104	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current

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		South and the placement of a new 14' "sound barrier" wall. I would also suggest a park where the houses have been torn down and the property remains in our neighborhood. These 3 suggestions are really the only way my home can retain any type of value and the neighborhood in general. PLEASE GO UNDER!!!	preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c). Decisions on design details, such as final aesthetics, will be made during the final design and construction phase of the project.
35	Dheer	Good evening, As a resident of the Rushton Meadows subdivision, my property (10637 S Eden Meadow Way) is one of the properties that the UDOT Environmental Study indicates will be affected by the proposed overpass project. I'm writing to express my preference for an underpass, rather than an overpass, for this intersection. Our home is a three story home, with a top level featuring views of the mountains and the city. We're worried that an overpass will now be visible directly from our window, creating a less than pleasing view, in addition to affecting our property value by introducing an unsightly element to the view from our front and back porch. We the residents of this property believe that an underpass will be a more aesthetically pleasing choice, as well as the better option to ensure we retain property value now that our neighborhood is being encroached upon.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now. There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables.

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		It is our strong preference, as voiced to both the state and the city, that the Bangerter/104 project be replanned as an underpass similar to the existing one being built in the city, rather than an overpass similar to the ones recently built more north on Bangerter. Thank you for your consideration.	
36	Dominique Martin	Good evening, As a resident of the Rushton Meadows subdivision, my property (3672 W. Grassy Meadow Way) is one of the properties that the UDOT Environmental Study indicates will be affected by the proposed overpass project. I'm writing to express my preference for an UNDERPASS rather than an overpass, for this intersection. Our home is a two story home, with a top level featuring views of the mountains and the city. We're worried that an overpass will now be visible directly from our window, creating a less than pleasing view, in addition to affect our property value by introducing an unsightly element to the view from our front and back porch. We the residents of this property believe that an UNDERPASS will be a more aesthetically pleasing choice, as well as the better option to ensure we retain property value now that our neighborhood is being encroached upon. It is our strong preference, as voiced to both the state and the city, that the Bangerter/104 project be replanned as an UNDERPASS similar to the existing one being built in the city (11400 south/Bangerter, rather than an overpass similar to the ones recently built more north on Bangerter. We completely understand the necessity for the expansion and are all for it. We just DO NOT want to be reminded of it when we set foot out of our front porch/back door with a view of a very unsightly over pass. Please reconsider your plans and run Bangerter UNDER 10400 south.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now. There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables.

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		Thank you for your consideration.	
37	Elizabeth Ancell (1)	I am attending tonight to voice my concern about Bangerter HWY. going over 104th South vs. under. I absolutely want it to go under. The interchange at 114th is looking awesome! The interchange at 90th looks really bad. We use the crossing of Bangerter and 104th on a regular basis. The way our city looks and feels is of utmost importance. This decision is a permanent and important one. The ongoing maintenance of this road will continue into the future. It will never be feasible to go back and redo this decision however. The cost would be astronomical to change Bangerter Hwy from an overpass to underpass. The time to do this right is NOW! Bangerter Hwy at 104th South needs to be an underpass! Thank you for your time.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
38	Elizabeth Ancell (2)	I just wanted to say that I would really like for it to be an underpass. That's basically it. I already filled out a comment here. I just thought this might give more impact. We watch the 114th construction there, and it's exciting. It's fun. I am 40 weeks pregnant tomorrow. We were at my doctor's office in Jordan Valley today looking at that 90th and it looks really bad, and I think that South Jordan can do better than that. I think the 114th one is awesome, and that's what we want to see.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
39	Elizabeth Culley	I'm writing to express my strong preference for an underpass to be built instead of an overpass at 104th S and Bangerter because it's better for beautification and resale value for surrounding neighborhoods. Thank you for your consideration.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
40	Emilee and Dean Moody	The sound wall we have now is 9' high. We need double that. Our homes sit above the highway, making more noise. The east side has as 15' wall so giving us the	Noise levels would generally increase as a result of the upgrades to 10400 South with an average increase of 3 dBA. In accordance with UDOT's Noise Abatement

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		proposed 10' wall is a slap in the face. You are devaluing our homes, we will never be able to sell at market value. The intersection needs to go under at 104 S. The safety concerns are caused by people not following the traffic laws and patterns. If you're looking at long term, going under is the best thing for us that are STUCK living there.	Policy, a future worst-case noise level above 66 dBA in a residential area or an increase in noise level of 10 dBA is considered to be an impact. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c). There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables. UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
41	Emma Shaver	My biggest concern is when you start to rip everything down are you going to realise you will have to take some of my backyard and when my kids want to go outside and play that it is [not] going to be safe. Also if I decide to sell my house am I going to get the money its worth	If your home is identified as a full or partial acquisition, UDOT will work through the right-of-way acquisition process to provide just compensation in accordance with the Utah Relocation Assistance Act (UCA Section 57-12-1 et seq.). Your contact information and concerns have been passed on to the UDOT Right-of-Way group so they can review options with you. During construction, both UDOT and the contractor will work individually with property owners to ensure safety during construction.

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42	Eve York	I want an underpass.	Thank you for your comment.
43	Greg Martin	Please accept this request to change the scheduled overpass at 104th S. and Bangerter Hwy to an underpass. The underpass will help to visually connect Daybreak with the city of S. Jordan, will not obstruct the view of businesses located near the intersection, and will help preserve the beauty of the neighborhood more effectively. Thank you.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
44	Halil Newbold	Greatly concerned about the noise and home value implications in my neighborhood (Rushton Meadows). Our neighbors have been in their brand new homes for less than 3 years and are now losing them. If we can't avoid that please, PLEASE, PLEASE use an underpass instead of an overpass to at least preserve home values for those that remain and keep our neighborhood as quiet as possible. The overpass! Noisy, ugly, and decreases home values for all of us who remain!	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables.
45	Harshini Kodela	The houses on the west are relatively new, less than 3 years old. Why did the city [give] permission to build these houses in the first place when the already have plans of extensions. Why is west chosen? They can extend it to the east where they have Costco. This will not affect as many people as it's now. If they have to acquire westside houses will city account for change in invest rate changes? It's all hard earned money. I feel like I have been robbed by the city. It would be great if the extension is set on east side rather than west side.	Local land use planning is the responsibility of the Cities according to state constitutional law. In most circumstances, if a property owner is legally allowed to develop their property, the Cities or UDOT cannot stop the development from occurring. Your comment concerning communication between UDOT and South Jordan City has been noted. The west alignment option was selected as the preferred alternative because, overall, it would have the least right-of-way impacts and would have the lowest costs to taxpayers. Although the west alignment would have a greater number of residential relocations, it would have fewer commercial right-of-way relocations and impacts compared to the center and east alignments.

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			If your home is identified as a full or partial acquisition, UDOT will work through the right-of-way acquisition process to provide just compensation in accordance with the Utah Relocation Assistance Act (UCA Section 57-12-1 et seq.).
46	Heather McAleavy	To Whom It May Concern: As a resident of the Rushton Meadows subdivision, my property (3659 W Golden Sky Lane) is one of the properties that the UDOT Environmental Study indicates will be affected by the proposed overpass project. I'm writing to express my strong preference for an underpass, rather than an overpass, for this intersection. My home is a three story home. I'm worried that an overpass will now be visible, creating a less than pleasing view. An underpass will be a more aesthetically pleasing choice. In addition, I believe the noise factor will be increased as well. The better option is an underpass to ensure we retain property value now that our neighborhood is being encroached upon. It is our strong preference, as voiced to both the state and the city, that the Bangerter/104 project be replanned as an underpass similar to the existing one being built in the city, rather than an overpass similar to the ones recently built more north on Bangerter. Thank you for your consideration.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now. Noise levels would generally increase as a result of the upgrades to 10400 South with an average increase of 3 dBA. In accordance with UDOT's Noise Abatement Policy, a future worst-case noise level above 66 dBA in a residential area or an increase in noise level of 10 dBA is considered to be an impact. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c).
47	Jared Thornburgh	Hello,	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter

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		I live in Rushton Meadows, the neighborhood due to loose 10 homes to the expansion at 10400 South. I would like to express my opinion that the intersection should be an underpass and not an overpass. Thanks for your time.	Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
48	Jayne Osborne	Please go under! Our home backs up to the water tower on 10200 S. When we bought our home, we knew we'd have to put up with some noise from Bangerter. Having it go over 10400 S. would increase the noise to an intolerable level – a level that would affect our ability to eventually sell our home, hurt our home value, and keep our little ones up at night. Concerns: Noise View Sound wall Home value decrease Community division Few businesses, highly residential section. Please don't make our neighborhood unlivable!	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. Noise levels would generally increase as a result of the upgrades to 10400 South with an average increase of 3 dBA. In accordance with UDOT's Noise Abatement Policy, a future worst-case noise level above 66 dBA in a residential area or an increase in noise level of 10 dBA is considered to be an impact. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c). There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables.
49	Jeff and Christy Williams	We prefer that the interchange go under 104th, not over, even if it means closing the intersection so they can do it safely. I would much rather it go down, not up. We live	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current

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		right behind the intersection. It would obstruct our view if it went over. It would obstruct our view of the valley. If they do an overpass, all we'll see [is] an overpass. We won't see the view of the valley or the mountains. It will all be obstructed if an overpass is put in.	preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now.
50	Jen Lane	It will effect our house value with taking our yard. Not being compensated for stress physically and emotionally! Displacement of families and stress on young kids. The backyard open when construction is happening and kids potentially not being able to play cause of construction. I want it to go under and not over.	If a property is directly impacted by construction activities, UDOT will work through the right-of-way acquisition process to provide just compensation in accordance with the Utah Relocation Assistance Act (UCA Section 57-12-1 et seq.). Safety is a top priority for UDOT and is considered as an integral part for any project. During construction, UDOT and crews will work directly with any affected property owners to ensure safety both from construction activities and for the traveling public. UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
51	Jen Lane	To whom it may concern, I live in the Rushton Meadows neighborhood, my backyard runs along the highway and has the potential of having some of our land taken for this project. At the time of the meeting, I was talking with someone from UDOT that asked for my email because of my concern for how	Your contact information and concerns have been passed on to the UDOT Right-of-Way group so they can review options with you. We are sorry for the delay in response. Safety is a top priority for UDOT and is considered as an integral part for any project. During construction, UDOT

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		much land would be taken from my backyard and the safety of my children and dog. I have not received any information about this and am disappointed that I was told it be sent to me later that week. I am sure that UDOT is busy, but just not replying or sending the information, to me says my concerns are not important even though it will impact my families lives. Being one of the backyards that is going to have impact from this project, that no one supposedly knew would take place or how much land was going to be taken when I built my house and was given no courtesy when building my house that this would be impacting my house and life, I am concerned for the safety of my children and dog when this project starts to take place and the removal of my property. While the construction is going on, there will be no way my children or dog would be able to play in our backyard without hesitation for the safety of them and having a chain link fence put up that isn't stable. So for 18 months, or however long the project takes, I will be in constant worry about the safety and harm that could come to my children and dog for playing in our own backyard and having to constantly watch my dog and my children so that they don't run off into the construction zone and get hurt. I strongly feel that since our neighborhood is so new with a lot of young children, the sound wall that is going to be placed, should be placed before the construction takes place or at the beginning of the construction phase. Not only would this help with the safety of my children and dog, but also all the other children that live in this neighborhood. It was said to me that having the overpass vs. an underpass was a better option for UDOT. One reason they said was for the safety and the less accidents that would take place. So UDOT is concerned for the safety of the over/under pass and the accidents that would occur with an underpass, I wonder if there was any concern for the safety for the neighborhood and for the houses that	and crews will work directly with any affected property owners to ensure safety both from construction activities and for the traveling public. The work schedule for the proposed project is unknown at this time, including when the sound wall would be built. Safety measures will be implemented during construction such as concrete barrier. UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now.

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		would be affected and the safety for all the children who live along the highway. Just to state again, take consideration for the safety of the families that live along the highway, make it safe for families and pets to live. I want the sound wall up first! As far as and overpass vs underpass, I think an underpass would be more beneficial. Not only would it keep the city of South Jordan looking nice and appealing, we wouldn't have to look out our windows and see a huge bridge obstructing our view. Also, the concern for more accidents happening like 11400 south, the situation on 11400 south and the changes they made not only to the intersection, but the roundabouts and reconstructing 11400 south won't be the same construction on 10400 south. I was also told in the meeting, that every intersection was looked at individually, it wasn't compared to any other. This is why the claim of "not knowing how much land we would have to take to build this project" because they view it individually. So to compare 10400 south to 11400 south and the accidents and safety issues that occurred, you shouldn't or couldn't compare them since you it should be viewed independently and there wouldn't be reconstruction of a road in addition to the intersection. So I vote underpass because I feel it's a better option and should be viewed as its own and not compared to others. I also ask to take into consideration of the safety of our neighborhood and put a sound wall up before the construction starts. Make this better for the people that were completely blindsided by this news after only living there for 2 years even though it was known about since 2010 and no one was even given the heads up of what may happen to the neighborhood when building homes to make a life with families.	

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		Thank you for taking the time to read over my concerns and considerations.	
52	Jessie Simon	Hello, We went to the meeting the other night. Our house is marked with a yellow sticker with 75% of our backyard gone. We just poured \$20,000 in cement and have a shed that would be demolished. I am just wanting our chances of our house being demolished with that much of our property gone we would rather the whole house go. I work in escrow and know that to find another home that fits our needs like our current home is slim to non[e]. I would just to stay a head and watch for options out there and not stress about this for the next 2 years. We have 2 kids and 3 dogs that we also have to worry about. If you can give any insight that would be amazing.	If your home is identified as a full or partial acquisition, UDOT will work through the right-of-way acquisition process to provide just compensation in accordance with the Utah Relocation Assistance Act (UCA Section 57-12-1 et seq.). Your contact information and concerns have been passed on to the UDOT Right-of-Way group so they can review options with you.
53	Jill Lash	I am writing regarding the intersection at 10400 S. and Bangerter and the project to make it freeway-style. I would like to express our strong preference for an underpass at 10400 S. rather than an overpass. While an underpass won't change the outcome for the 11 families forced to relocate, it would help protect the property values of those of us staying, as well as minimize noise (hopefully) and help maintain the beauty of our city. I would also strongly like to express preference for UDOT to build the soundwall BEFORE they start the construction. Our subdivision is full of young children, and a chain link fence like the ones at 9000 S. and 11400 S. is not enough protection for children – especially for those with backyards next to the construction. Thank you.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables. Safety is a top priority for UDOT and is considered as an integral part for any project. During construction, UDOT and crews will work directly with any affected property owners to ensure safety both from construction activities and for the traveling public.

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			The work schedule for the proposed project is unknown at this time, including when the sound wall would be built. Safety measures will be implemented during construction such as concrete barrier.
54	Jon	The decrease in value of home prices is my biggest concern. I don't live right on Bangerter. I live – the house that are going to be on Bangerter now, so you have the houses that are going to be demolished, the road, and then my house. My house is going to decrease in value. That's my biggest concern. What is UDOT going to do for me? You know, I feel like I should be compensated for decrease in the value of the home that I am going to have now, on a home that I paid a premium lot for, you know, to upgrade to have one of the premium lots in there so I can have a nice house, have a nice place to live, and now it's going to decrease in value. You know, I feel like if UDOT were to make these people happy and still have the integrity of the company like their core values say, that they should have integrity, is to compensate those people for the homes that they purchase maybe cut them a check. Not saying for the whole decrease in value, but compensate them correctly so at least they are happy and, you know, can have peace of mind. You know, because, who knows, I was planning on being there my whole life, but I feel like everyone I talk to, people here at this meeting today, it's like they don't care about those other people. They only care about themselves and what costs cheap, what cost efficiency they have in making their decision.	UDOT cannot compensate for indirect impacts if there are no direct impacts to the property. UDOT is not authorized to acquire property as a means to mitigate for actual or perceived decrease in resale value. There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables.

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		So it's just really frustrating to see and hear all this and feel like UDOT really doesn't care. It's just like – it is what it is. You know, when they say, "We really do care," but you really don't feel like they do care. When I ask the question of "What are you going to do for the people on that side," the answer is, "Sorry, your house is just decreasing." So that's my biggest concern and my biggest problem is – I get UDOT has got to make it more safe. I get all that. The problem is that compensating people correctly, making sure they are happy, coming out to their house and, you know, interviewing them, find out what they really are all about, seeing what they want. Well, it's really, really bothersome that I feel like they really don't care about other people in the neighborhood. All they care about is themselves. That my two cents. Jon is my first name, J-o-n. I would really like a phone call. I would really appreciate it. It would go a long ways for me. I'm a nice guy. I'm not going to get mad. I just want answers. I just want to make sure that the area that I picked to grow up – I didn't pick to grow up. I grew up here. The area I picked to raise my family to be a safe and to be a fun place to live for a long time. And, you know, when I spent extra money to buy a house expecting it to go up, which it has gone up, but now it's going to decrease again is my biggest concern. If someone were to call me and talk to me, that would be fantastic.	
55	Karley Hall	-We would prefer an underpass as opposed to an overpass -We can mitigate the risk (temporary risks) of construction -Sound walls are expensive and ugly and would affect our neighborhood. -An underpass is preferred!	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety

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			risks. Your comment that an underpass is preferred to an overpass has been noted.
56	Kathy Kerthner	It is crucial that this project is done correctly the first time. The underpass is the best case now, and for long into the future. Anything else is sloppy work and will be know[n] as only cost cutting measures and irresponsible project management.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
57	Kristy Wouden	Hello, As a resident of the Rushton Meadows Townhomes, my property 3672 W. Dusky Sky is one of the properties that the UDOT Environmental Study indicates will be affected by the proposed overpass project. I'm writing to express my strong strong preference for an underpass (rather than an overpass) for this intersection. I am worried that an overpass will be a visible eyesore, creating awful views. I am also concerned that an overpass will greatly affect the property value of my townhome by introducing an unsightly view to our neighborhood. We the residents of this property believe that an underpass will be a more aesthetically pleasing choice, as well as the better option to ensure we retain property value now that our neighborhood is being encroached upon. It is our strong preference, as voiced to both the state and the city, that the Bangerter/104 project be re-planned as an underpass similar to the existing one being built in the city, rather than an overpass similar to the ones recently built more north on Bangerter. Our homes will already be so impacted by all the construction going on and it is the least UDOT[,] the City and everyone can do to try and help preserve some of our neighborhoods appeal.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now. There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables.

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		Thank you for your consideration.	
58	Kylie Taylor	Put in the underpass instead of the overpass at 104th S and Bangerter. It will preserve the beauty of the area, the value of the surroun...	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
59	Liz Bradley	Please preserve the beauty of the area and the neighborhoods surrounding 10400 S and Bangerter. The noise and obstruction of view is detrimental to the value of the people's property, it's best to put people and the fruits of their hard work first. Thanks.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
60	Margaret Boud	There are quite a few residential areas close to Bangerter which would definitely be effected by the noise of an overpass. It was a big issue for us before they put up the sound wall (and we still hear it) and would become a big problem again with an overpass. It is worth the inconvenience and cost during construction in order to do it right the first time. Please be considerate of the residents!	Noise levels would generally increase as a result of the upgrades to 10400 South with an average increase of 3 dBA. In accordance with UDOT's Noise Abatement Policy, a future worst-case noise level above 66 dBA in a residential area or an increase in noise level of 10 dBA is considered to be an impact. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c).
61	McKenna Coleman	My backyard backs up to Bangerter and my property will be affected. Where we are already being negatively affected by a project that hasn't even begun. I cannot emphasize strongly enough that WE WANT AN UNDERPASS! We also have very young children and	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety

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		construction that close is terrifying. Please put up an at least 10' sound wall before starting construction. PLEASE think of your children. Our home values will be adversely affected. Our family is experiencing anxiety. We feel deceived that we were allowed to build a brand new home here 2 years ago, only to have it (and our neighbors) so horribly affected. Please remember we are people with kids and families and put yourselves in our shoes. Thank you.	risks. Your comment that an underpass is preferred to an overpass has been noted. The work schedule for the proposed project is unknown at this time, including when the sound wall would be built. Safety measures will be implemented during construction such as concrete barrier. There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables.
62	Michael Eggirton	Thatcher Park (River Heights Dr.) must have a sound wall. Both for sound protection and to prevent any accidents.	The noise analysis conducted for the SES evaluated the Raphi Place Wall for the Thatcher Park neighborhood. As shown in the Noise Technical Report, none of the wall heights evaluated for the Raphi Place Wall were found to be feasible and reasonable per UDOT's Noise Abatement Policy.
63	Mohanraj Nagasamy (1)	Hi, As a resident of the Rushton Meadows subdivision, my property 10654 S Eden Meadow Way is one of the properties that the UDOT Environmental Study indicates will be affected by the proposed overpass project. I'm writing to express my preference for an underpass, rather than an overpass, for this intersection. We're worried that an overpass will now be visible, creating a less than pleasing view, in addition to affecting our property value by introducing an unsightly element to the view from our home. We the residents of this property believe that an underpass will be a more aesthetically pleasing choice, as well as the better option to ensure we retain property value now that our neighborhood is being encroached upon.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now.

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		It is our strong preference, as voiced to both the state and the city, that the Bangerter/104 project be replanned as an underpass similar to the existing one being built in the city, rather than an overpass similar to the ones recently built more north on Bangerter. Thank you for your consideration.	
64	Mohanraj Nagasamy (2)	Hi, As a resident of the Rushton Meadows subdivision, my property 10654 S Eden Meadow Way is one of the properties that the UDOT Environmental Study indicates will be affected by the proposed overpass project. I'm writing to express my preference for an underpass, rather than an overpass, for this intersection. We're worried that an overpass will now be visible, creating a less than pleasing view, in addition to affecting our property value by introducing an unsightly element to the view from our home. We the residents of this property believe that an underpass will be a more aesthetically pleasing choice, as well as the better option to ensure we retain property value now that our neighborhood is being encroached upon. It is our strong preference, as voiced to both the state and the city, that the Bangerter/104 project be replanned as an underpass similar to the existing one being built in the city, rather than an overpass similar to the ones recently built more north on Bangerter. Thank you for your consideration.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now.
65	Natalie Mendenhall (1)	I would definitely like to see 10400 S. go under and not over. Besides the traffic it looks much better not to block everything. I do not want to give up my yard which lowers my home value significantly. I and my neighbors would rather move. The sound wall if put in would have to be at	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety

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		least 18–20' (it is 15' on the other side of bangerter across from us). They are at ground level and our side is elevated. Please try and work with us. We really want the best for our neighborhood and city.	risks. Your comment that an underpass is preferred to an overpass has been noted. If your home is identified as a full or partial acquisition, UDOT will work through the right-of-way acquisition process to provide just compensation in accordance with the Utah Relocation Assistance Act (UCA Section 57-12-1 et seq.). Noise levels would generally increase as a result of the upgrades to 10400 South with an average increase of 3 dBA. In accordance with UDOT's Noise Abatement Policy, a future worst-case noise level above 66 dBA in a residential area or an increase in noise level of 10 dBA is considered to be an impact. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c).
66	Natalie Mendenhall (2)	I am writing to voice some concerns that I have regarding the 10400 South Bangerter project. One of my concerns is on the decision of whether Bangerter should go over or under 10400 south. I strongly agree with the city that Bangerter should go under like 11400 South. Taking the road under keeps the community looking cleaner and does not obstruct the view we have here on the west side. It is a road that will be here for decades and I feel that it would negatively affect our city to have a huge overpass. We as a community are willing to put up with a few months of driving hassle to have something that will look and feel so much better for years to come.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.

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67	Priya Palanisamy	Hi, As a resident of the Rushton Meadows subdivision, my property 10654 S Eden Meadow Way is one of the properties that the UDOT Environmental Study indicates will be affected by the proposed overpass project. I'm writing to express my preference for an underpass, rather than an overpass, for this intersection. We're worried that an overpass will now be visible, creating a less than pleasing view, in addition to affecting our property value by introducing an unsightly element to the view from our home. We the residents of this property believe that an underpass will be a more aesthetically pleasing choice, as well as the better option to ensure we retain property value now that our neighborhood is being encroached upon. It is our strong preference, as voiced to both the state and the city, that the Bangerter/104 project be replanned as an underpass similar to the existing one being built in the city, rather than an overpass similar to the ones recently built more north on Bangerter. Thank you for your consideration.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now.
68	Pushpa Cheenepalli	Good morning, As a resident of the Rushton Meadows subdivision, my property 10668 S Eden Meadow Way is one of the properties that the UDOT Environmental Study indicates will be affected by the proposed overpass project. I'm writing to express my preference for an underpass, rather than an overpass, for this intersection. We're worried that an overpass will now be visible, creating a less than pleasing view, in addition to affecting our property value by introducing an unsightly element to the view from our home. We the residents of this property believe that an underpass will be a more aesthetically pleasing choice, as	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now.

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		well as the better option to ensure we retain property value now that our neighborhood is being encroached upon. It is our strong preference as voice to both the state and the city, that the Bangerter/104 project be replanned as an underpass similar to the existing one being built in the city, rather than an overpass similar to the ones recently built more north on Bangerter. Thank you for your consideration.	
69	Ranadheer Kolli	It would have been great if the details and cost analysis is provided and be more transparent. People losing home after 2 years of stay sucks. Please try to include the road similar to 11400 intersection underpass. Extension towards east would help a lot of families to stay in the neighborhood. I do not understand why a 10 ft. wall is slated for the west side when the properties are already raised. Those walls will do little to nothing. Build higher walls. Underpass will leave the community in peace and will help kids and families. Please be transparent and release all the cost analysis to the public so that we know the facts. We are happy to support city and community but not at cost of families.	An alternatives-screening matrix was used to evaluate the cost and impacts for west, center, and right alignments. A copy of the document can be found on the study website: https://www.bangerter10400south.com/. The west alignment option was selected as the preferred alternative because, overall, it would have the least right-of-way impacts and would have the lowest costs to taxpayers. Although the west alignment would have a greater number of residential relocations, it would have fewer commercial right-of-way relocations and impacts compared to the center and east alignments. The 10-foot-high wall for the 10200 South NW Wall was the noise wall that was considered feasible and reasonable per the criteria specified in UDOT's Noise Abatement Policy. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c).

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			UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
70	Raymond Canapi	Dear Sir, It is our strong preference, as voiced to both the state and the city, that the Bangerter/104th South project be replanned as an underpass rather than an overpass. We believe that an underpass will be more aesthetically pleasing, help retain values of the surrounding neighborhood homes, and be better overall for the homes being directly affected. Thank you for your consideration.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
71	Robert Hogan	Bike lane? Walking lane? Bangerter needs to go under 10400 S.	Crosswalks would incorporated into the final design of the interchange. During construction, crews will maintain bicycle and pedestrian access unless otherwise communicated to the public. UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
72	Ryan Hall	I recommend making the intersection an underpass. Nobody wants to see an ugly overpass blocking the beautiful mountain view. Also, the noise wouldn't be as loud.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety

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			risks. Your comment that an underpass is preferred to an overpass has been noted.
73	Samantha Hiskey	How high will the retaining/sound wall be? Living near one of the properties where the roadway will cut across, how will this affect the safety of the children in the area. How will this impact my home, sound, and property. I am concerned with increase in speeds being so close to my home. I want an underpass just like they did at 11400 South. The long term impact is that the people who planned on moving into their dream homes, picked the area for the view and w/ an overpass it will impact that. I know this has made our decision to stay or go a difficult one since we had planned on starting our life here and remaining.	The heights of the two recommended noise barriers are described in the noise report. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c). Safety is a top priority for UDOT and was considered as a key factor in the environmental study. During construction, UDOT and crews will work directly with any affected property owners to ensure safety both from construction activities and for the traveling public. An underpass would require more construction phases and therefore poses more safety risks to the traveling public. An overpass would be simpler to construct; therefore, providing a safer commute for drivers during construction and upon completion. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now.
74	Saurabh Padiya	The entire street, the houses that you're removing, my house is only house which is east facing. Other houses are north and south, and I'm pretty close to the second house, so my value will go down for sure. So who's going to work on like – they are not buying from me, but only my	UDOT cannot compensate for indirect impacts if there are no direct impacts to the property. UDOT is not authorized to acquire property as a means to mitigate for actual or perceived decrease in resale value.

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		house, which is east facing and very close to the Bangerter. There is a street, second street, those houses are going away, and half of or 45 percent or 50 percent of that land will go away. So I'm going to face Bangerter from my gate. All other houses are north and south. So who's going to take care of, like, the impact on my property value? My name is Saurabh Padiya and my number is 801-512-5366. There's definitely impact. Other houses are north and south. Only my house is facing east, and I'm pretty close to this. So when they are moving like this, acquiring those houses like this, and my house is over here, so I'm pretty close to the Bangerter. I would like underground. There are a couple of benefits for sure. It's a one-time deal. One is the noise and one is like you will not be able to otherwise – if the bridge is closed, it will block everything, and you will have more noise if it goes over. So that's my strong feedback, and do I need to raise this any other place? I want to give me feedback on like underground instead of going over. 10632 South Big Meadow Drive, South Jordan, Utah 84009.	There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables. UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
75	Scott Hendrickson (1)	Comment one is on the priority decision between over and underpass. Underpass is preferred for the citizens who live here because it impacts our long-term life, our property values, impacts our quality of life in terms of sound and visibility from our neighborhood. Also, one of the concerns that UDOT raised in their factoring their decision was the safety concerns, some of the safety issues they've had with 114th underpass construction. That could be mitigated through just proper	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. Safety is a top priority for UDOT and was considered as a key factor in the environmental study. An underpass

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		traffic controls as they do construction, which is a temporary thing as the project is expected [to] proceed whereas an over/underpass is a permanent thing and affects the quality life for people who live here. The other concern is the cost where cost can be – you know, we are happy to pay it in our property taxes. I know the city is in the same way that “We’ll take the extra cost and put into our Mello-Roos” or whatever it needs “to cover those additional costs.” Again, longterm view is an underpass is preferred both for quality of life and sound and other things that impact our property values. Our house will be one house separated from the new intersection, so we’ll be looking directly at it every day, so sound and these kind of things are a big concern for us. Because people who get bought out, sure they get market value, but for us who are adjacent to the road, we don’t get compensated for loss of property value. So an over/under decision is very important to us because it impacts the value of our home, the value of our long-term investment, so I would much rather pay a little bit higher property taxes than have a loss of property value from an overpass. So that encompasses everything on that point. The second point is sound wall, and I don’t know if this is determined by UDOT or the city, but the level of sound wall that’s put in this with change of construction is also something we would want to look at. We’d want to look at the sound wall level that West Jordan has north of 104th, a much higher sound wall than the sound wall South Jordan has put in. So that would be Priority No. 2, is what they do in terms of sound wall.	would require more construction phases and therefore poses more safety risks to the traveling public. An overpass would be simpler to construct; therefore, providing a safer commute for drivers during construction and upon completion. There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables. The heights of the two recommended noise barriers are described in the Noise Technical Report. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT’s Noise Abatement Policy 08A2-01, Section (C)(2)(c). Decisions on design details, such as final aesthetics, will be made during the final design and construction phase of the project.

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		Priority No. 3 is what they do with the open space where the homes were before. Is it going to be a green space? Is it going to be cemented over? What does that property look like and who maintains it if it is a green space? Is the city going to maintain it? Is there potential to put a park there in the open space? What can be done with that space? Thank you.	
76	Scott Hendrickson (2)	Good evening, As a resident of the Rushton Meadows subdivision, my property (3677 W. Eden Meadow Way) is one of the properties that the UDOT Environmental Study indicates will be affected by the proposed overpass project. We are nearly adjacent to the houses that will be removed and have a significant concern and personal stake in the results of an over/underpass (see attached map of my properties adjacency to Bangerter changes). It is my strong desire that an underpass be built at this intersection, with Bangerter going <i>under</i> 104th South, as opposed to the UDOT proposal for an overpass. UDOT Concerns // As I understand it, UDOT has proposed an overpass for a few reasons, namely: 1. Cost // From the meetings attended, I understand the estimated additional cost of an underpass to be \$5 – 10 million. 1a. Mitigation // South Jordan city staff is exploring funding options to cover this claimed difference. I'm sure they are already working with, and communicating with, you regarding the status. They are optimistic that SJ City will be able to secure a deal with UDOT for an underpass. 2. Safety // There are concerns with intersection safety during construction.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. Safety is a top priority for UDOT and was considered as a key factor in the environmental study. An underpass would require more construction phases and therefore poses more safety risks to the traveling public. An overpass would be simpler to construct; therefore, providing a safer commute for drivers during construction and upon completion. There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now. Noise levels would generally increase as a result of the upgrades to 10400 South with an average increase of 3 dBA. In accordance with UDOT's Noise Abatement

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		2a. This is a short-term concern that can be addressed with proper planning, cooperation from local businesses (I believe city staff is also attempting to work with WalMart + Costco on some retail thoughts), etc. While these are extremely valid and important concerns, Long term impacts (property values, aesthetics, etc.) should be weighed for us who remain behind when this concern passes with the completion of the project. There are various concerns driving my opinion that an underpass would be desired (and that of the City and other residents affected in the neighborhood), namely: 1. Property Value impact // While the change from a 4-way intersection to a freeway style intersection is desired, residents who remain do not know the impact this change will have on property values and ways it will impact our personal investment made in our neighborhood with a good-faith expectation of clear communication regarding our neighborhood at purchase (which was 'unknown' when many residents decided to build their homes and futures here). This change brings Bangerter closer into the neighborhood with the elimination of 10 homes to accommodate on-ramp lanes and potential auxiliary lanes. This was not expected when making our home purchases a few years ago and UDOT should play it's part in minimizing potential impacts to property values. It is my opinion that an underpass would have nominal, or the least, potential effect on property values and is therefore the desired outcome of SJ City + residents. I would think UDOT would desire the best outcome as well and that their proposal	Policy, a future worst-case noise level above 66 dBA in a residential area or an increase in noise level of 10 dBA is considered to be an impact. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c).

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		should align to long-term views on the areas impacted. An underpass should therefore be desired by all parties as the optimal outcome. 2. Aesthetic // This closely ties to point 1, but wanted to enumerate the fact that an underpass would be significantly <i>less</i> impactful to the aesthetic of the State, the City, the intersection, and our neighborhood, benefiting us all whether we live here or pass-through on Bangerter which is a significant mover of people. Optimal aesthetic would in turn have the least impact on property values, which in turn would have the least impact on property values, which in turn would have the least impact on property tax revenues. I realize much of UDOT's funding comes from Fuel taxes, registration, and sales tax, but worth noting all the same. 3. Noise // While acoustic studies have been performed for an overpass, an underpass, along with aesthetics, would create less general noise pollution as traffic and population grows, and potentially have less of a noise impact on our neighborhood. This should also be the desired outcome of all parties. It is our strong preference, as voiced to both the state and the city, that the Bangerter/104 project be replanned as an underpass similar to the existing one being built in the city at 114th, rather than an overpass similar to the ones recently built in West Jordan on Bangerter. Thank you for your consideration.	
78	Scott Mickelsen (1)	I understand this is necessary and inevitable. But, could UDOT please bring Bangerter Highway UNDER 10400 S.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter

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		This expansion is already displacing 11 families. Please show concern to the rest of the neighborhood by building Bangerter under 104th.	Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
79	Scott Mickelsen (2)	Hello, I live in the neighborhood just west of Bangerter and south of 10400s. I understand that the construction to Bangerter Highway is necessary for traffic flow and safety. I would just like to comment on the outcome of bangerter highway going over 10400 south, or under 10400 south. I would like Bangerter to go under 10400 south. An overpass at that intersection would completely block our beautiful view of the mountains, and put our brand new neighborhood in the shadow of an overpass. I know there were concerns over safety when Bangerter and 11400 south went under construction with a number of car wrecks involved in that area. But please consider the fact that the round-about in front of The District on 11400 south was under construction at the same time. The round-about was very confusing, and the lines were not marked well. I drove on that road while it was under construction, and it was so confusing that I started going to the district from an access road off of 11800 south. I do appreciate UDOT for making Bangerter Highway a quicker, safer road. I understand the need for this construction to happen, and I am excited for my commute to have less traffic lights. But please have Bangerter Highway at 10400 south be an underpass. Thank you.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. Safety is a top priority for UDOT and was considered as a key factor in the environmental study. An underpass would require more construction phases and therefore poses more safety risks to the traveling public. An overpass would be simpler to construct; therefore, providing a safer commute for drivers during construction and upon completion.
80	Shannon Hale	Hi I live in the neighborhood near 10600 So and Bangerter. I'm alarmed by the recently revealed plans to	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter

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		build an overpass and tear down a number of homes. While the improvements to Bangerter are welcome, an overpass and tearing down of homes will decrease home values and interrupt the beautiful views of the east mountains. An underpass would be so much better. Thank you!	Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
81	Thomas L. Mentens	The new interchange at 10400 South is needed. Did you consider an underpass of 10400 [South] similar to 11400 [South] interchange. If so, why was it rejected? Yes, could we get UDOT to consider constructing a noise wall on the east side of Bangerter from 10200 S to connect to existing noise all near water tank? A distance of about 200 feet.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The area east of the water tower by 10200 South was evaluated for noise impacts and abatement. In accordance with UDOT's Noise Abatement Policy, a future worst-case noise level above 66 dBA in a residential area or an increase in noise level of 10 dBA is considered to be an impact. As shown in the Noise Technical Report, the houses east of the water tank would not have noise impacts from the project, and no additional noise walls were considered in this area.
82	Tina Falk	To whom it may concern: I am a Rushton Meadows resident. I do feel it is in the best interest of all residents, who will be influenced by this interchange expansion (whether residential or commercial), for the City to build an underpass, noise wall and development of left-over land. Thank you for your time.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
83	Todd Greene	Hi,	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current

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		As a resident of the Rushton Meadows subdivision, I live in the townhomes 3654 W Golden Sky Lane. I think an underpass is the only way to go and would urge UDOT to make this adjustment. Our home is a three story home, with a top level featuring views of the mountains and city. We're worried that an overpass will now be visible directly from our window, creating a less than pleasing view. Also, an underpass will provide help with less noise even with a sound wall. This could actually help values of the homes. Since, well let's be honest we all bought homes next to Bangerter. I also supported the Petersen Development project across from us south of Costco. 1 of several reasons is that the views would not be obstructed by placing a 5 story office building. We the residents of this property believe that an underpass will be a more aesthetically pleasing choice, as well as the better option to ensure we retain property value now that our neighborhood is being encroached upon. It is my strong preference, as voiced to both the state and city, that the Bangerter/104 project be replanned as an underpass similar to the existing one being built in the city, rather than an overpass similar to the ones recently built more north on Bangerter.	preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now. There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables.
84	Todd Mendenhall	We have observed the 9000 South overpass and the 11400 South underpass projects, and the impact to aesthetics and the containment of noise with an underpass would be highly preferred as the option for the 10400 South modification. The stated concerns in the June 26 discussion were some cost impact and safety concerns during the construction phase. This project would have long term impacts measured in decades. It would be worth a small effort and cost over the months of construction to provide a far superior layout that comes with the underpass option.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.

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85	Todd Mendenhall (2)	We attended the discussion on the Bangerter Highway expansion for 10400 South one June 26. One of our concerns was the level of property impact on our lot (10051 South 3640 West). If the impact required giving up more than about 5 feet, then our preference would be to have UDOT purchase the entire property and allow us to relocate. The shape of our property and home result in the patio living space being fairly close to the back of the property (near Bangerter) and the loss of open space barrier would considerably alter the quality of life.	If a property is directly impacted by construction activities, UDOT will work through the right-of-way acquisition process to provide just compensation in accordance with the Utah Relocation Assistance Act (UCA Section 57-12-1 et seq.).
86	Todd Mendenhall (3)	We attended the discussion on the Bangerter Highway expansion for 10400 South one June 26. Our primary concern was the plan for mitigating the noise. The Environmental Study for the project contains errors on the noise wall evaluation. A couple of years ago UDOT installed a noise wall on the East side of Bangerter between 10400 and 9800 South. This wall is 15 feet tall. (I personally measured it and it was 15'2"). The report in Appendix C claims the wall as 10 feet tall. This error probably skews the assumptions on noise mitigation. The homes on the west side of Bangerter sit well above the road and we would expect the noise wall to be at least 15 feet tall to mitigate the noise and account for the topology. The reflected noise from the installation of the east side wall has doubled the noise levels (anecdotally) for the homes on the west side of Bangerter. The noise mitigation plan should account for both the changes applied a couple of years ago as well as the expansion project.	Thank you for the comment. UDOT has checked the height of this noise wall, and it is 14 feet, not 10 feet as previously reported. UDOT has updated the noise analysis for this area to account for the higher existing noise wall between 9800 South and 10150 South on the east side of Bangerter Highway. Accounting for the taller noise wall on the east side of Bangerter Highway did not change the results of the noise modeling for the west-side noise wall. A 10-foot-high noise wall is still recommended on the west side between 10000 South and 10200 South. Once the final design for the Proposed Action is available, UDOT will re-evaluate the noise analysis. If the two recommended noise barriers are still both feasible and cost-effective, UDOT will then consider the viewpoints of property owners and residents to determine whether the proposed noise-abatement measures are desired. Balloting will be conducted consistent with the procedures described in UDOT's Noise Abatement Policy 08A2-01, Section (C)(2)(c).
87	Tori Tarver	Concerned about smooth on and off ramps coming from the East side of 104th and the businesses. Don't want it to turn into 114th traffic.	UDOT has designed the ramps to maintain existing traffic movements to the businesses on the east side of 10400 South.

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88	Traci Hanks	I am a resident near the proposed 10400 [S.] Bangerter overpass project and I would like to voice my OPPOSITION to the OVERpass. As a resident I can foresee the following problems: a loss of privacy, the noise level will become unacceptable, and it will decrease our home value for those same reasons, including a less desirable view (really, who wants to look at cars instead of the mountains). Please APPROVE THE UNDERPASS! Thank you!	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. The high point of the roadway structure would be located above 10400 South. Where Bangerter Highway is closer to the residential areas north and south of 10400 South, Bangerter Highway would be at the same elevation as it is now. There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables.
89	Tracy Mickelsen (1)	Good afternoon, As a resident of the Rushton Meadows subdivision, my property 3711 W. Desert Meadow Way is one of the properties that the UDOT Environmental Study indicates will be affected by the proposed overpass project. I'm writing to express my preference for an UNDERPASS rather than an overpass, for this intersection. We the residents of this property believe that an underpass will be a more aesthetically pleasing choice, as well as the better option to ensure we retain property value now that our neighborhood is being encroached upon. It is our strong preference, as voiced to both the state and city, that the Bangerter/104 project be replanned as an underpass similar to the existing one being built in the city! Please take into consideration how YOU would feel if this were YOUR neighborhood, and the long term effect an	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables.

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		overpass would have on the value of YOUR brand new house. Thank you for your consideration.	
90	Tracy Mickelsen (2)	We know that this is going to happen, but we as home owners are asking for this project to be the least impactful on the value of our homes. Building this intersection as an under pass rather than an over pass will help our brand new homes keep some of their value. Please take into consideration what you would want if your home is being impacted.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted.
91	Tracy Mickelsen (3)	My comment is please build an underpass. We know it's going to happen, but we want it to be an underpass not an overpass. An overpass will affect our views and the value of our home more than this is going to. The underpass is going to affect our home, but the overpass – the underpass will affect it less than the overpass.	UDOT's current preferred design at the 10400 South and Bangerter interchange is an overpass where Bangerter Highway would go over 10400 South. The current preferred design was based on an evaluation of the engineering considerations, cost, impacts, and safety risks. Your comment that an underpass is preferred to an overpass has been noted. There are no formulas that can quantify the effects of a transportation facility on property values, because each situation is different and property values are dependent on many variables.