

# RECLAMATION

*Managing Water in the West*

## **Jordan Aqueduct Easement and Pipeline Relocation Draft Environmental Assessment**

**PRO-EA-18-011**

**Upper Colorado Region  
Provo Area Office  
Provo, Utah**



**U.S. Department of the Interior  
Bureau of Reclamation  
Provo Area Office  
Provo, Utah**

**April 2018**

## **Mission Statements**

The Department of the Interior protects and manages the Nation's natural resources and cultural heritage; provides scientific and other information about those resources; and honors its trust responsibilities or special commitments to American Indians, Alaska Natives, and affiliated island communities.

The mission of the Bureau of Reclamation is to manage, develop, and protect water and related resources in an environmentally and economically sound manner in the interest of the American public.

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# Chapter 1 Purpose of and Need for Proposed Action

## 1.1 Introduction

This Environmental Assessment (EA) was prepared to examine the expected environmental impacts of roadway improvements that would affect the U.S. Bureau of Reclamation's Jordan Aqueduct easement and pipeline. The roadway improvements are proposed by the Utah Department of Transportation (UDOT) as part of constructing a grade-separated interchange on Bangerter Highway at 6200 South in Salt Lake County, Utah.

The Federal action (Proposed Action) evaluated in this EA is whether Reclamation should authorize UDOT to relocate a section of the Jordan Aqueduct easement and pipeline at the 6200 South and Bangerter Highway intersection. If the Proposed Action is approved, UDOT would relocate the Jordan Aqueduct Reach 2 (JA-2) to the west or east of the new bridge improvements proposed as part of UDOT's Bangerter Highway 6200 South interchange project.

The No Action Alternative and two Action Alternatives are considered in this EA. The two Action Alternatives are: the West Aqueduct Relocation Alternative and the East Aqueduct Relocation Alternative. At the time of publication of this Draft EA, the West Aqueduct Relocation Alternative is the Preferred Alternative. Both alternatives are evaluated in this document.

Appendix A includes a figure showing the existing alignment of the Jordan Aqueduct, the West Aqueduct Relocation Alternative, and the East Aqueduct Relocation Alternative.

*No Action Alternative:* With the No Action Alternative, Reclamation would not authorize UDOT to relocate a section of the Jordan Aqueduct pipeline and easement at the 6200 South and Bangerter Highway intersection.

*West Aqueduct Relocation Alternative:* With this alternative, UDOT would relocate a total of 2,910 feet of the Jordan Aqueduct easement and pipeline between about 6440 South and about 6050 South. The relocation would consist of a new 78-inch welded steel pipe segment that would connect to the existing JA-2 on the south end of any highway fill embankments. The new pipe section segment would deflect west of the proposed highway expansion and go north to align with Bangerter Highway's south bound on-ramp from 6200 South and the southbound off-ramp to 6200 South. The new pipe segment would then tie into

the existing JA-2 on the west side of Bangerter Highway just upstream (south) of the existing Terminal Reservoir site valve vaults. This alternative would require about 2,910 feet of 78-inch welded steel pipe and 5 fabricated fittings. Limited relocation of third-party utilities is expected for this alternative.

*East Aqueduct Relocation Alternative:* This alternative would route the new pipe segment to the east of Bangerter Highway and the new bridge improvements. The new 78-inch welded steel pipe segment would connect to the existing JA-2 on the south end of any highway fill embankments. The new pipe segment would then go north and cross Bangerter Highway (from the west side to the east side of Bangerter Highway) and would be aligned in Bangerter Highway's northbound off-ramp to 6200 South and in the northbound on-ramp from 6200 South. The pipe segment would then cross Bangerter Highway again north of any fill embankments and connect to the existing JA-2 on the west side of the highway just upstream (south) of the existing Terminal Reservoir site valve vaults. This alternative would require about 3,160 feet of 78-inch welded steel pipe and 6 fabricated fittings. To install the new pipe segment in this realignment, multiple existing third-party utilities would need to be removed and relocated.

This EA evaluates the expected effects of the Action Alternatives in order to determine whether either alternative would cause significant impacts to the human or natural environment, as defined by the National Environmental Policy Act of 1969 (NEPA). If the EA shows no significant impacts associated with implementation of the proposed project, then a Finding of No Significant Impact (FONSI) will be issued by Reclamation for the Preferred Alternative. Otherwise, an Environmental Impact Statement will be necessary before the Proposed Action can be implemented.

## **1.2 Background**

### **1.2.1 Jordan Aqueduct Background**

The Jordan Aqueduct has four reaches that go from Provo Canyon in Utah County, Utah, to 2100 South in Salt Lake County, Utah. In Salt Lake County, Reach 2 parallels Bangerter Highway from 10900 South to the Terminal Reservoir at 5820 South 3815 West in Taylorsville, owned jointly by Jordan Valley Water Conservancy District (JVWCD) and Metropolitan Water District of Salt Lake and Sandy (MWDSL). Reach 3 extends from the Terminal Reservoir north along Bangerter Highway until it terminates at 2100 South.

The easement and pipeline for the Jordan Aqueduct are owned by the United States and administered by Reclamation under the authority and at the request of the Central Utah Project Completion Act office of the Department of the Interior, per public law 102-575, as amended. JVWCD operates and maintains the systems under its repayment contracts.



The existing JA-2 is a 78-inch welded steel pipe with cathodic protection that extends from the Jordan Valley Water Treatment Plant to the Terminal Reservoir and conveys drinking water to much of the Salt Lake Valley. The JA-2 is owned by Reclamation and is operated by JWCD on behalf of itself and the MWDSL. The Jordan Aqueduct pipeline is located underground in all locations along Bangerter Highway.

The JA-2 is located in an urban area in Salt Lake County. Bangerter Highway (State Route 154) and the Jordan Aqueduct are located in the same corridor from 10900 South to Parkway Boulevard (2700 South). In most locations, the Jordan Aqueduct easement and pipeline are located either (1) adjacent to Bangerter Highway on either the east or west side or (2) underneath the highway. In the locations where the Jordan Aqueduct is parallel to Bangerter Highway, the existing aboveground conditions on the easement are vegetated strips between Bangerter Highway and the surrounding residential or commercial land uses.

### **1.2.2 UDOT Project Background**

The Wasatch Front Regional Council (WFRC) is the regional transportation planning agency for Salt Lake, Tooele, Davis, and Weber Counties. Every 4 years, WFRC adopts an official Regional Transportation Plan (RTP) that identifies the needed transportation improvements in these counties. The most recent RTP, which was released in May 2015, has a planning horizon of 2040 and includes several projects on Bangerter Highway that would convert existing at-grade intersections to grade-separated interchanges in order to make Bangerter Highway a freeway-style facility in the future to reduce delay and congestion in the fast-growing western part of Salt Lake County.

Traffic modeling performed by UDOT has shown that constructing grade-separated interchanges on Bangerter Highway would alleviate current and expected future delay and congestion on both Bangerter Highway and the east-west arterials that intersect the highway. As a result, UDOT has recently constructed or is under construction with seven grade-separated interchanges on Bangerter Highway: 5400 South, 7000 South, 7800 South, 9000 South, 11400 South, Redwood Road, and 600 West. The UDOT's Bangerter Highway 6200 South interchange project is entirely state-funded and so is being evaluated in a State Environmental Study.

This EA evaluates the proposed relocation of the Jordan Aqueduct easement and pipeline at 6200 South. The following subsection provides more details about this location.

#### ***1.2.2.1 UDOT's Proposed Project at the Bangerter Highway and 6200 South Intersection***

The UDOT is proposing to construct a grade-separated single-point urban interchange at the existing intersection of Bangerter Highway (State Route 154) and 6200 South. Interchanges are graded on a scale of Level of Service (LOS) which ranges from LOS A representing the best operating conditions and LOS F

having the worst congestion. LOS E and LOS F are considered failing conditions. UDOT considers LOS D and above to be acceptable conditions at urban intersections.

Traffic modeling indicates that by 2040 the Bangerter Highway 6200 South intersection would operate at LOS F if there are no improvements. The proposed new interchange would allow unimpeded traffic flow along Bangerter Highway and is projected to operate at a LOS of LOS D in the year 2040.

The project area is along Bangerter Highway from about milepost 14 to 15.8 and on 6200 South between Westbrook Drive and 3840 West (see maps in Appendix A).

The project includes construction of a grade-separated interchange (Bangerter Highway over 6200 South), associated exit/entrance ramps, northbound/southbound auxiliary lanes from 5400 South to 7000 South, and relocation and construction of part of the Jordan Aqueduct facilities. Due to the proposed upgrades, the existing pedestrian bridge over Bangerter Highway would be removed. The UDOT would provide temporary bus services for students affected by this change until a permanent solution is developed.

The proposed intersection improvements on 6200 South include basic upgrades at Gold Medal Drive and installing a high-T intersection at Dixie Drive. A high-T intersection is a three-way intersection that allows free-flow movements for through traffic in one direction and provides both acceleration and deceleration lanes for left-turning vehicles.) The project would also provide utility and storm drainage modifications and would install new pavement, traffic signals, Advanced Traffic Management System equipment, and roadway signs.

The proposed grade-separated interchange at 6200 South and Bangerter Highway would require relocating part of JA-2 to ensure that no permanent structures (for example, bridge abutments or retaining walls) are constructed in the Jordan Aqueduct easement. At 6200 South, the existing Jordan Aqueduct alignment runs underneath the southbound lanes of Bangerter Highway.

The UDOT evaluated several alternatives at this location before determining that its preferred option at this location is routing Bangerter Highway over 6200 South and shifting the alignment of Bangerter Highway to the west to accommodate the needed on- and off-ramps. The UDOT's decision regarding its preferred option at this location was made based on an evaluation of various options' benefits, costs, impacts to all affected resources, and ability to minimize impacts to the Jordan Aqueduct. The UDOT determined that its preferred option would have the least cost, the least overall harm to all resources in the project area, and the least amount of impact to the Jordan Aqueduct pipeline and easement. There were no feasible options that would have avoided relocating the Jordan Aqueduct given its current alignment under the southbound lanes of Bangerter Highway.

### **1.2.2.2 Source of Information for Resource Analyses**

Because Reclamation's actions and authorizations are required for the proposed UDOT project, and because these actions and authorizations would be required for a smaller area compared to the larger areas that UDOT evaluated for its project, this EA has used the information, surveys, data, and studies developed as part of UDOT's State Environmental Study for the proposed UDOT project where applicable when developing this EA.

### **1.2.3 Project Agreement**

Reclamation, UDOT, and JWCD have drafted a Project Agreement to document the proposed relocation of the Jordan Aqueduct pipeline and easement, encroachment on the Jordan Aqueduct easement, and all applicable mitigation measures that must be followed as part of UDOT's proposed project. The Project Agreement has detailed descriptions and mitigation measures. This EA incorporates the Project Agreement by reference. A copy of the draft Project Agreement is included in Appendix B.

## **1.3 Purpose of and Need for Proposed Action**

The Proposed Action is needed because UDOT is proposing a permanent structure that is not allowed under the Protection Criteria for the Jordan Aqueduct. The Protection Criteria are JWCD's guidelines for encroaching on the Jordan Aqueduct easement. The UDOT's Preferred Alternative for the Bangerter Highway 6200 South interchange project would build a permanent structure in the Jordan Aqueduct easement at 6200 South that is not allowed under the Jordan Aqueduct Protection Criteria. A copy of the Protection Criteria is provided in Appendix B.

The purpose of the Proposed Action consists of two objectives, which are to (1) maintain the Jordan Aqueduct easement and pipeline in a similar or better condition compared to its current condition and (2) ensure that all Jordan Aqueduct Protection Criteria are met at the location on Bangerter Highway proposed for roadway improvements by UDOT.

## **1.4 Public Scoping and Involvement**

Reclamation conducted public scoping and involvement activities concurrently with the public involvement activities conducted by UDOT for the Bangerter Highway 6200 South interchange project.

A series of three neighborhood meetings were held on January 24, 2018, to inform property owners, residents and businesses about the proposed improvements and potential right-of-way impacts. Invitations were delivered by hand to invite adjacent property owners, residents, and businesses. Invitations were also mailed to ensure that property owners received an invitation.

Representatives from UDOT and the project team were available to discuss the project, process, and answer questions.

A formal public hearing in open-house format was held on February 15, 2018, from 5 to 7 p.m. at Westbrook Elementary School in Taylorsville, Utah. Legal notices were posted in the Deseret News and Salt Lake Tribune 15 days and 8 days prior to the public hearing. Notices were sent to approximately 1,500 residents and property owners that lived within 0.25 miles of the project study area. Additionally, notice of the public hearing were distributed through existing UDOT, West Jordan, and Taylorsville social media accounts. About 164 people signed-in at the meeting. Representatives from UDOT and the project team were available to discuss the project, process, and answer questions.

A 30-day public comment period was held from February 1, 2018, to March 2, 2018. See Appendix D for public hearing documentation and a comment-response matrix for the comments that were provided during the UDOT public comment period.

#### **1.4.1 UDOT Public Involvement Summary**

The UDOT held multiple meetings during the State Environmental Study process beginning in December 2017. These meetings included, but were not limited to, the following groups: Taylorsville City officials, West Jordan City officials, Granite School District, business owners, residents, Legacy Village Senior Living Apartments, Legacy Village Townhomes HOA, the Jordan Valley Water Conservancy District, and the Bureau of Reclamation.

The UDOT has maintained a project website and hotline for the project since December 2017.

Appendix D provides the public involvement summary for the Bangerter Highway 6200 South interchange project.

### **1.5 Permits and Authorizations**

The Proposed Action would require the permits, licenses, or authorizations listed in Table 1-1.

**Table 1-1  
Permits and Authorizations for the Proposed Action**

<b>Agency/Department</b>	<b>Purpose</b>
Utah Division of Water Quality	Utah Pollutant Discharge Elimination System (UPDES) Permit and Stormwater Pollution Prevention Plan for disturbing over 1 acre of land during construction. The UDOT and its contractor would be responsible for obtaining this permit in conjunction with the UPDES permit they will obtain for UDOT's Bangerter Highway 6200 South interchange project.
Bureau of Reclamation	A decision document on an environmental document and completed Project Agreements would be necessary in order for permission to be granted for UDOT to modify Federal facilities.

The UDOT's proposed Bangerter Highway 6200 South interchange project could require a number of authorizations or permits from state and Federal agencies. The UDOT would be responsible for obtaining all permits, licenses, and authorizations required for that project. The authorizations or permits could include those listed in Table 1-1.

The UDOT would also be responsible for following all conditions in the final Project Agreement for the proposed Bangerter Highway 6200 South interchange project.

## **1.6 Related Projects and Documents**

### **1.6.1 UDOT State Environmental Study for 6200 South and Bangerter Highway**

The UDOT is conducting a State Environmental Study to analyze improvements at the Bangerter Highway and 6200 South intersection in Taylorsville and West Jordan, Utah. Currently, this intersection experiences high amounts of congestion, operating at LOS E with an average AM peak-period delay of 59.7 seconds and an average PM peak-period delay of 69.6 seconds<sup>1</sup> (that is, travelers wait an average of a minute or longer at the intersection). The UDOT does not consider LOS E an acceptable operating condition for an urban intersection.

Traffic modeling indicates that, by 2040, the intersection will operate at LOS F with an AM peak-period average delay of 84.8 seconds and PM peak-period

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<sup>1</sup> Utah Department of Transportation, *State Environmental Study for Bangerter Highway and 6200 South*, 2018

average delay greater than 120 seconds. 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 UDOT's Bangerter Highway 6200 South interchange project is to alleviate congestion and improve the operational safety of the Bangerter Highway and 6200 South intersection.

The UDOT State Environmental Study for the 6200 South interchange was approved in March 2018.

The expected impacts of UDOT's proposed project are described in Section 3.3, Affected Environment and Environmental Consequences.

## **1.7 Scope of Analysis**

The purpose of this EA is to determine whether Reclamation should authorize the proposed relocation of the Jordan Aqueduct easement and pipeline as part of UDOT's Bangerter Highway 6200 South interchange project.

This determination includes considering whether there would be significant impacts to the human or natural environments. In order to authorize UDOT's relocation of the Jordan Aqueduct, Reclamation must complete this EA and issue a FONSI. The analysis in this EA includes temporary impacts from construction activities and permanent impacts as a result of relocating the Jordan Aqueduct.

This EA's evaluation is specifically for the Jordan Aqueduct easement and pipeline at 6200 South. The other effects of UDOT's Bangerter Highway 6200 South interchange project that would occur outside the Jordan Aqueduct easement are not part of Reclamation's alternatives and are not being evaluated in this EA as part of the Action Alternatives.

The expected impacts of UDOT's Bangerter Highway 6200 South interchange project are described in Section 3.3, Affected Environment and Environmental Consequences.

# **Chapter 2 Alternatives**

## **2.1 Introduction**

This chapter describes the features of the No Action and two Action Alternatives evaluated in this EA. It includes a description of each alternative considered. This chapter also presents the alternatives in comparative form, defining the differences between each alternative.

## **2.2 No Action Alternative**

With the No Action Alternative, Reclamation would not authorize UDOT to relocate a section of the Jordan Aqueduct pipeline and easement at the 6200 South and Bangerter Highway intersection.

If Reclamation were to select the No Action Alternative, UDOT would construct the proposed grade-separated interchange at 6200 South on Bangerter Highway but would not relocate the Jordan Aqueduct easement and pipeline under the highway at 6200 South.

The No Action Alternative would violate the terms of the September 26, 2005, Memorandum of Agreement between the United States and UDOT and would violate the Jordan Aqueduct Protection Criteria. Therefore, the No Action Alternative would not meet the purpose of the Proposed Action because it would not meet either objective (see Section 1.3, Purpose of and Need for Proposed Action). Specifically, the No Action Alternative would not (1) maintain the Jordan Aqueduct easement and pipeline in a similar or better condition compared to its current condition nor (2) ensure that all Jordan Aqueduct Protection Criteria are met at the location on Bangerter Highway proposed for roadway improvements by UDOT. Therefore, the No Action Alternative is not being given further consideration.

## **2.3 West Aqueduct Relocation Alternative (Preferred Alternative)**

The West Aqueduct Relocation Alternative is Reclamation's Preferred Alternative. With the West Aqueduct Relocation Alternative, Reclamation would authorize UDOT to relocate a total of 2,910 feet of the Jordan Aqueduct easement and pipeline between about 6440 South and about 6050 South. The new 78-inch welded steel pipe would connect to the existing JA-2 on the south end of any

highway fill embankments. The JA-2 pipe segment would deflect west of the proposed highway expansion and go north to align with Bangerter Highway's southbound on-ramp from 6200 South and the southbound off-ramp to 6200 South. The new pipe segment would then tie into the existing JA-2 on the west side of Bangerter Highway just upstream (south) of existing Terminal Reservoir site valve vaults. This alternative would require about 2,910 feet of 78-inch welded steel pipe and five fabricated fittings. Limited relocation of third-party utilities is expected for this alternative.

### **Valve Vault and 6200 South Pipeline Removal and Reconstruction**

An existing valve vault and associated branch pipeline are located on the Jordan Aqueduct in the intersection of Bangerter Highway and 6200 South. This valve vault and branch pipeline would need to be removed and reconstructed to allow installing the new Bangerter Highway and 6200 South bridge. This existing vault includes a 78-inch by 54-inch tee off the Jordan Aqueduct, a manway access into the pipe, a 54-inch motor-operated butterfly valve, man access hatches, valve removal roof hatches, miscellaneous blow-off pipes and valves, and a 54-inch pipeline that extends east along 6200 South. A similar valve vault and 54-inch branch pipeline with design features similar to the existing features would need to be constructed on the realigned segment of the Jordan Aqueduct.

To allow operation and maintenance access into the vault, the vault would be located in the median of the southbound off-ramp by 6200 South where the off-ramp splits between eastbound and westbound lanes at 6200 South. The new branch pipeline would extend east from the new valve vault along 6200 South to about the western edge of UDOT's Bangerter Highway right-of-way in 6200 South where it would connect to existing JWCD-owned pipelines. The required length of this 54-inch welded steel pipe along 6200 South for the West Aqueduct Relocation Alternative would be about 60 feet.

#### **2.3.1 Construction Schedule**

The UDOT proposes that construction of the relocated Jordan Aqueduct would begin in 2019 and would continue through early 2020. Construction of the interchange is scheduled to occur in 2020. Reclamation and JWCD would require all Jordan Aqueduct protection-in-place measures to be completed before UDOT begins construction on the interchange project.

#### **2.3.2 Construction Procedures**

For any work relocating the Jordan Aqueduct and for all work in the Jordan Aqueduct easement, UDOT and its contractor would follow all general Reclamation and JWCD procedures along with all project-specific procedures, equipment, and conditions that are described in detail in the Project Agreement.



## **2.4 East Aqueduct Relocation Alternative**

The East Aqueduct Relocation Alternative would route the new segment of JA-2 to the east of the new bridge improvements. The new 78-inch welded steel pipe would connect to the existing JA-2 on the south end of any highway fill embankments. The new JA-2 would then go north and cross Bangerter Highway (from the west side to the east side of Bangerter Highway) and would be aligned in Bangerter Highway's northbound off-ramp to 6200 South and in the northbound on-ramp from 6200 South. The aqueduct would then cross Bangerter Highway again north of any fill embankments and connect to the existing JA-2 on the west side of the highway just upstream (south) of the existing Terminal Reservoir site valve vaults. This alternative would require about 3,160 feet of 78-inch welded steel pipe and six fabricated fittings. To install the JA-2 in this realignment, multiple existing third-party utilities would need to be removed and relocated.

### **Valve Vault and 6200 South Pipeline Removal and Reconstruction**

An existing valve vault and associated branch pipeline are located on the Jordan Aqueduct in the intersection of Bangerter Highway and 6200 South. This valve vault and branch pipeline would need to be removed and reconstructed to allow installing the new Bangerter Highway and 6200 South bridge. This existing vault includes a 78-inch by 54-inch tee off the Jordan Aqueduct, a manway access into the pipe, a 54-inch motor-operated butterfly valve, man access hatches, valve removal roof hatches, miscellaneous blow-off pipes and valves, and a 54-inch pipeline that extends east along 6200 South. A similar valve vault and 54-inch branch pipeline with design features similar to the existing features would need to be constructed on the realigned segment of the Jordan Aqueduct.

To allow operation and maintenance access into the vault, the vault would be located in the median of the southbound off-ramp by 6200 South where the off-ramp splits between eastbound and westbound lanes at 6200 South. The new branch pipeline would extend east from the new valve vault along 6200 South to about the western edge of UDOT's Bangerter Highway right-of-way in 6200 South where it would connect to existing JWCD-owned pipelines. The required length of this 54-inch welded steel pipe along 6200 South for the East Aqueduct Relocation Alternative would be about 250 feet.

#### **2.4.1 Construction Schedule**

UDOT proposes that construction of the relocated Jordan Aqueduct would begin in 2019 and would continue through early 2020. Construction of the interchange is scheduled to occur in 2020. Reclamation and JWCD would require all Jordan Aqueduct protection-in-place measures to be completed before UDOT begins construction on the interchange project.

## **2.4.2 Construction Procedures**

For any work relocating the Jordan Aqueduct and for all work in the Jordan Aqueduct easement, UDOT and its contractor would follow all general Reclamation and JWCD procedures along with all project-specific procedures, equipment, and conditions that are described in detail in the Project Agreement.

## **2.5 Alternatives Considered and Eliminated from Further Study**

No other Action Alternatives were considered or evaluated.

## **2.6 Comparison of Alternatives**

Reclamation compared the suitability of the No Action Alternative and the Action Alternatives based on the two objectives that make up the purpose of the Proposed Action. These objectives are:

- Maintain the Jordan Aqueduct easement and pipeline in a similar or better condition compared to its current condition, and
- Ensure that all Jordan Aqueduct Protection Criteria are met at the location on Bangerter Highway proposed for roadway improvements by UDOT.

The No Action Alternative would not meet either of the objectives, while the Action Alternatives would meet both objectives.

The specific differences between the Action Alternatives and the No Action Alternative are that, with the Action Alternatives, UDOT would relocate the Jordan Aqueduct between about 6440 South and about 6050 South. With the No Action Alternative, UDOT would not relocate the Jordan Aqueduct, provide protection-in-place measures, or obtain temporary construction easements. With the No Action Alternative, UDOT would violate the Jordan Aqueduct Protection Criteria.

## **2.7 Minimization Measures Incorporated into the Action Alternatives**

The following minimization measures, along with other measures listed under each resource in Chapter 3 and in Chapter 4, have been incorporated into both of the Action Alternatives to lessen their expected adverse effects:

- Project Agreements between Reclamation and UDOT authorizing the Jordan Aqueduct pipeline and easement relocation will be in place prior to the relocation work.
- The Jordan Aqueduct would be relocated before construction of the UDOT interchange at 6200 South.
- All protection-in-place measures would be completed and temporary construction easements would be obtained before beginning roadway construction in any property within the Jordan Aqueduct easement.
- A permanent pipeline easement, satisfactory to Reclamation, for the relocated 78-inch welded steel pipeline segment will be conveyed to Reclamation prior to the relocation work.
- The UDOT and its contractor would follow all conditions specified by Reclamation and JVWCD in the Project Agreement.

# **Chapter 3 Affected Environment and Environmental Consequences**

## **3.1 Introduction**

This chapter describes the environment that could be affected by the Action Alternatives. The impacts of these alternatives are discussed under the following resource issues: geology and soils resources; visual resources; cultural resources; paleontological resources; wilderness and wild and scenic rivers; hydrology; water quality; system operations; health, safety, air quality, and noise; prime and unique farmlands; floodplains; wetlands, riparian, noxious weeds, and existing vegetation; fish and wildlife resources; threatened, endangered, and sensitive species; recreation; socioeconomics; access and transportation; water rights; Indian Trust Assets; environmental justice; and cumulative effects.

The Action Alternatives' impacts to these resources would be the same for all of the resources except for systems operations. The present condition or characteristics of each resource are discussed first, followed by a discussion of the expected impacts caused by the Action Alternatives. The environmental effects are summarized in Section 3.4.

Implementing minimization measures would ensure that impacts are minimal and short term. Chapter 3 presents the impact analysis for resources after minimization measures and best management practices (BMPs) have been successfully implemented.

## **3.2 Resources Considered and Eliminated from Further Analysis**

The Jordan Aqueduct is located in an urban environment parallel to, or under, Bangerter Highway between 10900 South and Parkway Boulevard (2700 South) in Salt Lake County. On both the north and south sides of 6200 South, the Jordan Aqueduct easement is located on property owned by UDOT. In the areas where the Jordan Aqueduct easement is located on UDOT property, the easement is either co-located with Bangerter Highway or located on a vegetated strip of property between Bangerter Highway and the surrounding commercial or residential land uses. All easement areas located on UDOT property in the Bangerter Highway corridor are disturbed urban areas.

Given the urban and previously disturbed nature of the existing Jordan Aqueduct easement, Reclamation considered the resources listed in Table 3-1 but eliminated them from further analysis either because they are not present in the project area or because the effect of the Action Alternatives on the resource would be so minor (negligible) that it was discounted.

**Table 3-1  
Resources Eliminated from Further Analysis**

<b>Resource</b>	<b>Rationale for Elimination from Further Analysis</b>
Geology and soils resources	The Action Alternatives would not affect geology or soils. All UDOT project work would take place within the highly disturbed existing Jordan Aqueduct easement or UDOT's Bangerter Highway right-of-way.
Cultural resources	One historic site, 42SL286, the Utah Lake Distributing Canal, was identified within the UDOT project area and is eligible for inclusion in the National Register of Historic Places. However, construction for the UDOT project would avoid the site and would not affect it in any way. The Action Alternatives would have no impact on this historic site. Therefore, UDOT has determined that its project would result in No Historic Properties Affected. See the memo from the UDOT Archaeologist in Appendix C.
Paleontological resources	There are no paleontological resources in the project area. Therefore, the Action Alternatives would not affect these resources. See the memo from the Utah Geological Survey program manager in Appendix C.
Wilderness and Wild and scenic rivers	There are no wilderness areas or wild and scenic rivers in the project area. Therefore, the Action Alternatives would not affect these resources.
Hydrology	The water source, timing, and quantity of water in the Jordan Aqueduct would not change. Therefore, the Action Alternatives would not alter hydrology.
Water quality	The source of water in the Jordan Aqueduct would not change. The Action Alternatives would not affect water quality.
Prime and unique farmlands	There are no prime and unique farmlands in the project area. Therefore, the Action Alternatives would not affect these resources.
Floodplains	No Federal Emergency Management Agency 100-year floodplains are identified in the project area. Therefore, the Action Alternatives would not affect these resources. See the UDOT Water Resources Clearance Memo in Appendix C.

<b>Resource</b>	<b>Rationale for Elimination from Further Analysis</b>
Wetlands and riparian areas	No wetlands or riparian areas are identified in the project area. Therefore, the Action Alternatives would not affect these resources. See the UDOT Water Resources Clearance Memo in Appendix C.
Fish and wildlife resources	The UDOT project would be located in an urban, disturbed highway corridor. No wildlife resources are present in the project area. Therefore, the Action Alternatives would not affect these resources. See the memo from the UDOT Wildlife Biologist in Appendix C.
Threatened, endangered, and sensitive species	The UDOT project would be located in an urban, disturbed highway corridor. No endangered, threatened, or sensitive species are present in the project area. Therefore, the Action Alternatives would not affect these resources. See the memo from the UDOT Wildlife Biologist in Appendix C.
Recreation	No designated recreation resources would be affected by the Action Alternatives.
Water rights	The water source, timing, and quantity of water in the Jordan Aqueduct would not change. Therefore, the Action Alternatives would not affect water rights.

### **3.3 Affected Environment and Environmental Consequences**

This section describes the affected environment (baseline conditions) in the project area and the expected environmental consequences (impacts of the Action Alternatives) on the quality of the human environment that would be caused by construction and operation of the Action Alternatives (which are described in Chapter 2). The human environment is defined in this EA as all of the environmental resources, including social and economic conditions, occurring in the project area.

#### **3.3.1 Visual Resources**

At 6200 South, the existing Jordan Aqueduct is located underneath the southbound lanes of Bangerter Highway.

##### **3.3.1.1 No Action Alternative**

The Jordan Aqueduct is currently located underground and would remain underground with the No Action Alternative.

##### **3.3.1.2 West Aqueduct Relocation Alternative**

The Jordan Aqueduct is currently located underground and would remain underground at the completion of the construction project for the West Aqueduct

Relocation Alternative. There would be minor short-term impacts to visual resources from this alternative from construction activities that would temporarily disturb the existing view and topography to relocate the Jordan Aqueduct. Relocating the Jordan Aqueduct pipeline would require excavation below the existing ground surface to construct the new pipeline. The construction and visual disturbance for the Jordan Aqueduct relocation are anticipated to occur between 2019 and 2020.

### **3.3.1.3 East Aqueduct Relocation Alternative**

The East Aqueduct Relocation Alternative would have the same impacts to visual resources as the West Aqueduct Relocation Alternative.

### **3.3.1.4 UDOT Bangerter Highway 6200 South Interchange Project**

The UDOT's Bangerter Highway 6200 South interchange project proposes a grade-separated interchange where Bangerter Highway would be raised above the existing grade to cross over 6200 South. Views across Bangerter Highway could be obstructed for properties close to Bangerter Highway. There would be minor short-term impacts to visual resources from the UDOT project from construction activities that would temporarily disturb the existing view and topography at each location. The construction and visual disturbance for the UDOT project are anticipated to occur in 2020.

### **3.3.1.5 Mitigation**

The UDOT will work with the cities of Taylorsville and West Jordan regarding project aesthetics within the monetary limits allowed by UDOT's Aesthetics Policy.

## **3.3.2 System Operations**

The Jordan Aqueduct is currently operated and maintained by JWCD.

### **3.3.2.1 No Action Alternative**

With the No Action Alternative, the Jordan Aqueduct would not be relocated. However, the No Action Alternative could directly affect the system operations of the aqueduct because UDOT would place permanent structures in the Jordan Aqueduct easement. If operational or maintenance issues were to occur, the permanent structures in the easement would prevent Reclamation and JWCD from quickly addressing the issues. If the operational or maintenance issues could not be addressed quickly, they could cause long-term impacts to the system operations and water supply for the Jordan Aqueduct.

Additionally, the No Action Alternative could cause short-term adverse impacts to the system operations of the Jordan Aqueduct if protection-in-place measures were not provided before construction and the pipe was damaged during construction.

### **3.3.2.2 West Aqueduct Relocation Alternative**

The West Aqueduct Relocation Alternative would cause short-term impacts to the system operations of the Jordan Aqueduct because UDOT's contractor would need to temporarily shut off the supply of water from the aqueduct when switching over from the existing pipeline to the relocated pipeline and when installing protection-in-place measures. UDOT and its contractors would coordinate with Reclamation and JWCD before and during construction to minimize any effects on the aqueduct's system operations.

The UDOT and its contractors would relocate the Jordan Aqueduct at 6200 South before beginning any roadway construction. The UDOT and its contractors would install protection-in-place measures, obtain temporary construction easements, and follow all conditions of the Project Agreement before beginning any construction work in the Jordan Aqueduct easement.

The system operations of the Jordan Aqueduct would not have any effects on climate change since the Action Alternatives would maintain the current capacity of the Jordan Aqueduct.

### **3.3.2.3 East Aqueduct Relocation Alternative**

The East Aqueduct Relocation Alternative would have similar impacts to systems operations as the West Aqueduct Relocation Alternative. However, the East Aqueduct Relocation Alternative would have additional short-term and long-term impacts to the system operations of the Jordan Aqueduct because it would have two crossings of Bangerter Highway—both north and south of 6200 South. These additional road crossings could require JWCD to close down all, or some, lanes of Bangerter Highway to perform planned or unplanned maintenance on the segments of the Jordan Aqueduct that cross under Bangerter Highway. The East Aqueduct Relocation Alternative could cause system operation impacts to UDOT and travel delays to the public during planned or unplanned maintenance on the Jordan Aqueduct where it crosses Bangerter Highway.

### **3.3.2.4 UDOT Bangerter Highway 6200 South Interchange Project**

The UDOT project would have the same impacts to system operations as the No Action Alternative.

### **3.3.2.5 Mitigation**

For either of the Action Alternatives, UDOT and its contractors would relocate the Jordan Aqueduct at 6200 South before beginning any roadway construction. UDOT and its contractors would install protection-in-place measures, obtain temporary construction easements, and follow all conditions of the Project Agreement before beginning any construction work in the Jordan Aqueduct easement.

### **3.3.3 Health, Safety, Air Quality, and Noise**

The existing Jordan Aqueduct is underground and does not affect public health, air quality, or noise. Bangerter Highway is currently an arterial road with an at-



grade intersection at 6200 South. There are currently noise barriers between Bangerter Highway and all surrounding residential land uses.

The current noise levels in the project area are affected by traffic noise from Bangerter Highway and 6200 South. Traffic currently operates at LOS C at this intersection. The noise levels at residential areas near the Bangerter Highway and 6200 South intersection range from 56.9 to 81.6 dBA (A-weighted decibels). Many residential areas currently have noise impacts as defined by UDOT's Noise Abatement Policy (that is, noise levels equal to or greater than 66 dBA).

#### **3.3.3.1 No Action Alternative**

The No Action Alternative would not relocate the Jordan Aqueduct at 6200 South, so there would be no health, safety, air quality, or noise impacts from relocating the Jordan Aqueduct. Where feasible, UDOT and its contractors would work with Reclamation to establish construction procedures to minimize air quality and noise impacts during construction. The UDOT and its contractors would follow all UDOT Standard Specifications and the mitigation measures listed in Appendix E to minimize construction impacts.

#### **3.3.3.2 West Aqueduct Relocation Alternative**

The West Aqueduct Relocation Alternative would have short-term impacts to air quality and noise during the relocation of the Jordan Aqueduct pipeline at 6200 South. The UDOT and its contractors would work with Reclamation to establish construction procedures to minimize air quality and noise impacts during construction where feasible. The UDOT and its contractors would follow all UDOT Standard Specifications and the mitigation measures listed in Appendix E to minimize construction impacts.

#### **3.3.3.3 East Aqueduct Relocation Alternative**

The East Aqueduct Relocation Alternative would have the same impacts to health, safety, air quality, and noise as the West Aqueduct Relocation Alternative.

#### **3.3.3.4 UDOT Bangerter Highway 6200 South Interchange Project**

The UDOT's Bangerter Highway 6200 South interchange project could have short-term impacts to air quality from dust during construction.

The UDOT project could have short-term noise impacts during construction due to heavy machinery operations. Where existing noise barriers would be relocated, there could also be short-term higher noise levels and impacts during construction during the period between the removal of the existing noise barriers and completion of the new noise barriers.

The long-term noise effects of the UDOT project are described below. UDOT's Noise Abatement Policy considers any residential area to have a noise impact if a project would result in noise levels of 66 dBA or higher when using LOS C traffic conditions or if the noise would increase by 10 dBA or more compared to existing conditions. Noise modeling indicates that the UDOT project would generally

increase noise levels by 0.45 dBA throughout the project area; however, one receptor is modeled to have a 12-dBA increase in noise level. The UDOT project would cause some receptors to have noise levels equal to or greater than 66 dBA, even with the proposed mitigation measures.

All residential areas bordering Bangerter Highway at 6200 South have existing noise barriers. The UDOT project would cause noise levels ranging from 10.8 dBA less than to 12 dBA more than the existing noise levels with the proposed noise barriers modeled at LOS C traffic conditions. The LOS C noise levels would range from 58.4 to 79.7 dBA. The receptors with noise levels equal to or greater than 66 dBA are considered to have noise impacts according to UDOT's Noise Abatement Policy.

#### **3.3.3.5 Mitigation**

The UDOT Standard Specification 01572, *Dust Control and Watering*, will be followed to minimize dust during construction.

Construction noise impacts will be minimized by following UDOT Standard Specification 01355, *Environmental Compliance*, Part 3.6, *Noise Control*.

Noise barriers will be maintained or replaced at an equal or taller height for all residential areas.

In accordance with UDOT's Noise Abatement Policy, all of the noise analyses will be re-evaluated based on the final design of the project before UDOT determines the final noise barrier heights. In accordance with UDOT's Noise Abatement Policy, if a noise barrier is determined to be both feasible and meets the reasonable noise-abatement design goal and cost-effectiveness criterion, it will be recommended by UDOT for balloting by property owners and residents.

#### **3.3.4 Noxious Weeds and Existing Vegetation**

At 6200 South, the existing Jordan Aqueduct is located on property owned by UDOT that is part of the Bangerter Highway corridor. The land uses surrounding the Jordan Aqueduct easement at this location are residential and commercial.

##### **3.3.4.1 No Action Alternative**

No changes to the Jordan Aqueduct easement or alignment would occur from the No Action Alternative.

##### **3.3.4.2 West Aqueduct Relocation Alternative**

In the area proposed for relocating the Jordan Aqueduct easement and pipeline, the West Aqueduct Relocation Alternative would have no impact to existing vegetation. The area proposed for relocating the aqueduct is currently commercial or residential property, and the existing vegetation is limited to turf grass and ornamental plantings typical of an urban environment.

#### **3.3.4.3 East Aqueduct Relocation Alternative**

In the area proposed for relocating the Jordan Aqueduct easement and pipeline, the East Aqueduct Relocation Alternative would have no impact to existing vegetation. The area proposed for relocating the aqueduct is currently used for transportation purposes by UDOT and does not have existing vegetation.

#### **3.3.4.4 UDOT Bangerter Highway 6200 South Interchange Project**

The UDOT's Bangerter Highway 6200 South interchange project would have the same impacts to noxious weeds and existing vegetation as the West Aqueduct Relocation Alternative. Property acquisition is necessary surrounding 6200 South to accommodate a wider footprint for constructing on- and off-ramps.

Acquiring and demolishing residential properties on the west side of the Bangerter Highway to accommodate the wider footprint of the interchange and the on- and off-ramps would disturb vegetation and increase the potential for noxious weeds to become established. The UDOT and its contractors will mitigate for construction disturbance and replant the disturbed areas with approved plants and weed-free seed mixes surrounding the interchange.

#### **3.3.4.5 Mitigation**

The UDOT and its contractors will follow the mitigation measures below:

1. Include UDOT Special Provision Section 02924S, *Noxious Weed Control*, in the contract documents to require that earthmoving construction equipment be properly cleaned before mobilizing onto the project site (UDOT responsible).
2. Follow the requirements in UDOT Special Provision Section 02924S, *Noxious Weed Control*, by cleaning all earthmoving construction equipment before it is mobilized onto the project site and by avoiding unnecessary earth disturbance (contractor responsible).

#### **3.3.5 Socioeconomics**

At 6200 South, the existing Jordan Aqueduct is located on property owned by UDOT that is part of the Bangerter Highway corridor and on property owned private landowners whose properties would be purchased prior to construction. The land uses surrounding the Jordan Aqueduct easement at this location are residential and commercial.

##### **3.3.5.1 No Action Alternative**

No changes to the Jordan Aqueduct easement or alignment would occur from the No Action Alternative.

##### **3.3.5.2 West Aqueduct Relocation Alternative**

The West Aqueduct Relocation Alternative would not affect private property owners or socioeconomics. Property acquisition would be required for UDOT's Bangerter Highway 6200 South interchange project. These impacts are described below in Section 3.3.5.4.

### **3.3.5.3 East Aqueduct Relocation Alternative**

The East Aqueduct Relocation Alternative would not affect private property owners or socioeconomics. Property acquisition would be required for the UDOT Bangerter Highway 6200 South interchange project. These impacts are described below in Section 3.3.5.4.

### **3.3.5.4 UDOT Bangerter Highway 6200 South Interchange Project**

The UDOT's Bangerter Highway 6200 South interchange project could have short-term effects on businesses in the area, specifically decreased traffic flow and changes to business accesses during construction. The UDOT requires that all business accesses be maintained during construction for all of its projects. However, the project could temporarily change to business accesses, and customers might avoid the businesses during construction due to the transportation delays.

The UDOT project would provide long-term economic benefits to the traveling public in western Salt Lake County by reducing delay and congestion on Bangerter Highway and on 6200 South. Decreases in delay and congestion increase economic efficiency by making the delivery of goods and services more efficient and also make the surrounding areas more desirable for commercial activities.

Property acquisition would be necessary surrounding 6200 South to accommodate a wider footprint for the construction of on- and off-ramps.

The UDOT project would require the acquisition of 10 acres of property, which includes complete acquisitions, potential acquisitions, and partial acquisitions. The UDOT would need to completely acquire 24 residential properties and 1 commercial property. In addition, the UDOT project would have potential acquisitions of 7 residential properties (meaning that acquisition would be determined during the final design and right-of-way process). The UDOT would also need to acquire some acreage from 39 additional properties that are not expected to require complete acquisition.

### **3.3.5.5 Mitigation**

All affected property owners and residents will be provided just compensation in accordance with the Uniform Relocation Assistance Act and Real Property Acquisition Policies Act, as amended.

### **3.3.6 Access and Transportation**

The existing Jordan Aqueduct is located under Bangerter Highway at 6200 South. Bangerter Highway is a major north-south arterial in western Salt Lake County. 6200 South is a major east-west arterial. Bangerter Highway is a limited-access facility that allows access only to and from major cross streets. 6200 South allows commercial and residential accesses.

### **3.3.6.1 No Action Alternative**

Construction activities from the No Action Alternative would cause short-term impacts to transportation in the form of delays or detours for travelers on Bangerter Highway and 6200 South. The short-term transportation impacts would also affect the public by temporarily modifying or changing accesses for businesses and residential properties in the area. The No Action Alternative would not relocate the Jordan Aqueduct at 6200 South, so the transportation impacts at this location would have shorter duration compared to the impacts from either of the Action Alternatives. The transportation impacts would likely occur in 2020.

There would be a long-term benefit to transportation because the proposed UDOT project would reduce delay and congestion in these areas.

### **3.3.6.2 West Aqueduct Relocation Alternative**

The relocation of the Jordan Aqueduct at 6200 South that is part of the West Aqueduct Relocation Alternative would cause short-term temporary lane closures and delays on 6200 South and Bangerter Highway. These lane closures and delays would be necessary to construct the new pipeline between about 6440 South and about 6050 South. The UDOT anticipates that the construction impacts from the Jordan Aqueduct relocation would occur between 2019 and 2020 before the construction period for the UDOT Bangerter Highway 6200 South interchange project. The UDOT would work with the contractors, JWCD, and Reclamation to develop a maintenance of traffic plan for the Jordan Aqueduct relocation that would minimize impacts to the traveling public while allowing the timely relocation of the Jordan Aqueduct.

### **3.3.6.3 East Aqueduct Relocation Alternative**

The East Aqueduct Relocation Alternative would have similar impacts to access and transportation as the West Aqueduct Relocation Alternative. The transportation impacts would be greater with the East Aqueduct Relocation Alternative because two crossings of Bangerter Highway would require additional short-term temporary lane closures and delays on 6200 South and Bangerter Highway compared to one crossing with the West Aqueduct Relocation Alternative.

There would be a long-term benefit to transportation because the proposed UDOT project would reduce delay and congestion in these areas.

### **3.3.6.4 UDOT Bangerter Highway 6200 South Interchange Project**

The UDOT's Bangerter Highway 6200 South interchange project would have long-term beneficial impacts to transportation by reducing delay and congestion on Bangerter Highway and 6200 South.

The UDOT project would have short-term negative impacts to transportation in the form of delays or detours for travelers on Bangerter Highway and 6200 South. UDOT anticipates that construction of the UDOT project would occur in 2020.

During construction, Bangerter Highway and 6200 South could experience temporary lane closures and changes to travel patterns.

The UDOT will specify maintenance of traffic conditions for its contractor in order to minimize delays to the traveling public and inconvenience to the businesses and residents in the area. The specific maintenance of traffic requirements for the UDOT project are not yet known. Typically, UDOT's maintenance of traffic requirements allow the contractor to close more lanes during lower-travel periods and keep more lanes open during the morning and afternoon peak-hour periods to minimize delays to the traveling public. The UDOT will maintain a project website and public information resources during construction to update the public about planned lane closures or changes to travel patterns.

The UDOT anticipates that public safety would be maintained throughout construction by construction requirements that could include temporary signs, signals, striping, and barriers. The need for and locations of these items will be determined based on the contractor's proposal and UDOT's construction requirements.

The existing pedestrian bridge over Bangerter Highway at 6200 South would be removed as part of the UDOT project.

#### ***3.3.6.5 Mitigation***

The UDOT will specify maintenance of traffic conditions for its contractor in order to minimize delays to the traveling public and inconvenience to the businesses and residents in the area. Typically, UDOT's maintenance of traffic requirements allow the contractor to close more lanes during lower-travel periods and keep more lanes open during the morning and afternoon peak-hour periods to minimize delays to the traveling public. The UDOT will maintain a project website and public information resources during construction to update the public about planned lane closures or changes to travel patterns.

The UDOT anticipates that public safety would be maintained throughout construction by construction requirements that could include temporary signs, signals, striping, and barriers. The need for and locations of these items will be determined based on the contractor's proposal and UDOT's construction requirements.

If there is a gap between the period when the existing noise barriers are removed and the new noise barriers are constructed, temporary fences or Jersey barriers might need to be constructed to mitigate the risk of vehicles leaving the Bangerter Highway right-of-way in areas where properties are close to construction areas. Any temporary mitigation measures will be determined based on the contractor's proposal and UDOT's construction requirements.

The UDOT will provide temporary bus services for school students affected by the removal of the pedestrian bridge over Bangerter Highway at 6200 South until a permanent solution is decided upon with Granite School District.

### **3.3.7 Indian Trust Assets**

Indian Trust Assets are legal interests in property held in trust by the United States for Federally recognized Indian tribes or Indian individuals. Assets can be real property, physical assets, or intangible property rights, such as lands, minerals, hunting and fishing rights, and water rights.

The United States has an Indian trust responsibility to protect and maintain rights reserved by or granted to such tribes or individuals by treaties, statutes, and executive orders. These rights are sometimes further interpreted through court decisions and regulations. This trust responsibility requires that all Federal agencies take all actions reasonably necessary to protect trust assets. Reclamation carries out its activities in a manner that protects these assets and avoids adverse impacts when possible. When impacts cannot be avoided, Reclamation would provide appropriate mitigation or compensation.

Reclamation reviewed the No Action Alternative and Action Alternatives and determined that there would be no negative impacts to Indian Trust Assets.

Native American consultation was initiated in January 2018. To date, none of the tribes have responded to the notifications.

### **3.3.8 Environmental Justice**

Executive Order 12898 established environmental justice as a Federal agency priority to ensure that minority and low-income groups are not disproportionately affected by Federal actions. *Environmental justice* is a term used to describe the fair and equitable treatment of minority and low-income people with regards to federally funded projects and activities.

Neither the No Action Alternative nor the Action Alternatives would disproportionately (unequally) affect any low-income or minority communities. Although the Action Alternatives would require property acquisitions and relocations, the 24 households and 1 business that would be relocated because of impacts from the UDOT Bangerter Highway 6200 South interchange project are not low-income or minority communities and will be provided just compensation according to the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended.

### 3.3.9 Cumulative Effects

In addition to the specific impacts of the Action Alternatives, Reclamation analyzed the potential for significant cumulative impacts to resources affected by UDOT’s proposed Bangerter Highway 6200 South interchange project and affected by other past, present, and reasonably foreseeable actions in the project area.

According to the Council on Environmental Quality’s regulations for implementing NEPA (50 Code of Federal Regulations §1508.7), a *cumulative impact* is an impact on the environment that results from the incremental impact of a proposed action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

This section focuses on whether the Action Alternatives, considered together with any known or reasonably foreseeable future actions by Reclamation, other Federal or state agencies, or some other entity, would combine to cause an effect.

#### 3.3.9.1 Other Known Actions

Other known actions in the Bangerter Highway areas that are parallel to the Jordan Aqueduct include UDOT’s Bangerter Highway 6200 South interchange project. The expected effects of this interchange project are described above in Section 3.3, Affected Environment and Environmental Consequences.

Past actions that affected the Jordan Aqueduct include the UDOT Bangerter Highway 5400 South, 7000 South, and 9000 South interchange projects that are being constructed in 2018. The UDOT Bangerter Highway 5400 South project relocated a section of the Jordan Aqueduct. All three of these interchange projects included measures to protect segments of the Jordan Aqueduct.

#### 3.3.9.2 Other Reasonably Foreseeable Future Actions

Other reasonably foreseeable future actions on or near Bangerter Highway could affect the Jordan Aqueduct. The planned UDOT projects listed in Table 3-2 are identified in WFRC’s 2015–2040 RTP.

**Table 3-2  
Planned UDOT Projects on or near Bangerter Highway**

<b>Project</b>	<b>RTP Phase</b>
Bangerter Highway Interchange at State Road 201 (2100 South)	Phase 2 (planned for 2025–2034)
Bangerter Highway Interchange at Lake Park Boulevard (2700 South)	Phase 3 (currently unfunded)
Bangerter Highway Overpass at 3100 South	Phase 3 (currently unfunded)



<b>Project</b>	<b>RTP Phase</b>
Bangerter Highway Interchange at 3500 South	Phase 3 (currently unfunded)
Bangerter Highway Interchange at 4100 South	Phase 3 (currently unfunded)
Bangerter Highway Interchange at 4700 South	Phase 3 (currently unfunded)
Bangerter Highway Interchange at 9800 South	Phase 2 (planned for 2025–2034)
Bangerter Highway Interchange at 10400 South	Phase 1 (planned for 2015–2024)
Highway widening on 4700 South between 4000 West and I-215	Phase 1 (planned for 2015–2024)
Highway widening on 6200 South between Mountain View Corridor and Redwood Road	Phase 2 (planned for 2025–2034)
Highway widening on 7000 South between Bangerter Highway and Redwood Road	Phase 1 (planned for 2015–2024)
Highway widening on 9000 South between Bangerter Highway and Redwood Road	Phase 2 (planned for 2025–2034)
Highway widening on 10400 South between Bangerter Highway and Redwood Road	Phase 2 (planned for 2025–2034)

These planned UDOT projects and any impacts from these projects are not accounted for in this EA. Since these planned projects have not yet been developed or designed, their scope and effects are not known at this time. The planned projects could require new encroachments into the Jordan Aqueduct easement or relocation of the Jordan Aqueduct. If a project would affect the Jordan Aqueduct, UDOT would need to consult with Reclamation and provide sufficient mitigation measures to ensure that the Jordan Aqueduct is maintained in current or better condition and that the Jordan Aqueduct Protection Criteria are met.

### **3.4 Summary of Environmental Effects**

Table 3-3 summarizes the environmental effects of the No Action and Action Alternatives.

**Table 3-3  
Summary of Environmental Effects**

<b>Project Resource</b>	<b>No Action Alternative</b>	<b>West Aqueduct Relocation Alternative</b>	<b>East Aqueduct Relocation Alternative</b>	<b>UDOT Bangerter Highway 6200 South Interchange Project</b>
Geology and soils resources	No effect	No effect	No effect	No effect
Cultural resources	No effect	No effect	No effect	No effect
Paleontological resources	No effect	No effect	No effect	No effect
Wilderness and wild and scenic rivers	No effect	No effect	No effect	No effect
Hydrology	No effect	No effect	No effect	No effect
Water quality	No effect	No effect	No effect	No effect
Prime and unique farmlands	No effect	No effect	No effect	No effect
Floodplains	No effect	No effect	No effect	No effect
Wetlands and riparian areas	No effect	No effect	No effect	No effect
Fish and wildlife resources	No effect	No effect	No effect	No effect
Threatened, endangered and sensitive species	No effect	No effect	No effect	No effect
Recreation	No effect	No effect	No effect	No effect
Water rights	No effect	No effect	No effect	No effect
Indian Trust Assets	No effect	No effect	No effect	No effect
Visual resources	No effect	No effect	No effect	Grade-separated interchange would change the appearance of the intersection from the roadway and from surrounding properties.

<b>Project Resource</b>	<b>No Action Alternative</b>	<b>West Aqueduct Relocation Alternative</b>	<b>East Aqueduct Relocation Alternative</b>	<b>UDOT Bangerter Highway 6200 South Interchange Project</b>
System operations	Negative long-term effects on operations and maintenance from placing permanent structures in the Jordan Aqueduct easement. Short-term impacts to operations could occur to the Jordan Aqueduct if protection-in-place measures were not provided prior to construction.	Short-term impacts to the system operations of the Jordan Aqueduct from temporarily shutting off the aqueduct's supply of water when switching over from the existing pipeline to the relocated pipeline. Similar short-term impacts would occur due to temporarily shutting off water to install protection measures.	Short-term impacts to the system operations of the Jordan Aqueduct from temporarily shutting off the aqueduct's supply of water when switching over from the existing pipeline to the relocated pipeline. Similar short-term impacts would occur due to temporarily shutting off water to install protection measures.  This alternative would have additional short-term and long-term impacts to the system operations of the Jordan Aqueduct because it would have two crossings of Bangerter Highway—both north and south of 6200 South.	Same as the West Aqueduct Relocation Alternative.

Project Resource	No Action Alternative	West Aqueduct Relocation Alternative	East Aqueduct Relocation Alternative	UDOT Bangerter Highway 6200 South Interchange Project
Health, safety, air quality, and noise	Short-term noise and air quality impacts during construction.	Same as the No Action Alternative.	Same as the No Action Alternative.	<p>Short-term impacts to air quality from dust could occur during construction.</p> <p>The UDOT Standard Specification 01572, <i>Dust Control and Watering</i>, will be followed to minimize dust during construction.</p> <p>Short-term noise impacts could occur during construction and periods between removing existing noise barriers and constructing new noise barriers.</p> <p>In the long term, noise levels in the project area would range from 10.8 dBA less than to 12 dBA more than existing noise levels with the proposed noise barriers. Noise levels with the project would be 58.4 to 79.7 dBA.</p>
Noxious weeds and existing vegetation	Removal of existing vegetation in construction areas.	No effect	No effect	<p>Acquiring and demolishing residential properties on the west side of Bangerter Highway to accommodate the wider footprint of the interchange and the on- and off-ramps would disturb vegetation and increase the potential for noxious weeds to become established.</p> <p>The UDOT and its contractors will mitigate for construction disturbance and replant the disturbed areas with approved plants and weed-free seed mixes surrounding the interchange.</p>

<b>Project Resource</b>	<b>No Action Alternative</b>	<b>West Aqueduct Relocation Alternative</b>	<b>East Aqueduct Relocation Alternative</b>	<b>UDOT Bangertter Highway 6200 South Interchange Project</b>
Socioeconomics	No effect	No effect	No effect	<p>Short-term business impacts could occur from changes to access and traffic delays during construction.</p> <p>Long-term economic benefits would occur from improved transportation performance on Bangertter Highway and 6200 South.</p> <p>The project would require:</p> <ul style="list-style-type: none"> <li>10 acres of acquired property</li> <li>24 residential acquisitions</li> <li>1 commercial acquisition</li> <li>7 potential acquisitions</li> <li>39 partial acquisitions</li> </ul> <p>Property acquisition is required in order to construct the grade-separated interchange. All affected property owners and residents will be provided just compensation in accordance with the Uniform Relocation Assistance Act and Real Property Acquisition Policies Act, as amended.</p>

<b>Project Resource</b>	<b>No Action Alternative</b>	<b>West Aqueduct Relocation Alternative</b>	<b>East Aqueduct Relocation Alternative</b>	<b>UDOT Bangerter Highway 6200 South Interchange Project</b>
Access and transportation	<p>Short-term delays and detours during construction.</p> <p>Long-term benefit from having a more efficient transportation system.</p>	Same as the No Action Alternative.	Same as the No Action Alternative.	<p>Short-term delays and detours during construction.</p> <p>Long-term benefit, since the project would reduce current and expected delay and congestion on Bangerter Highway and 6200 South.</p> <p>The UDOT anticipates that public safety would be maintained throughout construction by construction requirements that could include temporary signs, signals, striping, and barriers. The need for and locations of these items will be determined based on the contractor's proposal and UDOT's construction requirements.</p> <p>The existing pedestrian bridge over Bangerter Highway at 6200 South would be removed. UDOT will provide temporary bus services for school students affected by the removal of the pedestrian bridge until a permanent solution is decided upon with Granite School District.</p>

## Chapter 4 Environmental Commitments

Reclamation, in collaboration with UDOT, has developed the environmental commitments discussed in this chapter. These environmental commitments, along with the minimization measures listed in Section 2.7, will be incorporated into the Preferred Alternative to lessen its adverse effects. Although this section refers to the Preferred Alternative, the commitments would apply to either of the Action Alternatives evaluated in this EA. The following environmental commitments will be implemented as an integral part of the Preferred Alternative:

1. **Project Agreement Conditions** - The Preferred Alternative will meet all conditions and follow all procedures specified in the Project Agreement. The draft Project Agreement is provided in Appendix B.
2. **Standard Reclamation Best Management Practices** - Standard Reclamation BMPs will be applied during construction to minimize environmental effects and will be implemented by construction forces or included in construction specifications.
3. **Additional Analyses** - If the Preferred Alternative were to change significantly from that described in this EA because of additional or new information, or if other spoil or work areas beyond those described in this analysis were required outside the defined project construction area, additional environmental analyses might be necessary.
4. **UDOT Standard Specifications and Project Commitments** - The Preferred Alternative will follow all UDOT standard specifications and the project commitments for each interchange. The UDOT project commitments are provided in Appendix E.

# **Chapter 5 Consultation and Coordination**

## **5.1 Introduction**

This chapter describes other consultation and coordination between Reclamation and other Federal, state, and local government agencies, Native American tribes, and the public during the preparation of this EA. Compliance with NEPA is a Federal responsibility that involves the participation of all of these entities in the planning process. The NEPA requires full disclosure about major actions taken by Federal agencies and accompanying alternatives, impacts, and potential mitigation of impacts.

## **5.2 Public Involvement**

Reclamation, in collaboration with UDOT, will notify all owners of property located within a ¼ mile of the proposed interchange project, as well as interested state and Federal agencies, of the Proposed Action and will invite them to participate in a 30-day public comment period on this Draft EA. All comments will be considered and addressed in the Final EA.

## **5.3 Native American Consultation**

Native American consultation was initiated through letters sent by UDOT on January 3, 2018, to the Eastern Shoshone Tribe of the Wind River Reservation, Shoshone-Bannock Tribes, Northwestern Band of Shoshone Nation, Ute Indian Tribe of the Uintah and Ouray Ute Indian Reservation, and the Skull Valley Band of Goshute Indians. In addition, notification was also sent on January 3, 2018, to those tribes with whom UDOT has National Historic Preservation Act Section 106 Programmatic Agreements: Cedar Band of Paiutes, Shivwits Band of Paiute Indian Tribe, and the Confederated Tribes of the Goshute Reservation. To date, none of the tribes have responded to these notifications.

Reclamation has been provided with copies of the UDOT Native American consultation letters and will determine whether additional Native American consultation is necessary.



## **5.4 Utah Geological Survey**

The UDOT requested a paleontological file search from the Utah Geological Survey (UGS) to determine the nature and extent of paleontological resources within the project area of the UDOT Bangerter Highway 6200 South interchange project. The UDOT received the file search results and recommendations from UGS in a letter dated February 5, 2018. According to the letter, 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). A copy of this letter is provided in Appendix C.

## **5.5 Utah State Historic Preservation Office**

A copy of the UDOT Cultural Clearance with Tier 1 Screening Form and a determination of “no effect” on historic properties for the UDOT’s Bangerter Highway 6200 South interchange project is included in Appendix C. No further consultation with the Utah State Historic Preservation Office is required for the Action Alternatives.

## Chapter 6 Preparers

The following tables list the preparers who participated in developing this EA. The preparers include EA preparers, Reclamation team members, and Federal, state, and JVWCD team members.

**Table 6-1  
Environmental Assessment Preparers**

<b>Name</b>	<b>Title</b>	<b>Company</b>
Kevin Kilpatrick	Environmental Planner/ Project Manager	HDR, Inc.
Sarah Rigard	GIS Analyst/Planner	HDR, Inc.
Carrie Ulrich	Technical Editor	HDR, Inc.
Peter Steele	Archaeologist	Horrocks Engineers
Ryan Pitts	Environmental Planner	Horrocks Engineers
Nicole Tolley	Environmental Planner	Horrocks Engineers
Nathan Clarke	Environmental Scientist/ Biologist	Horrocks Engineers
Craig Bown	Environmental Planner	Horrocks Engineers
Justin Beddoes, PE	Engineer	Horrocks Engineers
Jon Dugmore	Archaeologist	UDOT
Tyler Allen	Environmental Manager	UDOT
Elizabeth Giraud	Historic Preservation Specialist	UDOT
Paul West	Wildlife Biologist	UDOT
Ryan Halverson	Landscape Architect/ Wetland Scientist	UDOT

**Table 6-2  
Reclamation Team Members**

<b>Name</b>	<b>Title</b>	<b>Company</b>
Ms. Linda Morrey	Secretary	Bureau of Reclamation
Mr. Jared Baxter	Fish and Wildlife Biologist	Bureau of Reclamation
Mr. Rick Baxter	NEPA Oversight	Bureau of Reclamation
Mr. Peter Crookston	NEPA Coordinator	Bureau of Reclamation
Mr. Zachary Nelson	Archaeologist	Bureau of Reclamation

**Table 6-3**  
**Federal, State, and JWCD Members**

<b>Name</b>	<b>Title</b>	<b>Company</b>
Mr. Richard Bay	General Manager	JVWCD
Mr. J.T. Cracroft	Property Manager	JVWCD

## Chapter 7 Acronyms and Abbreviations

<b>Acronym/Abbreviation</b>	<b>Meaning</b>
BMP	best management practice
dBA	decibels on the A-weighted scale
EA	Environmental Assessment
FONSI	Finding of No Significant Impact
JA-2	Jordan Aqueduct Reach 2
JVWCD	Jordan Valley Water Conservancy District
LOS	level of service
NEPA	National Environmental Policy Act of 1969
Reclamation	United States Bureau of Reclamation
RTP	Regional Transportation Plan
UDOT	Utah Department of Transportation
UGS	Utah Geological Survey
UPDES	Utah Pollutant Discharge Elimination System
WFRC	Wasatch Front Regional Council

# **Chapter 8 Appendices**

**Appendix A: Figures**

**Appendix B: Jordan Aqueduct Protection Criteria and Draft Project Agreement**

**Appendix C: Consultation Letters and Reports**

**Appendix D: Public Involvement Summary**

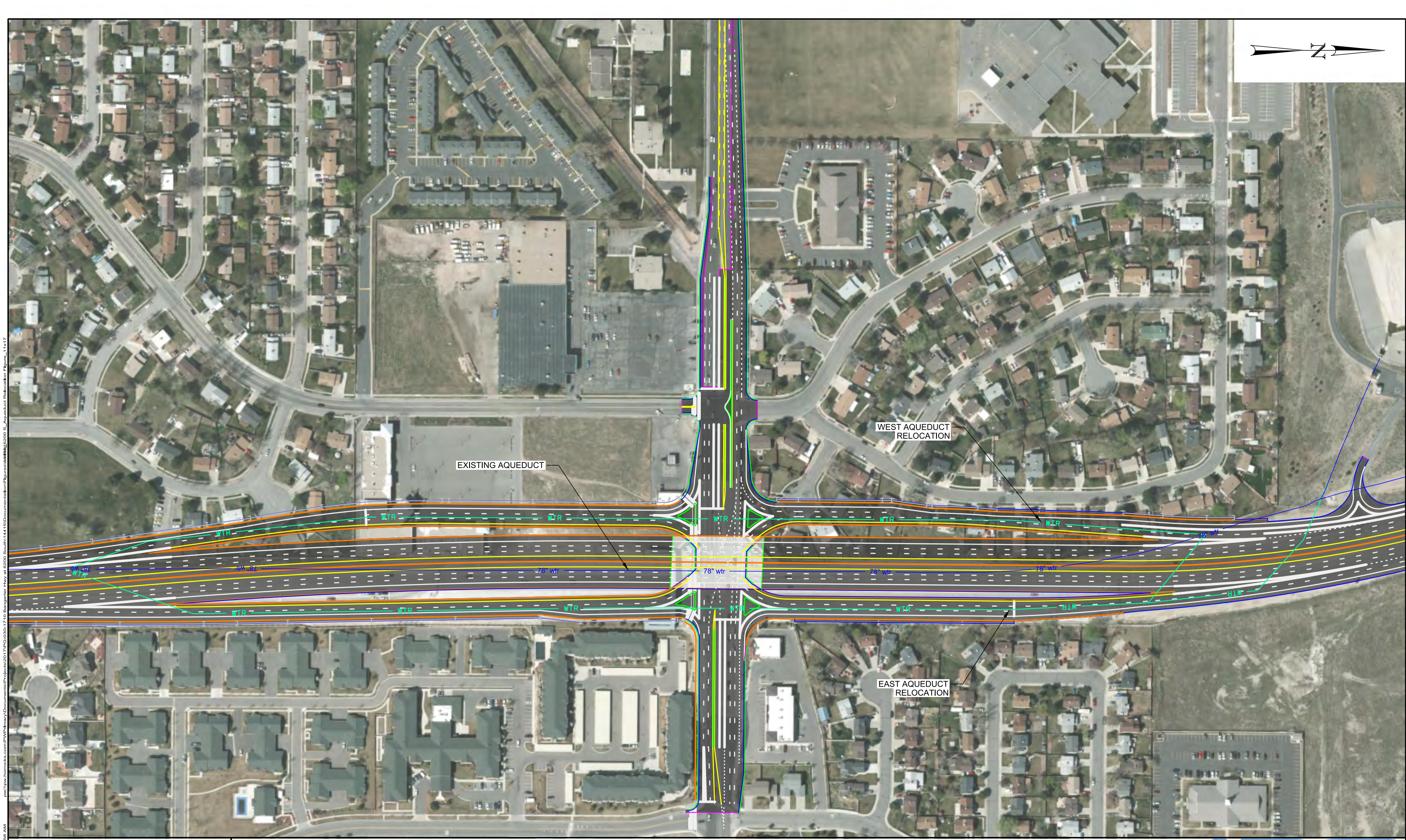
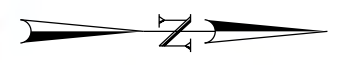
**Appendix E: UDOT Project Commitments**

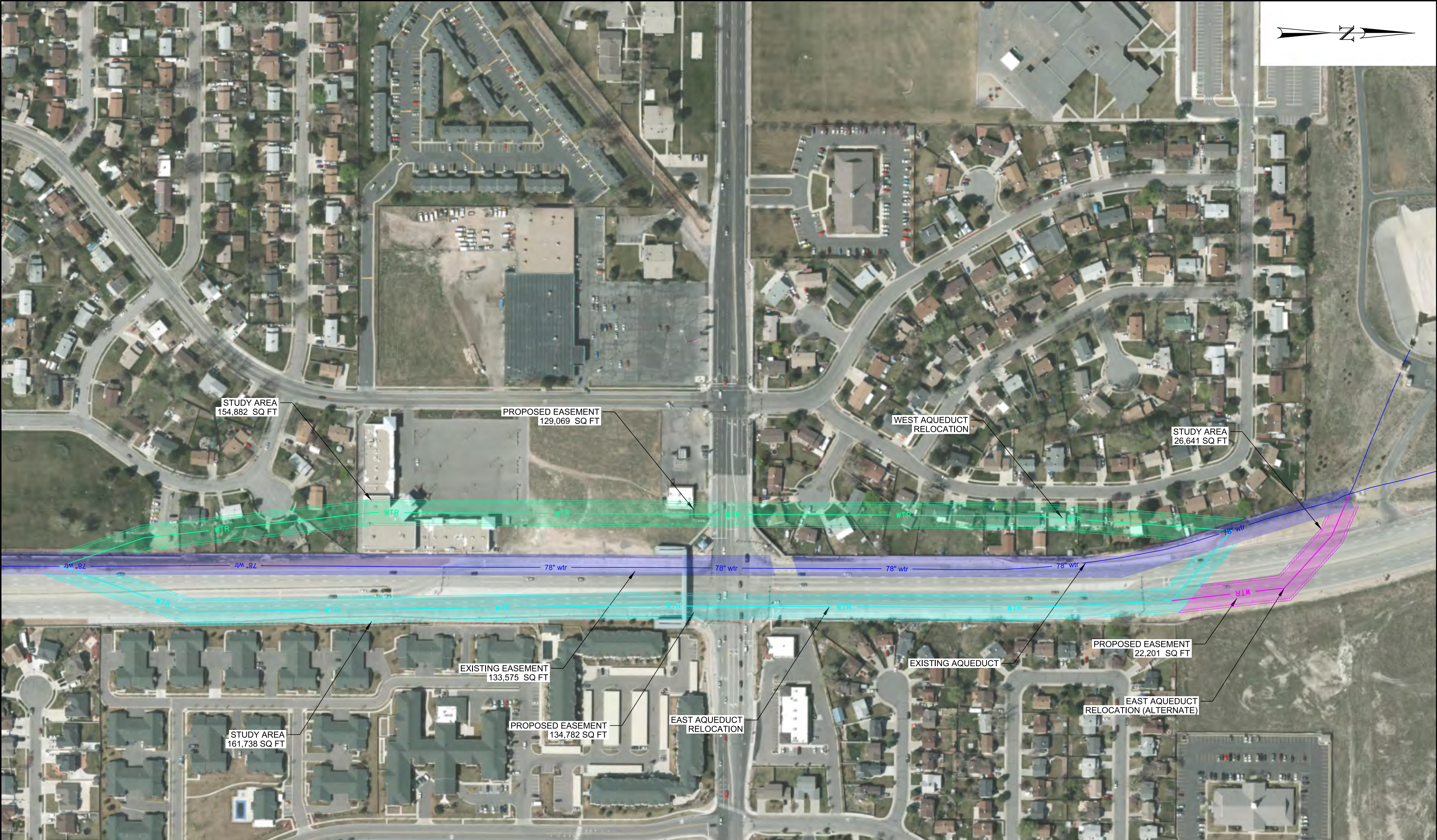
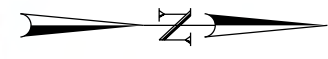
# Appendix A: Figures

Jordan Aqueduct Pipeline and Easement Relocation Figures (2 figures)

UDOT Project Overview Figure

UDOT Concept Design (3 part series)





STUDY AREA  
154,882 SQ FT

PROPOSED EASEMENT  
129,069 SQ FT

WEST AQUEDUCT  
RELOCATION

STUDY AREA  
26,641 SQ FT

STUDY AREA  
161,738 SQ FT

EXISTING EASEMENT  
133,575 SQ FT

PROPOSED EASEMENT  
134,782 SQ FT

EAST AQUEDUCT  
RELOCATION

EXISTING AQUEDUCT

PROPOSED EASEMENT  
22,201 SQ FT

EAST AQUEDUCT  
RELOCATION (ALTERNATE)

BANGERTER HWY AT 6200 S  
UDOT REGION 2, SALT LAKE COUNTY  
PROJECT # S-0154(84)14  
PIN # 14415

# JVWCD EASEMENT



3/2/2018 11:08:04 AM p:\w\horricks.com\p\p\Binary\Documents\Projects\017\PC-030-1710 Bangerter Hwy at 6200 South\14415\Documents\Bureaus\Engineering\2008\_S\JVWCD Easement\Figure\_11x17



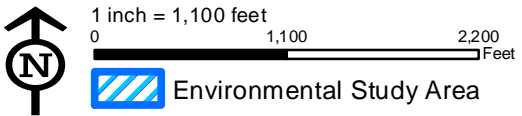
# Taylorville

**Environmental Study Area**  
(Final impact area to be determined)

**Project Location**

**Salt Lake City South Quad**  
Section 16, 17, 20, and 21 of  
Township 2 South, Range 1 West

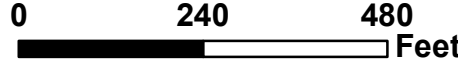
**Bangerter Hwy @ 6200 South**  
PIN 14415 Project No. S-0145(84)14



C:\Users\mthanc\Desktop\PG-030-1710\_0200\GIS\6200 S Project Location Map.mxd, 11/6/2017 1:11:57 PM, northanc

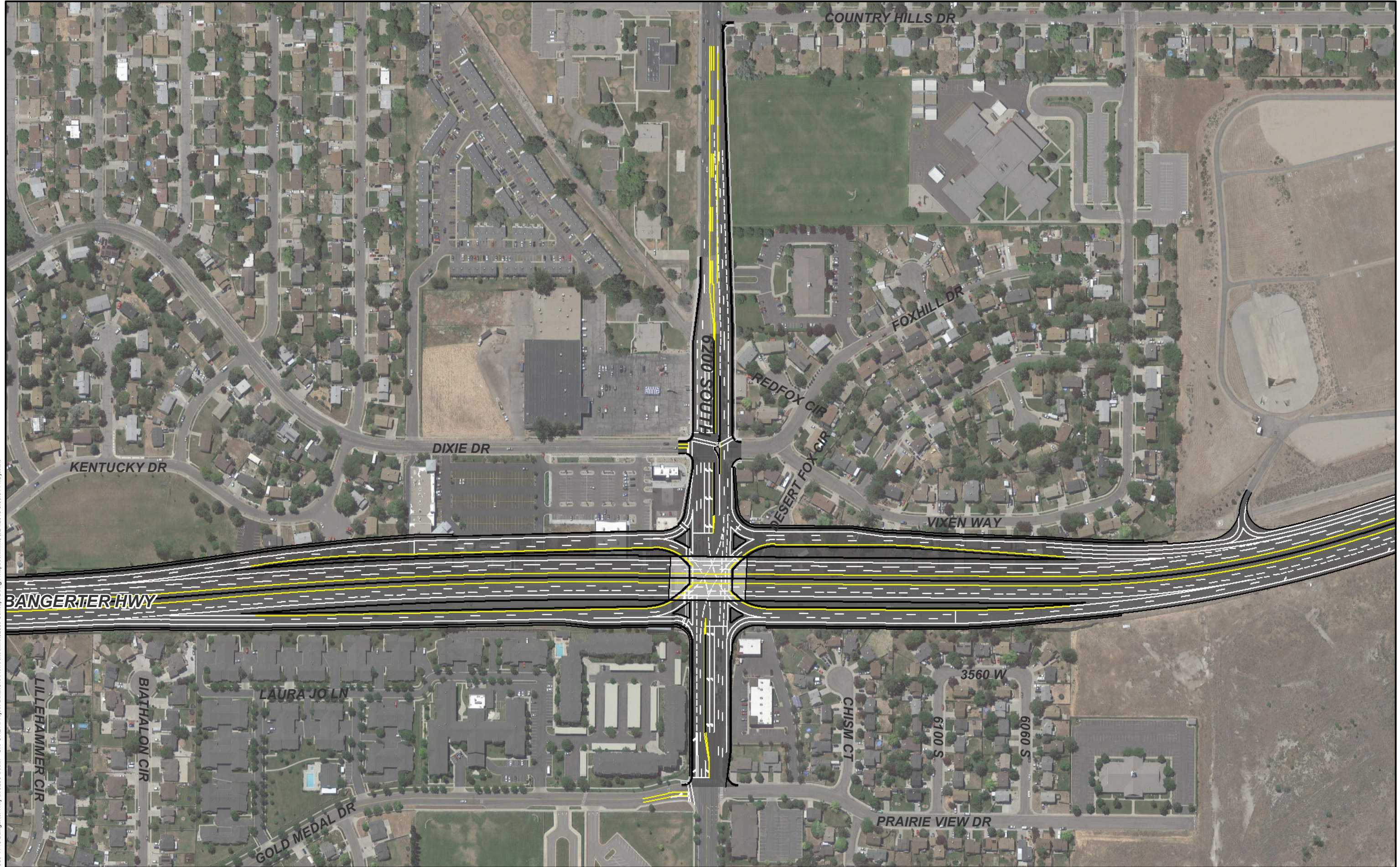


1 inch = 250 feet

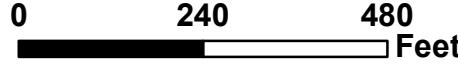


**Bangerter @ 6200 South**  
**Concept Design**

C:\2017\PG-030-1710 Bangerter Hwy at 6200 South - GIS ONLY\Project Data\GIS\HorrocksMxd\6200s Concept Design mapbook.mxd, 3/21/2018 3:00:04 PM, Justin

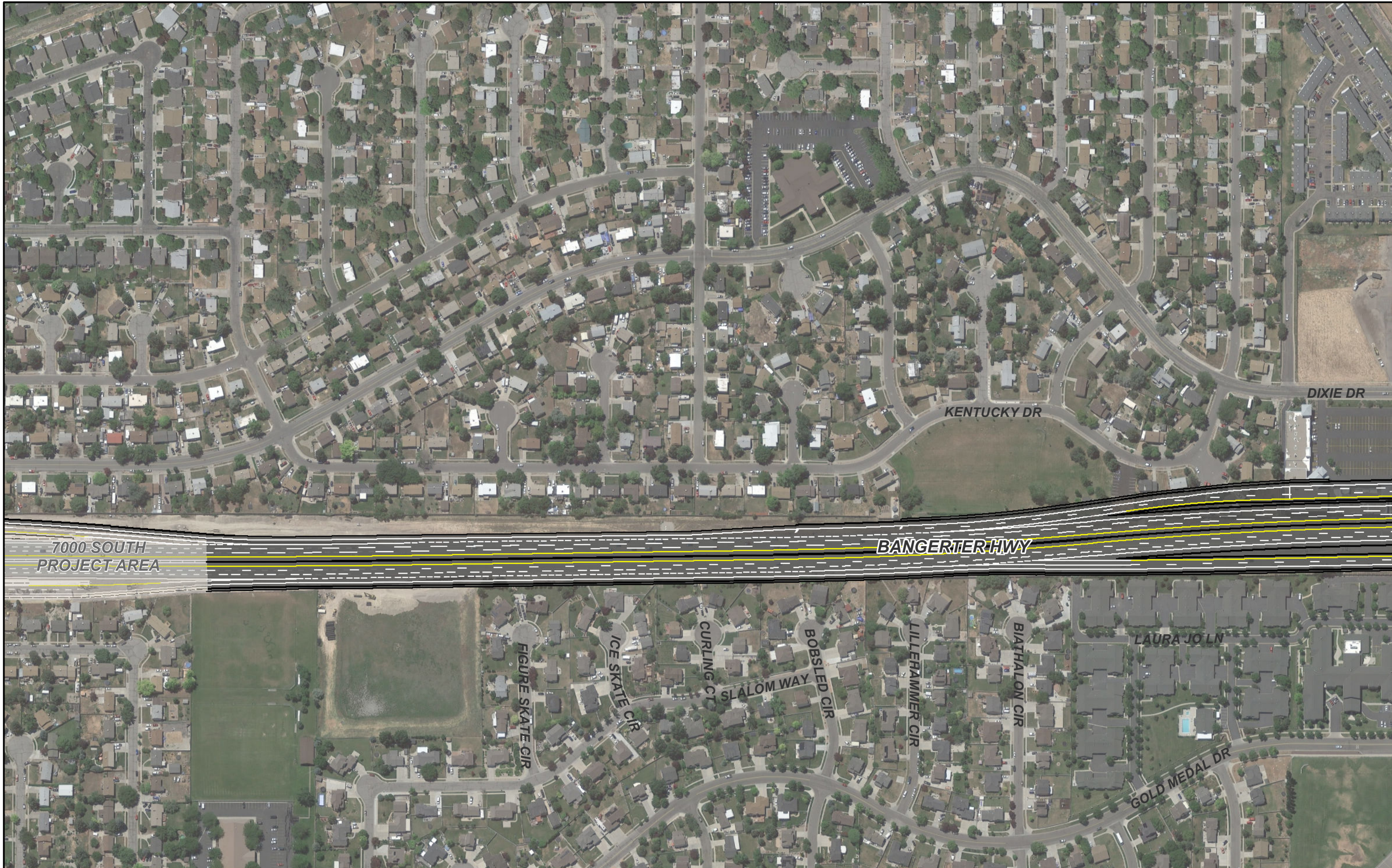


1 inch = 250 feet



**Bangerter @ 6200 South**  
**Concept Design**

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1 inch = 250 feet

0 240 480 Feet

**Bangerter @ 6200 South**  
**Concept Design**

Map 3 of 3

# **Appendix B: Jordan Aqueduct Protection Criteria and Draft Project Agreement**

Jordan Aqueduct Protection Criteria

Draft Project Agreement

## EXHIBIT "A"

### ENCROACHMENT GUIDELINES FOR JORDAN AQUEDUCT, REACH 1, 2, 3 & 4

#### PROTECTION CRITERIA

A. Surface structures that generally will be allowed to be constructed within United States rights-of-way include asphalt roadways, with no utilities within roadway, non reinforced parking lots, curbs, gutters and sidewalks, walkways, driveways. However, where United States system pipe has specific maximum and minimum cover designation the special requirements for roadways, parking lots and driveways crossing over the pipe shall be obtained from the United States for the maximum allowable external loading or minimum cover. **HOWEVER, IT IS UNDERSTOOD THAT ALL SURFACE STRUCTURES SHALL BE ANALYZED AND CONSIDERED ON AN INDIVIDUAL BASIS.**

B. Structures that may not be constructed in, on, or along United States rights-of-way include but are not limited to, permanent structures such as retaining walls, block walls, buildings, garages, decks, carports, mobile homes with permanent foundations, swimming pools, block, cement, fences, or rock fences and walls as designated by the United States.

C. No trees or vines will be allowed within the rights-of-way of the United States.

D. All temporary or permanent changes in ground surfaces within United States rights-of-way are to be considered to be encroaching structures and must be handled as such. Earthfills and cuts on adjacent property shall not encroach onto United States rights-of-way without prior approval by the United States.

E. Existing gravity drainage of the United States rights-of-way must be maintained. No new concentration of surface or subsurface drainage may be directed onto or under the United States rights-of-way without adequate provision for removal of drainage water or adequate protection of the United States rights-of-way.

F. Prior to construction of any structure that encroaches within United States rights-of-way, an excavation must be made to determine the location of existing United States facilities. The excavation must be made by or in the presence of water users or the United States.

G. Any contractor or individual constructing improvements in, on, or along United States rights-of-way must limit his construction to the encroaching structure previously approved and construct the improvements strictly in accordance with plans or specifications.

H. The ground surfaces within United States rights-of-way must be restored to a condition equal to that which existed before the encroachment work began or as shown on the approved plans or specifications.

I. The owner of newly constructed facilities that encroach on United States rights-of-way shall notify the United States and/or the District upon completion of construction and shall provide the

District with one copy and the United States with two copies of as-built drawings showing actual improvements in, on, or along the rights-of-way.

J. Except in case of ordinary maintenance and emergency repairs, an owner of encroaching facilities shall give the District at least 10 days notice in writing before entering upon United States rights-of-way for the purpose of reconstructing, repairing, or removing the encroaching structure or performing any work on or in connection with the operation of the encroaching structure.

K. If unusual conditions are proposed for the encroaching structure or unusual field conditions within United States rights-of-way are encountered, the United States reserves the right to impose more stringent criteria than those prescribed herein.

L. All backfill material within United States rights-of-way shall be compacted to 90 percent of maximum density unless otherwise shown. Mechanical compaction shall not be allowed within 6 inches of the projects works whenever possible. In no case will mechanical compaction using heavy equipment be allowed over the project works or within 18 inches horizontally of the projects works.

M. That the backfilling of any excavation or around any structure within the United States rights-of-way shall be compacted in layers not exceeding 6 inches thick to the following requirements: (1) cohesive soils to 90 percent maximum density specified by ASTM Part 19, D-698, method A; (2) noncohesive soils to 70 percent relative density specified by ANSI/ASTM Part 19, d-2049, par. 7.1.2, wet method.

N. Any nonmetallic encroaching structure below ground level shall be accompanied with a metallic strip within the United States rights-of-way.

O. Owners of encroaching facilities shall notify the United States at (801) 379-1000 and/or the District at (801) 565-4300 at least forty-eight (48) hours in advance of commencing construction to permit inspection by the United States and/or the District.

P. No use of United States lands or rights-of-way shall be permitted that involve the storage of hazardous material.



United States Contract No. \_\_\_\_\_  
UDOT Contract No. \_\_\_\_\_

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF RECLAMATION

PROJECT AGREEMENT  
AMONG THE  
UNITED STATES OF AMERICA  
AND  
UTAH DEPARTMENT OF TRANSPORTATION  
AND  
JORDAN VALLEY WATER CONSERVANCY DISTRICT

THIS PROJECT AGREEMENT, made this \_\_\_\_\_ day of \_\_\_\_\_, 2016, pursuant to the Act of Congress of June 17, 1902 (32 Stat. 388), and acts amendatory thereof or supplementary thereto, all of which acts are commonly known and referred to as Reclamation Laws, and particularly pursuant to Section 10 of the Act of August 4, 1939, (53 Stat. 1187) among the UNITED STATES OF AMERICA, represented by the officer executing this Project Agreement, his duly appointed successor, or his duly authorized representative, hereinafter referred to as the “United States,” UTAH DEPARTMENT OF TRANSPORTATION hereinafter referred to as “UDOT,” and JORDAN VALLEY WATER CONSERVANCY DISTRICT, hereinafter referred to as “Jordan Valley.”

WITNESSETH THAT:

WHEREAS, the United States has constructed and continues to own large projects for the storage and delivery of water; and

WHEREAS, the United States has contracted with various water user organizations to use, care for, operate and maintain its project facilities; and

WHEREAS, as a result, the United States holds real property interests (fee title and easements), hereinafter referred to as “Land Interests of the United States,” located throughout the State of Utah which are acquired through the Bureau of Reclamation (“Reclamation”); and

WHEREAS, the United States owns certain project facilities located on the Land Interests of the United States, including the Jordan Aqueduct, and appurtenant structures and



improvements, located in the vicinity of SR-154-Bangerter Highway corridor, hereinafter referred to as the “US Facilities”; and

WHEREAS, the Central Utah Project Completion Act (Titles II-VI of P.L. 102-575, as amended) (“CUPCA”) was enacted on October 30, 1992; and

WHEREAS, Section 201(e) of CUPCA transferred Federal oversight responsibility for all phases of the Bonneville Unit of the Central Utah Project (“CUP”) from Reclamation to the Secretary of the Interior (“Secretary”); and

WHEREAS, the Secretary desires to use Reclamation’s engineering and technical services expertise to assist in the actions described herein; and

WHEREAS, UDOT, an agency of the State of Utah, constructed and continues to construct, operate, maintain, reconstruct, and rehabilitate highways throughout the State of Utah for the purpose of providing public transportation; and

WHEREAS, the parties entered into a Memorandum of Agreement 05-LM-40-02720 September 26, 2005, attached as Exhibit A; and

WHEREAS, UDOT will award a design–build contract to a third party, (“Design-Builder”), for the highway project identified as Project No. S-0154(84)14 Bangerter Highway at 6200 South (PIN 14415), in Salt Lake County, Utah, hereinafter referred to as the “Highway Project”; and

WHEREAS, UDOT shall require by contract that the Design-Builder administer construction of the Highway Project, including quality control; and

WHEREAS, the Highway Project necessitates expenditures consisting of design engineering and construction for protection of, or encroachment on, or impacts to, or relocation of Land Interests of the United States and/or US Facilities on the Highway Project, hereinafter referred to as “Work”; each encroachment or impact or relocation will be the subject of a separate agreement; and

WHEREAS, it is the desire of UDOT for the Design-Builder to construct the Work within a tightly controlled schedule that includes completion deadlines; and

WHEREAS, Jordan Valley and the Metropolitan Water District of Salt Lake & Sandy (“Metropolitan Water District”) are contractors of the United States, and they care for, operate and maintain Jordan Aqueduct Reaches 2 and 3 (“JA-2” and “JA-3”). These water districts

have the right to the capacity of JA-2 and JA-3 (5/7ths Jordan Valley and 2/7ths Metropolitan Water District). The day-to-day care, operation and maintenance of JA-2 and JA-3 have been delegated to Jordan Valley for the benefit of both districts; and

WHEREAS, the United States, its contractors, agents, and assigns will inspect and accept the Work as appropriate to accommodate the Highway Project; and

WHEREAS, for the purpose of expediting the Highway Project, any Work that will impact or encroach on Land Interests of the United States and/or US Facilities will require a separate encroachment or license agreement; and

WHEREAS, it is the desire of UDOT, the United States, and Jordan Valley to enter into this Project Agreement with the understanding that future agreements may be entered into covering Work to be accomplished by UDOT at specific Highway Project locations (“Supplemental Agreements”); and

WHEREAS, in accordance with Utah Code § 72-6-116(3)(a)(ii), UDOT will pay the cost of relocation of US Facilities located on Land Interests of the United States in compliance with 23 C.F.R. §645, subpart A; and

WHEREAS, in accordance with 23 C.F.R. § 645, subpart A, the United States has determined, with the concurrence of UDOT, that accrued depreciation credit is not required as a result of the Work; and

WHEREAS, the US Facilities convey drinking water that serves the residents of Salt Lake County.

NOW, THEREFORE, for good and valuable consideration, the sufficiency of which is hereby acknowledged, the parties agree as follows.

1. **SEVERABILITY**: Each provision of this Project Agreement shall be interpreted in such a manner as to be valid under applicable law, but if any provision of this Project Agreement shall be deemed or determined by competent authority to be invalid or prohibited hereunder, such provision shall be ineffective and void only to the extent of such invalidity or prohibition, but shall not be deemed ineffective or invalid as to the remainder of such provision or any other remaining provisions, or of the Project Agreement as a whole.
2. **HOLD HARMLESS**:
  - a. In consideration of the United States agreeing to encroachment upon the Land Interests of the United States by UDOT, UDOT hereby agrees to indemnify and hold the United States, its officers, agents, employees, and assigns harmless from any and

all claims whatsoever for personal injuries or damages to property when such injuries or damages directly or indirectly arise out of UDOT or its Design-Builder's Work concerning the Highway Project's construction, maintenance, repair, use or the presence of the Highway Project upon the Land Interests of the United States; provided, however, that nothing in this Project Agreement shall be construed as releasing the United States from responsibility for its own negligence. Nothing herein shall be deemed to increase the liability of the United States beyond the provisions of the Federal Tort Claims Act, Act of June 25, 1948, 62 Stat. 989 (28 U.S.C. §1346(b), 2671 et seq.) or other applicable law. Nothing in this Project Agreement shall be construed as a waiver by UDOT of the provisions of the Governmental Immunity Act of Utah (Utah Code Ann. §§ 63G-7-101 et seq.). UDOT's obligation to indemnify shall be limited to the negligence claims allowed by the Federal Tort Claims Act.

- b. In consideration of the United States agreeing to UDOT encroaching upon the Land Interests of the United States, UDOT agrees that the United States shall not be responsible for any damage caused to the Highway Project or related facilities of UDOT, unless such damage is caused by the negligence of the United States or by its contractors, officers, agents, employees or assigns as determined under the provisions of the Federal Tort Claims Act. UDOT hereby releases the United States, its officers, employees, agents, and assigns from liability for any and all loss or damage of every description or kind whatsoever which may result to UDOT from the construction, operation, and maintenance of the Highway Project upon Land Interests of the United States; provided that nothing in this Project Agreement shall be construed as releasing the United States from liability for its own negligence as determined under the provisions of the Federal Tort Claims Act.
  
- c. UDOT and Jordan Valley are both governmental entities subject to the Utah Governmental Immunity Act. Each party agrees to indemnify, defend, and save harmless the other party from and against all claims, suits and costs, including attorneys' fees, for injury or damage of any kind, arising out of its negligent acts, errors or omissions and the negligent acts, errors or omissions of its officers, agents, contractors or employees in the performance of this Project Agreement. Nothing in this Project Agreement is intended to create additional rights for third parties or to waive any of the provisions of the Utah Governmental Immunity Act. The obligation to indemnify is limited to the dollar amounts set forth in the Utah Governmental Immunity Act, provided the Act applies to the action or omission giving rise to indemnification under this subparagraph. The indemnification in this subparagraph shall survive the expiration or termination of this Agreement.

3. PROTECTION OF UNITED STATES INTERESTS: UDOT shall comply with all applicable laws, ordinances, rules, and regulations enacted or promulgated by any Federal, State, or local governmental body having jurisdiction over an issue applicable to the Highway Project.
4. ACCESS: The United States and Jordan Valley reserve the right of reasonable access for them and their respective contractors, officers, agents, employees, and assigns to make investigations of all kinds, dig test pits and drill test holes, and to survey for and construct, use, operate, and maintain US Facilities and other improvements related to or connected to JA-2 and JA-3. However, the United States and Jordan Valley and their respective contractors, officers, agents, employees, and assigns shall not access or perform any work on UDOT's right-of-way unless a permit is obtained from UDOT and such permit holder and its contractors, officers, agents, employees, and assigns comply with the permit requirements. The United States and Jordan Valley, and their respective contractors, officers, agents, employees, and assigns shall have the right to enter UDOT's right-of-way in the event of any emergency to make repairs required to prevent loss of life or significant damage to property. The party exercising such right of emergency access and its contractors, officers, agents, employees, and assigns must 1) provide notice to UDOT of entry onto the right-of-way via UDOT's right-of-way and permits officers as soon as practicable but in no event more than 24 hours after entering the right-of-way; and 2) follow guidelines for traffic control as outlined in the Manual of Uniform Traffic Control Devices (MUTCD).
5. PROJECT COORDINATION — FOR IMPACTS TO LAND INTERESTS OF THE UNITED STATES AND US FACILITIES:
  - a. During the development of the Highway Project design, UDOT will consult with Jordan Valley to determine if conflicts, encroachments, and interference with Land Interests of the United States and US Facilities can be avoided. The United States agrees that Jordan Valley will be the designated point of contact for UDOT and its Contactor to consult and coordinate with during the Highway Project. Jordan Valley will consult and coordinate with the United States and the Metropolitan Water District as necessary during the Highway Project.
  - b. If conflicts, encroachments, or interference with Land Interests of the United States and US Facilities are necessary and/or cannot be reasonably avoided, UDOT will identify the extent of the conflict, encroachment, or interference and propose a solution. In the event of a relocation of US Facilities, the location to which such facilities are to be relocated must be acceptable to the United States and Jordan Valley.

- c. The United States, Jordan Valley, and UDOT have determined locations of encroachment on Land Interests of the United States and US Facilities which are shown in attached Exhibit B – Bangerter Interchanges Protect-in-Place.

6. DUTIES TO BE INCORPORATED INTO DESIGN-BUILD CONTRACT

a. UDOT's Responsibilities

- i. UDOT may inspect Work items as they pertain to its Highway Project, and UDOT shall be responsible for construction, relocation, or modification of US Facilities.
- ii. UDOT will remove certain longitudinal third-party utilities outside of the Land Interests of the United States upon completion of the 6200 South interchange Project Work as shown in Exhibit C – BOR Easement - Utility Relocation.
- iii. If Work is required on US Facilities, UDOT shall be responsible to identify the conflicts, encroachments, or interference, provide Jordan Valley with Highway Project design plans as early as possible, and schedule and meet with Jordan Valley to review the details of design, construction, estimates of cost, and scheduling for Work at specific locations within the Highway Project.
- iv. UDOT shall advise Jordan Valley of the approximate time required for completion of Work and shall diligently pursue its Work so that completion can be accomplished according to the pre-determined time schedule as negotiated by UDOT and Jordan Valley.
- v. UDOT shall provide to Jordan Valley for final approval any design documents addressing any conflict, encroachment, or interference with Land Interests of the United States and US Facilities.
  - 1. Design Preparation and Review Time: Jordan Valley requires up to one (1) week for design review after UDOT submits a relocation request and design documents.
  - 2. Address review documents to JT Cracroft, Property Manager, Jordan Valley.
  - 3. UDOT shall provide facility design documents incorporating Jordan Valley's specifications and drawings, which may be obtained from JT Cracroft.
- vi. UDOT shall provide all of the supervision, labor, tools, equipment, and materials for the Work. Jordan Valley shall approve, in advance, Work on Land Interests of the United States and US Facilities. Work by UDOT may include purchasing and hauling materials; cutting asphalt; trenching, equipment installation; backfilling; compacting;

clean-up; and completing US Facilities to meet the requirements of this Project Agreement. UDOT shall perform the Highway Project in stages, including facility tie-in and putting US Facilities into service, to minimize disruption to the public and to the United States and its contractors.

- vii. Specifications: The specification which is of the higher standard between those of UDOT and Jordan Valley will control where duplication occurs. UDOT will provide to Jordan Valley as-constructed plans in AutoCAD and PDF format upon completion of the Work.
- viii. Water Service Disruption: Jordan Valley and the Metropolitan Water District rely upon the operation of JA-2 and JA-3, among other facilities, to provide water service to their respective customers. Uncoordinated or prolonged disruption to the operation of any facility may cause Jordan Valley and the Metropolitan Water District to incur additional expense, including but not limited to the purchase of replacement water, the loss of revenues from water sales, purchase payments made on take-or-pay water contracts although Jordan Valley or the Metropolitan Water District cannot take or use the contract water, additional pumping costs, additional treatment costs, and damages paid by Jordan Valley and the Metropolitan Water District for breach of contract with customers for failure to provide them water. Therefore, United States facilities may be taken out of service by UDOT only pursuant to the following schedule notwithstanding any other provision of this Agreement to the contrary:

Facility*	Maximum time facility may be out of service*	Time period when service disruption is permitted	Minimum prior notice to Jordan Valley to request a service disruption
JA-2	15 days	Nov. 1 thru Nov. 30	30 days
JA-3	20 days	Dec. 1 thru following Jan. 15 Sole exception: Dec. 1, 2017 thru Jan. 31, 2018	30 days

\*Note: JA-2 and JA-3 cannot be taken out of service at the same time.

UDOT shall reimburse Jordan Valley and the Metropolitan Water District for their actual respective damages for UDOT’s breach of the terms of this subparagraph 6(a)(viii).

- ix. Construction Inspection: UDOT shall not bury or conceal any portion of the Work that has not been inspected and accepted by Jordan Valley.
- x. Cost Allocations: UDOT shall pay the cost of relocation of US Facilities located on Land Interests of the United States in compliance with 23 C.F.R.

§645, subpart A. UDOT is 100% responsible for traffic control and surveying.

- xi. Inspection of the Work by Jordan Valley shall not relieve UDOT from the obligation to perform all Work in compliance with Jordan Valley's specifications and any other obligations under this Project Agreement.
- xii. UDOT shall accomplish the Work on US Facilities in accordance with the plans and specifications approved by Jordan Valley. Any changes or additions to the plans and specifications shall be approved in writing by Jordan Valley.

b. United States and Jordan Valley Responsibilities

- i. The United States and Jordan Valley agree to the allocation of responsibilities, and commitments regarding UDOT specified in this Project Agreement. In case of a discrepancy or conflict between the information contained in this Project Agreement and any subsequently executed agreements, the subsequently executed agreements shall govern.
- ii. The United States will allow certain third-party utilities to remain longitudinally within the Land Interests of the United States during the Highway Project as shown in Exhibit C – BOR Easement - Utility Relocation. Such third-party utilities must be relocated outside of the Land Interests of the United States upon completion of the 6200 South interchange.
- iii. Jordan Valley will perform the necessary design reviews prior to the start of Work.
- iv. The United States and Jordan Valley will inspect UDOT's Design-Builder's Work, and will provide UDOT's Project Representative and the Design-Builder's Project Representative with information covering any problems or concerns the United States and Jordan Valley may have with acceptance of the facilities. The failure of either the United States or Jordan Valley to find a deficiency during inspection of the Work does not relieve UDOT or its Design-Builder from performing Work that complies with the plans and specifications.
- v. The United States or Jordan Valley shall notify UDOT's Project Representative of any deficiencies in the Work on US Facilities. UDOT's Project Representative will respond to the concerns within 24 hours of notification.
- vi. In the event the United States or Jordan Valley discovers any deficiencies in the Work, including any failure to comply with plans and specifications as required above, Jordan Valley shall make recommendations to UDOT's Project Representative to stop the Work or correct the deficiencies. Jordan

Valley and UDOT will immediately thereafter meet to determine a plan to bring the Work into compliance. Any such plans to cure shall be approved by Jordan Valley. Jordan Valley may notify UDOT to stop the Work immediately upon discovery of safety deficiencies during Work in progress.

7. NOTIFICATION BEFORE BEGINNING CONSTRUCTION WORK: The required notification periods as indicated in this section are for the commencing of any Work provided for by Supplemental Agreements to allow sufficient time for Jordan Valley to schedule an inspection during the Work.
- a. Jordan Valley maintains an 8:00 a.m. to 5:00 p.m., Monday through Friday work week, not including observed holidays. All Work schedule notifications shall be given during the identified time period to JT Cracraft, Property Manager, Jordan Valley.
  - b. Jordan Valley requires a minimum of 3 working days' notification prior to beginning weekend and/or night Work.
  - c. Jordan Valley requires a minimum of 2 working days' notification to schedule an inspection request.
  - d. Jordan Valley requires a minimum of 14 calendar days' notification prior to beginning Work on or affecting existing US Facilities (including limitations to access to US Facilities).
  - e. Jordan Valley requires a minimum of 30 calendar days' notification before Work is started on any betterments in order to schedule full-time inspection personnel.
8. TRAFFIC CONTROL AND SURVEYING: UDOT will provide all coordination, traffic control per UDOT standards and Manual on Uniform Traffic Control Devices (MUTCD), and required surveying (line and grade), and will verify the proposed location of relocated US Facilities prior to them being placed in their final position. UDOT will coordinate with Jordan Valley for survey staking. The United States and Jordan Valley shall not be responsible for the costs of any coordination, traffic control, or surveying.
9. FORCE MAJEURE: If, as a result of force majeure, either UDOT, Jordan Valley, or the United States is wholly or partially unable to meet its respective obligations under this Project Agreement other than for payment of monies due, the non-performing party shall give the other parties reasonable notice of such situation, describing it in reasonable detail. Thereupon, the party giving the notice shall be released from its obligations under this Project Agreement to the extent that the force majeure prevents performance of obligations during the continuance of the force majeure. The party having the force majeure shall attempt to cure and mitigate the force majeure as quickly as possible, but if rectification is not possible, the parties shall negotiate an acceptable solution. The term "force majeure"



means any cause or condition which is not reasonably within the control of the party claiming the suspension.

10. ACCEPTANCE OF THE WORK: The United States and Jordan Valley, as applicable, agree that upon completion and final inspection of construction, to accept, own (in the case of the United States), and maintain the relocated facilities covered herein at no further cost to UDOT and will notify UDOT of the acceptance.
11. COVENANT AGAINST CONTINGENT FEES: UDOT warrants that no person or agency has been employed or retained to solicit or secure this Project Agreement upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees or bona fide established agencies maintained by UDOT for the purpose of securing business. For breach or violation of this warranty, the United States and Jordan Valley shall have the right to annul this Project Agreement without liability or in their discretion to require UDOT to pay the full amount of such commission, percentage, brokerage, or contingent fee.
12. HAZARDOUS MATERIALS: UDOT shall comply with all applicable Federal, State, and local laws and regulations, and United States policies and directives and standards, existing or hereafter enacted or promulgated, concerning any hazardous material that will be used, produced, transported, stored, or disposed of on or in Federal lands, waters or facilities. Additional requirements related to specific impacts to US Facilities may be identified in Supplemental Agreements to this Project Agreement.
13. CONTACTS:
  - a. Jordan Valley Water Conservancy District: Jordan Aqueduct Reaches 2 & 3  
JT Cracroft; Property Manager; 8215 South 1300 West, West Jordan, UT 84088; 801-565-4300; jtc@jvwcd.org
  - b. United States Representative: Jordan Aqueduct Reaches 2 & 3
    - i. Kieth Marvin; Lands Group; 302 East 1860 South, Provo, UT 84606; 801-379-1193; kmarvin@usbr.gov
    - ii. Alan Christensen, PE; Civil Engineer; 302 East 1860 South, Provo, UT 84606; 801-379-1098; achristensen@usbr.gov
  - c. UDOT Project Representative:  
Garret Jenson; Region 2 Utility and Railroad Leader; 2010 South 2760 West, SLC, UT 84104; 801-910-2047; gjenson@utah.gov
  - d. Metropolitan Water District of Salt Lake & Sandy:  
Wayne Winsor; Engineering and Maintenance Manager; 3430 East Danish Road, Cottonwood Heights, UT, 84093; 801-942-9631;  
winsor@mwdsls.org

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed the day and year first written above.

UNITED STATES OF AMERICA

\_\_\_\_\_  
Approved: Regional Solicitor's Office

By: \_\_\_\_\_  
Brent Rhees  
Regional Director

Date: \_\_\_\_\_

ACKNOWLEDGMENT OF THE UNITED STATES

State of \_\_\_\_\_ )

) ss.

County of \_\_\_\_\_ )

On this \_\_\_\_\_ day of \_\_\_\_\_, 2016, personally appeared before me \_\_\_\_\_, known to me to be the Regional Director of the Upper Colorado Region, Bureau of Reclamation, United States Department of Interior, the signer of the above instrument, who duly acknowledged to me that he executed the same on behalf of the United States of America pursuant to authority delegated to him.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

(NOTARY SEAL)

\_\_\_\_\_  
Notary Public



UTAH DEPARTMENT OF  
TRANSPORTATION

By: \_\_\_\_\_  
Bryan Adams  
Region Two Director  
Date: \_\_\_\_\_

ACKNOWLEDGMENT OF UTAH DEPARTMENT OF TRANSPORTATION (UDOT)

State of UT )  
 ) ss.  
County of )

On this \_\_\_\_\_ day of \_\_\_\_\_, 2016, personally appeared before me \_\_\_\_\_, known to me to be the \_\_\_\_\_ of UDOT, the signer of the above instrument, who duly acknowledged to me that he executed the same on behalf of UDOT pursuant to authority delegated to him/her.

(NOTARY SEAL)

\_\_\_\_\_  
Notary Public



JORDAN VALLEY WATER  
CONSERVANCY DISTRICT

By: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

ACKNOWLEDGMENT OF JORDAN VALLEY WATER CONSERVANCY DISTRICT  
(Jordan Valley)

State of UT )

) ss.

County of )

On this \_\_\_\_\_ day of \_\_\_\_\_, 2016, personally appeared before me \_\_\_\_\_, known to me to be the Chair of the Board of Trustees of Jordan Valley Water Conservancy District, the signer of the above instrument, who duly acknowledged to me that he executed the same on behalf of Jordan Valley Water Conservancy District pursuant to authority delegated to him/her.

(NOTARY SEAL)

\_\_\_\_\_  
Notary Public

CONCUR:

METROPOLITAN WATER DISTRICT OF SALT LAKE & SANDY

By: \_\_\_\_\_  
Title:

## EXHIBIT A

Memorandum of Agreement 05-LM-40-02720 September 26, 2005

Double click icon for attachment



14415\_UT\_Agree\_USB  
OR\_JVWCD\_Bangerter

S-0154(84)14  
Bangerter Highway at 6200 South  
CID XXXXX PIN 14415

**EXHIBIT B**  
Bangerter Interchanges Protect-in-Place

S-0154(84)14  
Bangerter Highway at 6200 South  
CID XXXXX PIN 14415

**EXHIBIT C**  
**BOR Easement - Utility Relocation**

# **Appendix C: Consultation Letters and Reports**

Cultural and Paleo Clearance with Tier 1 Screening Form

Tribal Consultation Notification Form

Utah Geologic Survey Letter

Wildlife Clearance

Wetlands and Waters Memo





# 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.

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## **PROJECT: PIN 14415—S-0154(84)14; Bangerter Hwy @ 6200 South, Salt Lake County**

DATE: February 5, 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.*

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### **PROJECT DESCRIPTION**

UDOT is proposing to grade-separate the existing intersection of Bangerter Highway (SR-154) and 6200 South. The proposed project area is along Bangerter Highway from approximate milepost 14 to 15.8, and on 6200 South between Westbrook Drive and 3840 West (see project map). The project includes: construction of a grade-separated interchange (Bangerter Highway over 6200 S.), exit/entrance ramps from Bangerter Highway to 6200 South; a NB auxiliary lane from 6200 S. to 5400 S., and a SB auxiliary lane from 6200 S. to 7000 S.; relocation and construction of a portion of the Jordan Valley Aqueduct and associated underground reservoir facilities; and relocation and construction of a pedestrian structure over Bangerter Highway. The project would also include: intersection modifications on 6200 S. at Dixie Dr. and 3510 W.; utility and storm drainage modifications; and installation of new pavement, traffic signals, ATMS equipment, and roadway signage. This project will require right-of-way acquisition.

### **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: U17HX1037ps**

### **Literature Review**

- Class I literature search (date completed and by whom):
- Records review (i.e. UDSH, UDOT, BLM, etc.): Preservation Pro
- Project plans
- As-built project plans
- Aerial photographs: Google Earth, historic photos
- Historic Maps:
- Topographic Maps: GLO maps, USGS topo maps
- ROW/Ownership/Parcel Data:
- Other:

**Description of search results:** The search was confined to the project APE which consists of Bangerter Highway from approximate milepost 14 to 15.8, and on 6200 South between Westbrook Drive

and 3840 West. One historic site, 42SL286, the Utah Lake Distributing Canal, was identified within the project area.

### **Field Review**

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

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

Survey was conducted for this project by the Horrocks principal investigator. The previously recorded site, 42SL286 - the Utah Lake Distributing Canal, was updated to include the sections within the project area. It has been determined eligible for the NRHP.

### **Supporting Documentation**

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

**Title of report:** *An Archaeological Inventory for the Bangerter Highway at 6200 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 January 3, 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 January 3, 2018). To date, none of the tribes have 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:**

While the NRHP-eligible historic site, 42SL286 – the Utah Lake Distributing Canal, has been identified within the project area, construction for the project will avoid the site and will not impact it in any form. 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

### ***Tribal Consultation 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 (executed March 19, 2008), the UDOT has taken into account the effects of this undertaking on historic properties and is affording the Native American Tribes an opportunity to comment on the undertaking.

UDOT Project: Bangerter Hwy @ 6200 South, Salt Lake County, Utah; PIN 14415

Contact Name: Jonathan Dugmore

Date: January 3, 2018

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

Telephone: 385-414-2066

Email: jdugmore@utah.gov

**Project Description:** UDOT is proposing to grade-separate the existing intersection of Bangerter Highway (SR-154) and 6200 South. The proposed project area is along Bangerter Highway from approximate milepost 14 to 15.8, and on 6200 South between Westbrook Drive and 3840 West (see project map). The project includes: construction of a grade-separated interchange (Bangerter Highway over 6200 S.), exit/entrance ramps from Bangerter Highway to 6200 South; a NB auxiliary lane from 6200 S. to 5400 S., and a SB auxiliary lane from 6200 S. to 7000 S.; relocation and construction of a portion of the Jordan Valley Aqueduct and associated underground reservoir facilities; and relocation and construction of a pedestrian structure over Bangerter Highway. The project would also include: intersection modifications on 6200 S. at Dixie Dr. and 3510 W.; utility and storm drainage modifications; and installation of new pavement, traffic signals, ATMS equipment, and roadway signage. This project will require right-of-way acquisition.

#### **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:** The project area of potential effect (APE) has been surveyed for cultural resources. One NRHP-eligible historic canal - 42SL286, the Utah Lake Distributing Canal – was identified. It is not anticipated that the canal will be altered by construction as part of the project.

#### **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:

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	<a href="mailto:lora.tom@ihs.gov">lora.tom@ihs.gov</a> (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	<a href="mailto:mohave_paiute@yahoo.com">mohave_paiute@yahoo.com</a>
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	<a href="mailto:virgilwjohanson@yahoo.com">virgilwjohanson@yahoo.com</a> <a href="mailto:marypete@goshutetribe.com">marypete@goshutetribe.com</a>



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

January 29, 2018

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

RE: Paleontological File Search and Recommendations for the UDOT 6200 South Bangerter Interchange Project, Salt Lake County, Utah  
U.C.A. 79-3-508 (Paleontological) Compliance; Request for Confirmation of Literature Search according to the UDOT/UGS Memorandum of Understanding.

Dear Peter:

I have conducted a paleontological file search for the South Bangerter Interchange Project in response to your email of January 26, 2018. This project qualifies for treatment under the UDOT/UGS executed Memorandum of Understanding.

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

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

Sincerely,

Martha Hayden  
Paleontological Assistant



# Memorandum



To: Tyler Allen, Environmental Manager

From: Paul W. West, Wildlife Program Manager  
UDOT, Region 2

Date: December 12, 2017

Re: S-0154(84)14 – SR-154, Bangerter Hwy @ 6200 South, Grade Separation, Salt Lake County (PIN 14415)

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

Encls:

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The Utah Department of Transportation (UDOT) is proposing to grade separate the existing intersection of Bangerter Highway (SR-154) and 6200 South in Salt Lake County (see location map). The proposed project area is along Bangerter Highway from approximate milepost 14 to 15.8, and on 6200 South between Westbrook Drive and 3840 West. The project includes:

- construction of a grade-separated interchange (Bangerter Highway over 6200 S.), exit/entrance ramps from Bangerter Highway to 6200 South;
- a NB auxiliary lane from 6200 S. to 5400 S.;
- a SB auxiliary lane from 6200 S. to 7000 S.;
- relocation and construction of a portion of the Jordan Valley Aqueduct and associated underground reservoir facilities; and,
- relocation and construction of a pedestrian structure over Bangerter Highway.

The project would also include:

- utility and storm drainage modifications;
- installation of new pavement, traffic signals, ATMS equipment, and roadway signage.

This project will require right-of-way acquisition.

A review of the Utah Division of Wildlife Resources, Utah Natural Heritage Program (UDWR/UNHP) 2016 database, U.S. Fish and Wildlife Service IPaC and GIS shapefile data and recent aerial imagery indicates that no federally listed, threatened, endangered or candidate

species or any critical habitat would be affected by this request.

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

-----  
In addition, I have evaluated the above-referenced project regarding Greater Sage Grouse (*Centrocercus urophasianus*) (GSG) as required by the Conservation Plan for Greater Sage-grouse MOU between UDWR and UDOT, and regarding migratory birds as required in the Migratory Bird Treaty Act of 1918 and the UDOT Environmental Manual of Instructions.

Based on the Greater Sage Grouse 2016 habitat mapping, and the UDWR/UNHP 2016 database, it is my opinion that this project should not negatively affect Greater Sage Grouse or migratory birds.

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

DRAFT



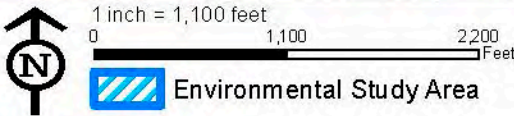
# Taylorsville

**Environmental Study Area**  
(Final impact area to be determined)

**Project Location**

**Salt Lake City South Quad**  
Section 16, 17, 20, and 21 of  
Township 2 South, Range 1 West

**Bangerter Hwy @ 6200 South**  
PIN 14415 Project No. S-0145(84)14



# **MEMORANDUM**

# **UTAH DEPARTMENT OF TRANSPORTATION**

**Date:** January 17, 2018

**To:** Nathan Clarke  
Horrocks Engineers

**From:** Ryan Halverson  
UDOT Landscape Architect

**CC:** File

**Re:** **ENVIRONMENTAL REVIEW FOR INVASIVE SPECIES, WETLANDS, WATER RESOURCES AND VISUAL AESTHETICS**  
PIN 14415, Project Number S-0145(84)14; 6200 South Bangerter Interchange, Salt Lake County, Utah

## **Project Scope of Work**

The Utah Department of Transportation (UDOT) proposes the above referenced state funded project to make improvements at the Bangerter Highway (SR-154) and 6200 South intersection in Taylorsville and West Jordan, Utah. Currently this intersection experiences high amounts of congestion during AM/PM peak periods and operates at Level of Service (LOS) E with an average delay of 59.7 seconds and 69.6 seconds, respectively.

The Utah Department of Transportation (UDOT) is proposing to construct a grade-separate Single Point Urban Interchange (SPUI) at the existing intersection of Bangerter Highway (SR-154) and 6200 South. The new interchange would allow for unimpeded traffic flow along Bangerter and is projected to operate at LOS D in the year 2040. The project area is along Bangerter Highway from approximate milepost 14 to 15.8, and on 6200 South between Westbrook Drive and 3840 West (see project map).

The project includes: construction of a grade-separated interchange (Bangerter Highway over 6200 S.), associated exit/entrance ramps, NB/SB auxiliary lanes from 5400 S. to 7000 S., and relocation and construction of a portion of Jordan Valley Aqueduct facilitates. The existing pedestrian bridge over Bangerter Highway would be removed. Temporary bussing services for elementary students affected by this change would be provided until a permanent solution is developed.

Intersection improvement on 6200 S. include basic upgrades at 3510 W., and installation of a High-T at Dixie Dr. The project would also provide utility and storm drainage modifications; and installation of new pavement, traffic signals, ATMS equipment, and roadway signage. This project will require right-of-way acquisition.

The above referenced project has been reviewed, within the proposed project limits and APE, for the following categories of resources identified in the UDOT Categorical Exclusion Environmental Study. A summary of findings and recommendations follow:

**Invasive Species – ePM Categorical Exclusion, Environmental Study (Section 9)**

No noxious weed species were identified 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 earthmoving construction equipment be properly cleaned before mobilizing onto the project site. (UDOT Responsible)**
2. **Follow UDOT Special Provision Section 02924S NOXIOUS WEED CONTROL requirements before construction by cleaning all earthmoving construction equipment before mobilizing onto the project site and avoiding unnecessary earth disturbance. (Contractor Responsible)**

**Wetland and Water Resources – ePM Categorical Exclusion, Environmental Study (Section 11)**

The project has been evaluated for waters of the U.S. (WoUS), including wetlands and streams regulated by US Army Corps of Engineers (Corps) and other waters under the jurisdiction of the State of Utah.

To determine whether WoUS are situated within or adjacent to the project limits, a wetlands and waters of the U.S. (WOUS) inventory was completed by Horrocks on November 8th of 2017. No wetlands or other WoUS were identified within the study area. A portion of the former Utah Lake Distribution Canal, which has been inactive for 10 years, crosses through the study area and is now owned by West Jordan City. The abandoned canal channel is open as it enters the SW corner of the study area, south of 6200 South. Remaining portions of the abandoned canal are piped within the remainder of the study area. There is no hydrophytic vegetation associated with the channel. West Jordan City has plans to fill in the abandoned channel and convert it to a trail. Based on the WOUS inventory, no WoUS impacts will occur as a result of this project. If there are any changes to this proposed scope of work, additional review may be necessary.

This project will impact more than one (1) acre of earth and will be required to comply with the Utah Pollutant Discharge Elimination System (UPDES) Utah Construction General Permit (No. UTRC00000).

No FEMA 100-year floodplains are identified within the project limits. No floodplains will be impacted as a result of this project.

**Mitigation Commitments:**

1. **Comply with UCGP, by developing a Storm Water Pollution Prevention Plan (SWPPP) during design and advertisement, which will be provided to the project awarded contractor. (UDOT Responsible)**
2. **The project awarded contractor must complete the Draft SWPPP, implement and maintain the project SWPPP, in accordance with the UCGP, throughout the construction of the project. (Contractor Responsible)**

**Visual Aesthetics – ePM Categorical Exclusion, Environmental Study (Section 18)**

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

**Mitigation Commitments:**

1. **Visual: Reclaim all disturbed areas per UDOT standard specifications.**

# **Appendix D: Public Involvement Summary**

UDOT Public Involvement Summary

UDOT Comment-Response Matrix

**Public Involvement Summary**  
**Project Name: Bangerter Hwy @ 6200 South**  
**PIN: 14415     Project No.: S-0154(84)14**

UDOT initiated one or more individual meetings with the following agencies and stakeholders to discuss the proposed grade-separated interchange at Bangerter Highway and 6200 South: Taylorsville City, West Jordan City, Granite School District, commercial property owners, residential property owners, Legacy Village Senior Living Apartments, Legacy Village Townhomes HOA, and the Jordan Valley Water Conservancy District.

A series of neighborhood meetings were held on January 24, 2018, to inform property owners, residents and businesses about the proposed improvements and potential right-of-way impacts. Invitations were delivered by hand to invite adjacent property owners, residents and businesses. Invitations were also mailed to ensure that property owners received an invitation. The meetings provided an opportunity for owners and residents to get information about the State Environmental Study and design concepts for the proposed interchange at Bangerter Highway and 6200 South. Representatives from UDOT and the project team were available to discuss the process and answer questions.

- Business and commercial property owners met from 1 to 2 p.m. at Taylorsville City Hall. 24 people signed-in.
- Eastside residents and residential property owners met from 5:30 to 6:30 p.m. at Westbrook Elementary in Taylorsville, UT. 16 individuals signed-in, but multiple households signed-in as one attendee.
- Westside residents and residential property owners met from 7 to 8 p.m. at Westbrook Elementary in Taylorsville, UT. 54 individuals signed-in, but multiple households signed-in as one attendee.

A Public Hearing, open house format, was held on February 15, 2018, from 5 to 7 p.m. at Westbrook Elementary in Taylorsville City, to review the proposed action. Legal notices were sent to the Deseret News and Salt Lake Tribune and ran 15 days, and eight days prior to the hearing. Invitations were mailed to approximately 1500 nearby residents and property owners. Public Hearing announcements were distributed through existing UDOT, West Jordan and Taylorsville social media accounts. 164 individuals signed-in at the meeting, but multiple households signed in as one attendee. Representatives from UDOT and the project team were available to answer questions.

Meeting materials and a summary of comments and responses are included on the following pages.

### 30 DAY PUBLIC COMMENT PERIOD (2/1/18 – 3/2/18)

Project Name: Bangerter Hwy @ 6200 South

PIN: 14415      Project No.: S-0154(84)14

	<b>Name</b>	<b>Comment</b>	<b>Response</b>
1.	Randall Gordon	With no pedestrian bridge - concern for children walking to and from Bennion Jr. High. Bus them! No deaths please!	UDOT is working with Granite School District on a permanent solution regarding the pedestrian bridge removal. The project does propose sidewalks on the south side of 6200 South and at-grade pedestrian crossings of the Bangerter southbound on and off-ramps. The sidewalks will cross underneath mainline Bangerter Highway at the new interchange.
2.	Aaron Bennett	Bus stops in front of Reams, cross walk to get to Reams, light or traffic stop at Country Hill Drive, merge lane west bound from Vixen Way needed.	<p>This existing bus stop accommodations are outside the scope of this project.</p> <p>The project team is continuing to evaluate traffic operations at Dixie Drive and 6200 South, possible solutions include a north-south signalized pedestrian crossing. Other solutions will be evaluated.</p> <p>UDOT and city officials have been in close coordination throughout development of this project. Concerns regarding city streets and/or intersection improvements have been shared with the appropriate city.</p> <p>Associated improvement along 6200 South would include a westbound merge lane from the intersection of Vixen Way (Fox Hills Dr.) to Country Hills Drive.</p>
3.	Susan Holman	It's about time! Thanks for the friendly people who answered all of our questions!	Your comment has been documented.
4.	N/A	(1) Concerns of turning right out of the sub-division at Fox Hills and having to merge with traffic coming off Bangerter. They yield to traffic coming west under the fly over, but won't have to yield to those exiting the neighborhood. When kids are being dropped off and picked up from Fox Hills, how will traffic be able to flow out of the neighborhood? Fox Hills is a CHARTER school. Kids come from all over the Salt Lake Valley.	<p>The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South, possible solutions include adding a stop condition for the southbound Bangerter Highway exit ramp to westbound 6200 South movement.</p> <p>UDOT and city officials have been in close coordination</p>

### 30 DAY PUBLIC COMMENT PERIOD (2/1/18 – 3/2/18)

Project Name: Bangerter Hwy @ 6200 South

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	Name	Comment	Response
		<p>(2) I don't appreciate the fact that the only thing you're worried about is getting people efficiently off of Bangerter Hwy, and taking no consideration on how the rest of us will get around on a daily basis. I'm so sick of hearing putting a light in farther west is the responsibility of the city. You're doing what's convenient for you, and dumping the rest on the city. What if the city can't afford to do what's necessary to fix the issue you've created. Do you care at all?!?!?</p>	<p>throughout development of this project. Concerns regarding city streets and/or intersection improvements have been shared with the appropriate city.</p>
5.	David Hansen	<p>(1) I do not want to stare at the sound wall. Please plant trees! (Can they be fruit trees maybe?) and other vegetation.</p> <p>(2) When is the sound wall being repaired? SOON PLEASE?!?!?</p> <p>(3) Can UDOT buy out the house on the NE corner of 6200 S and Country Hills and turn that into a right turn lane to go North onto Country Hills?</p> <p>(4) Fox Hills Drive and 6200 S will become a nightmare with only being able to turn right (west) onto 6200 S. Can that intersection maybe be closed?</p> <p>(5) Can UDOT work with Taylorsville city and put in a light (traffic signal) at 6200 S and Country Hills?</p>	<p>Decisions on design details, including landscaping and aesthetics, will be made during the final design and construction phase of the project. An aesthetics plan will be developed that is consistent with the UDOT aesthetics policy.</p> <p>We are unfamiliar with where the damaged noise walls is located. Please contact the project team with further information at 888-766-ROAD (7623) or send an email to bangerter@utah.gov.</p> <p>Based on current design, the property in question is shown as a potential right-of-way impact. If acquisition is required, UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).</p> <p>The Fox Hills Drive and 6200 South intersection will not be closed with this project.</p> <p>UDOT and city officials have been in close coordination throughout development of this project. Concerns regarding city streets and/or intersection improvements have been shared with the appropriate city.</p>

### 30 DAY PUBLIC COMMENT PERIOD (2/1/18 – 3/2/18)

Project Name: Bangerter Hwy @ 6200 South

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	Name	Comment	Response
6.	Angela Hansen	<p>My house will be facing the sound wall. I'm interested to know what will be done to the property in front of the wall before the sidewalk. It would be nice to have trees there. I don't want to have an area that ends up full of weeds in front of my house.</p> <p>I am also interested to know what other residences have gone through during construction. Having construction in front of my house concerns me and I would like to know what to expect. Honest answers, not just positive opinions.</p> <p>I'm worried about the intersection on 6200 &amp; Fox Hills/Dixie Drive. That intersection is a main exit for our neighborhood to turn left. We're being forced to head west with no immediate option to turn around and head east.</p>	<p>Decisions on design details, including landscaping and aesthetics, will be made during the final design and construction phase of the project. An aesthetics plan will be developed that is consistent with the UDOT aesthetics policy.</p> <p>It is anticipated that construction could begin as early as 2019. To contact the project team during construction, please call 888-766-ROAD (7623) or send an email to <a href="mailto:bangerter@utah.gov">bangerter@utah.gov</a>.</p> <p>In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.</p>
7.	Trista West	<p>So happy they are getting rid of the light at Dixie Drive! That light slows traffic constantly. Just getting rid of that will help the East/West traffic so much.</p>	<p>This project is not proposing to eliminate the light at Fox Hills/Dixie Drive. However, the proposed installation of the Bangerter Highway and 6200 South interchange is projected to improve east/west traffic on 6200 South. The proposed modifications also requires the elimination of a few existing movements at Fox Hills/Dixie Drive, which was preferred over a full closure.</p>
8.	Bob Mitchell	<p>I think the proposed design is as good as possible considering all existing buildings. I look forward to the completion of this intersection - it will greatly improve traffic flow.</p>	<p>Your comment has been documented.</p>
9.	Carolyn Krambule	<p>Will the small park on Kentucky be relocated? We need a park in our neighborhood.</p>	<p>Dixie Valley Park will not be relocated, however, impacts to the park will be required. Your comment regarding the future</p>



### 30 DAY PUBLIC COMMENT PERIOD (2/1/18 – 3/2/18)

Project Name: Bangerter Hwy @ 6200 South

PIN: 14415 Project No.: S-0154(84)14

	Name	Comment	Response
		The pedestrian overpass is another concern. Will there still be one, where will it be located?	of the park has been shared with West Jordan City.  UDOT is working with Granite School District on a permanent solution regarding the pedestrian bridge removal. The project does propose sidewalks on the south side of 6200 South and at-grade pedestrian crossings of the Bangerter southbound on and off-ramps. The sidewalks will cross underneath mainline Bangerter Highway at the new interchange
10.	Matthew Gordon	The removal of the sky bridge across Bangerter serves as an immense safety hazard for both adult pedestrian traffic and for school kids. School buses have been provided as a remedy, but school children cross from both Westbrook Elementary and Bennion Jr. High, with busses already strained. The church off of Dixie also serves as a bus stop for Taylorsville High School, with some students crossing 6200 S. or using the sky bridge to reach it. Additionally, the removal of the sky bridge without remedy removes a path of access from areas around Gold medal to the local Reams. Impeding pedestrian traffic serves as a risk to kids, and impedes accessibility for those without a vehicle. I ask for a remedy to the removal of the sky bridge by either UDOT or the City of West Jordan & Taylorsville.	UDOT is working with Granite School District on a permanent solution regarding the pedestrian bridge removal. The project does propose sidewalks on the south side of 6200 South and at-grade pedestrian crossings of the Bangerter southbound on and off-ramps. The sidewalks will cross underneath mainline Bangerter Highway at the new interchange.
11.	Lainie Ottley	I am concerned about the destruction of businesses in the area - some very new. I do appreciate the possibility of fewer accidents at the intersection. Please do it right the first time to reduce or eliminate future construction.	Based on current design, some commercial property acquisition is required in the southwest quadrant of Bangerter Highway and 6200 South.
12.	Bill Baranowski	Please consider relocating Dixie Drive to the west side of Reams. We are concerned that no pedestrian crossing is provided north-south at Dixie Dr.	This project is not proposing to relocate the Fox Hills/Dixie Drive intersection. However, the project team is continuing to evaluate traffic operations at Dixie Drive and 6200 South, including a north-south signalized pedestrian crossing.

### 30 DAY PUBLIC COMMENT PERIOD (2/1/18 – 3/2/18)

Project Name: Bangerter Hwy @ 6200 South

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	Name	Comment	Response
		<p>No pedestrian crossing under Bangerter is shown in the plan. We would like to see this in WJ city on the north side. It was left out of our plan.</p> <p>How does the SW corner in West Jordan remain a viable retail center with the current plan? This needs some work to satisfy the property owners and residents on the SW corner.</p>	<p>UDOT is working with Granite School District on a permanent solution regarding the pedestrian bridge removal. The project does propose sidewalks on the south side of 6200 South and at-grade pedestrian crossings of the Bangerter southbound on and off-ramps. The sidewalks will cross underneath mainline Bangerter Highway at the new interchange. The proposed crosswalk is shown on the plans.</p> <p>In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.</p> <p>Based on current design, some commercial property acquisition is required in the southwest quadrant of Bangerter Highway and 6200 South. UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).</p>
13.	Daniel Morehouse	<p>What is going to happen to the pedestrian walkway over Bangerter?</p> <p>Concern: Pushing all westbound traffic to bottleneck at 4800 W by the railroad tracks.</p>	<p>UDOT is working with Granite School District on a permanent solution regarding the pedestrian bridge removal. The project does propose sidewalks on the south side of 6200 South and at-grade pedestrian crossings of the Bangerter southbound on and off-ramps. The sidewalks will cross underneath mainline Bangerter Highway at the new interchange.</p> <p>UDOT and city officials have been in close coordination throughout development of this project. Concerns regarding</p>

### 30 DAY PUBLIC COMMENT PERIOD (2/1/18 – 3/2/18)

Project Name: Bangerter Hwy @ 6200 South

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	Name	Comment	Response
			city streets or intersection improvements have been shared with the appropriate city.
14.	Tory Carter	Ryan please answer to the increased traffic flow through the intersection of 6200 S & Dixie Drive and the effect to the traffic flow on Dixie Drive?	The design has been modified to allow southbound travel from the Bangerter Highway Exit to Dixie Drive. Based on projected 2040 traffic volumes at 6200 South and Dixie Drive, the intersection will operate at LOS C. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.
15.	Dianne Cushing	I would really like to know, without buck-passing, what is going to happen with widening of 6200 SW. I live on Azure Meadow Drive and am retired and don't feel I have the ability to lose my house in ? years. What is the real truth? Please tell us the truth!	The proposed project would not widen 6200 South. UDOT and city officials have been in close coordination throughout development of this project. Concerns regarding city streets or intersection improvements have been shared with the appropriate city.
16.	Mary & Rick Edginton	Please install traffic signal at Country Hills & 6200 S.  And trees in front of the sound barrier on Vixen.	UDOT and city officials have been in close coordination throughout development of this project. Concerns regarding city streets or intersection improvements have been shared with the appropriate city.  Decisions on design details, including landscaping and aesthetics, will be made during the final design and construction phase of the project. An aesthetics plan will be developed that is consistent with the UDOT aesthetics policy.
17.	Barry Bessey	Our business will lose substantial traffic in and out of Dixie Valley, as well as off of Bangerter Highway.  The raised T and raised median off of Bangerter need to be re-thought. It will very negatively affect our business.	In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to

### 30 DAY PUBLIC COMMENT PERIOD (2/1/18 – 3/2/18)

Project Name: Bangerter Hwy @ 6200 South

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	Name	Comment	Response
			<p>evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.</p> <p>The length of raised-curbing along 6200 South associated with the High-T intersection at Fox Hills/Dixie Drive will be determined during final design.</p>
18.	Cindy Martinez	<p>I'm very concern how much property will be acquired. I know you reimburse for the landscaping/sprinklers that will be affected but will this include the cost to hire someone to do the work? My immediate concern is how much of my property is being affected.</p> <p>My other concern is, if land is acquired, will I have to pay taxes on the amount since I can't reapply the amount to a new piece of property? Or will the amount be applied to the mortgage lender and lower my mortgage amount?</p>	<p>Based on current design, your property is likely to require a small amount property acquisition and/or a temporary construction easement for the construction of the noise wall. UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).</p> <p>Your contact information has been passed on to the UDOT Right-of-Way group so they can review options with you.</p>
19.	Shane Wrigley	<p>Pedestrian bridge: It does not make sense to leave it out. Chances are if you leave it out you will have to build it at a later date. I have to believe it will save tax dollars to do it all at the same time. This is the third time you are redoing this intersection. Make sure you are looking at this closely enough that you won't have to spend millions of dollars a few years from now to do it again.</p>	<p>UDOT is working with Granite School District on a permanent solution regarding the pedestrian bridge removal. The project does propose sidewalks on the south side of 6200 South and at-grade pedestrian crossings of the Bangerter southbound on and off-ramps. The sidewalks will cross underneath mainline Bangerter Highway at the new interchange.</p>
20.	Aaron Acord	<p>I will be in Hawaii for the next 2 months. Please call or email.</p>	<p>Your contact information has been passed on to the UDOT Right-of-Way group.</p>

### 30 DAY PUBLIC COMMENT PERIOD (2/1/18 – 3/2/18)

Project Name: Bangerter Hwy @ 6200 South

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	Name	Comment	Response
21.	Edin Vajzovic	<p>(1) My concern is the uses of the retention pond area next to my house. During the construction of the 7000 S intersection, this area was used as a dump. Not the south side but the area immediately next to my property. Most work on the dump was done during late night. There was a noise restriction on the project for 9 p.m. and later but it was never followed. Most demolition was done between 9 p.m. - 5 a.m. I would like this to not repeat again.</p> <p>(2) With the addition of the auxiliary lanes and traffic being closer to my house, I am requesting if possible to build the noise wall at the beginning of the construction project.</p>	<p>Please contact the construction project team to discuss construction related concerns at 888-766-ROAD (7623) or send an email to bangerter@utah.gov.</p> <p>The construction work schedule for the proposed project is unknown at this time. Prior to construction starting, the contractor will hold an open-house meeting to address frequently asked questions and collect construction related concerns from the public.</p>
22.	N/A	<p>Our home is right across from this park. Our property value is going to go down tremendously due to this!</p> <p>Not to mention all the construction and associated noise/sicknesses that go along with it.</p>	<p>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. During construction, UDOT/the selected contractor will comply with jurisdictional noise requirements.</p>
23.	N/A	<p>This intersection either needs to be eliminated or become a 4 direction signal! There are too many horrible accidents here due to people trying to make improper right and left hand turns!</p>	<p>UDOT is proposing to construct a grade-separated Single Point Urban Interchange (SPUI) at the existing intersection of Bangerter Highway and 6200 South. The new interchange would allow for unimpeded traffic flow along Bangerter Highway and is projected to reduce annual total crashes.</p>
24.	N/A	<p>I understand that Prairie View Drive will no longer come out on 62nd South. I am PLEASE, PLEASE , PLEASE asking that my addition will be able to access 32nd West with the new road that has been put down. I have lived at my currant address since 1991. Bennion Blvd, is just completely stupid to try and get out of my addition morning and evening drive times. I understand that there will be a new stop light half way between Bangerter and 32nd. I know that access for us in this addition to help reduce traffic on 62nd South. Also, I know that Taylorsville is pursuing new retail businesses</p>	<p>This project does not propose to close Prairie View Drive at 6200 South. UDOT and city officials have been in close coordination throughout development of this project. Concerns regarding city streets or intersection improvements have been shared with the appropriate city.</p>

### 30 DAY PUBLIC COMMENT PERIOD (2/1/18 – 3/2/18)

Project Name: Bangerter Hwy @ 6200 South

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	Name	Comment	Response
		west of the tanks on Bennion Blvd. and this will only made a very bad traffic problem even worse.	
25.	N/A	What side of vixen way will be taken and when will we know the final plan?	UDOT is proposing to construct a grade-separated Single Point Urban Interchange (SPUI) at the existing intersection of Bangerter Highway. The preferred design concept will shift Bangerter Highway to the west and therefore requires acquisition of properties on the eastside of Vixen Way. Final design refinements would not change the preferred west shift of Bangerter Highway. It is anticipated that final plans would be available in summer/fall of 2019.
26.	Yogendra Khopkar	Dear Sir\Madam, Creating a freeway-style interchange at Bangerter Highway and 6200 S is a welcome idea. I definitely support it and vouch for it. Other request I had was to do something to reduce the congestion on 6200 S. In the morning, it takes 30 minutes to reach I-215 from intersection of Bangerter highway and 6200 S. Please consider something that joins Bangerter highway and I-215 or I-15. Having only 1 lane in each direction on 6200 S makes all the traffic to a crawl. Regards	Your comment has been documented.
27.	Cindy Jensen	Thank you for providing a Public Hearing tonight. After a long day, I'm sure you would have preferred to go home. Change isn't always something we want or agree with, but finding solutions that will work best for a community should be something we all work towards. We appreciate your willingness to listen to and help our neighborhoods. With the intersection being closed to people leaving the Fox Hills neighborhood at the Reams grocery store intersection on 62nd South and Fox Hills Drive, it is crucial to have a traffic light to allow us in and out of the neighborhood. The logical place is at Country Hills Drive. Otherwise it will be impossible for us to go east. The only other option to go east is to go to 40th West and turn onto 6200 to then go east. 40th West has only 1 lane each direction with a turn lane in between. It is extremely hard to get in and out at that intersection (Country Hills) now, without the additional traffic that will be coming with	<p>This project is not proposing to eliminate the light at Fox Hills/Dixie Drive. However, in order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The elimination of a few existing movements was a preferred over a full closure at Fox Hills/Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.</p> <p>UDOT and city officials have been in close coordination throughout development of this project. Concerns regarding</p>

### 30 DAY PUBLIC COMMENT PERIOD (2/1/18 – 3/2/18)

Project Name: Bangerter Hwy @ 6200 South

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	Name	Comment	Response
		<p>the only other outlet gone. At some times of day, traffic is less on 6200, but most of the time it is an accident waiting to happen when you try to go out there. There is another conflict with people trying to access (1) ARTEC (3840 W) on the south side of 6200 slightly past Country Hills Drive and (2) another neighborhood (Misty Drive) just west of Country Hills Drive. Traffic trying to turn south into these separate areas often conflicts with (3) those turning north onto Country Hills. It is scary because of the short distance with three competing destinations and one shared turn lane. It's an invitation for a head on collision as cars are zooming past at 40 mph in both directions of the turn lane. Not for the faint of heart! We also have Fox Hills Elementary in our neighborhood, which also houses the Gifted and Talented Magnet Program for Granite School District's west side. This creates additional traffic besides our regular neighborhood school population traffic. Closing off the only exit out of the neighborhood with a light will create more problems that will have to be addressed at some time. Closing the intersection at Fox Hills Drive has a ripple effect for the people who live here. My hope in writing is that you will begin as soon as possible to help us get a light at Country Hills Drive. Please work with Taylorsville City and West Jordan to secure funding for this. It will become a necessity as work proceeds. I hope it won't require a tragedy to get the ball rolling. Thank you for your consideration on this concern. I would appreciate a response to these issues.</p>	<p>city streets or intersection improvements have been shared with the appropriate city.</p>
28.	Richard Kniss	<p>I am concerned that the noise [after the 6200 south and Bangerter project] is going to be more noise on 6200 south since there will be homes taken out on Red Fox circle. There will be only three homes left in that circle and the noise will be more intense then it is now. Also it will increase on the houses that are on Fox Hills drive, because of the prevailing south winds that we have in this valley area. I would like to see a wall put up to alleviate this problem [all the way to the church property] this is going west on 6200 south. It will cost less doing it now then doing it later on down the road. I think that if you would have to live here and hear all the traffic noise from 6200 south you would think and make sure that the wall would extend</p>	<p>The average existing noise level along the north side of 6200 South, west of Bangerter Highway, between the LDS church property and Dixie Drive is approximately 63.4 dBA. With the proposed improvements in this area, noise is expected to increase approximately 3.3 dBA, to a level of 66.7 dBA. In accordance to UDOT's Noise Abatement Policy, a future worst case noise level above 66 dBA in a residential area is considered to be an impact. Therefore, a noise wall analysis was required for this section of 6200 South.</p>

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		<p>down to the church property. A little forethought goes a long ways and it makes common since. I have heard of all the noise study's that were done, but things seems to be different if the ones that make the decisions have to live here hearing the noise.</p>	<p>As defined in the UDOT Noise Abatement Policy, a noise wall must be both feasible and reasonable to be recommended for construction. For a noise wall to be considered feasible, it must meet engineering, safety, and acoustic feasibility requirements (provide a 5 dBA reduction for 50% of front-row receptors). For a noise wall to be considered reasonable, a wall must meet the noise abatement design goal (provide a 7 dBA reduction for 35% of front-row receptors), be cost-effective (less than \$30,000 per benefited receptor), and be desired by benefited property owners (if found to meet all previous requirements).</p> <p>A noise wall on the north side of 6200 South, west of Bangerter Highway, between the LDS church property and Fox Hills Drive/Dixie Drive was analyzed. The wall was approximately 301 feet in length and 16 feet tall. At this length and height, the wall was unable to meet any of the feasible and reasonable requirements as outlined above and is not recommend for construction. Please see the Appendix for the Noise Study for further details of the analysis.</p>
29.	Richard Kniss cont.	<p>It seems also they the highway department does not look at the big picture and the long run in things. It is a short term that is always looked at. You know that the population in Salt Lake county is going to increase, people still have children. So why dose not the Highway Department think in long term? You can tell me all about the money issue but in the long run it cost the tax payer more then it needs to be. I am think that maybe you people think that money grows on trees and there is a blank check for you to use as will. Why not build roads in sections with the money that is at hand and do the overpasses right away instead of building the whole road and then later on putting in the overpasses later? It cost more to acquiring homes</p>	<p>The Wasatch Front Regional Council (WFRC) is the designated metropolitan planning organization for the Wasatch Front Urban Area and is responsible for developing and maintaining a region-wide, long-range transportation plan for Salt Lake County. WFRC works in close cooperation with UDOT, the Utah Transit Authority (UTA), cities and counties located within its region to develop long-term regional plans that include new transportation facilities and upgrades to the existing transportation systems and infrastructure.</p>



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		and property then when property was vacant and cost less???? It does not make good fiscal since.	Transportation planning is based on the best available data at the time. Funding for transportation improvement projects is limited. At the time of construction, Bangerter Highway was built to the adequately address the current needs and receives upgrades appropriately as the transportation needs arise and funding is made available.
30.	Richard Kniss cont.	This also impacts families lives and with older people in which they cannot get enough money [from their home] to be able to buy another home. Richard Kniss, a concerned citizen. I would like to hear a response from you on these issues.	If a property is directly impacted, UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).
31.	W. Jane Jensen	There is a HUGE need for even a small "No Man's Land" turn lane waiting spot to make it possible to safely turn left from Gold Medal Drive to WB 6200 South. This is a problem much of the day and is impossible to do at rush hour. If this could be done early in the change process that would help immensely. Is there any way to do this? Thank you.	Installation of the proposed to grade-separate Single Point Urban Interchange (SPUI) at Bangerter Highway and 6200 South would also improve the Gold Medal Drive level of service.
32.	Cheryl & Darwin Cottle	We live on the west side of the development and have concerns over when the fence comes down. We will need secure temporary fencing to contain our dogs until new walls are installed. Also, concerned with impact of snow plows, construction noise and dust. Thank you.	UDOT will instruct the contractor to install temporary fence prior to removing existing fence and/or wall from the properties. The contractor will be required to ensure direct access is restricted between property owners and Bangerter Highway. During construction, UDOT/the selected contractor will comply with jurisdictional noise requirements and State dust restrictions. To contact the project team during construction, please call 888-766-ROAD (7623) or send an email to bangerter@utah.gov.
33.	Mario Barker	Mario Barker. Northbound Dixie Drive, 3650 West, to head north on Bangerter, making a right-hand turn to go north, right now the intersection gridlocks from 5:00 in the morning till -- I don't know when. I commute at 5:30 in the morning and that intersection is gridlocked when I leave my house. There's not much room for them to improve, but I'm just nervous	In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter

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		<p>that all this is going to work well for Bangerter, but do me absolutely no good. Plus, I'm losing southbound access to my road, Dixie Drive, coming south on Bangerter. So I'm not going to pick up anything, I don't think, in the morning going in and I'm losing access to my neighborhood in the afternoon coming home. I won't be able to go south on Dixie Drive, southbound off Bangerter. I will have no left turn into my subdivision. I have to go clear to 70th South and come all the way back to almost 6400 South just to get home in the afternoon. I'm losing some access, but I'm not going to pick up anything, I don't think, in the morning because I don't foresee the traffic flow changing with how they're going to have to put the light in for east-west traffic anyway. There's still going to be the gridlock at Bangerter headed west [sic] in the morning on 6200 South. There's just such a volume of cars, they're not going to flow them through that intersection in a reasonable amount of time.</p>	<p>Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.</p>
34.	Richard Kniss	<p>Richard Kniss. What I'm upset about is, the first thing, why doesn't UDOT have enough forethought for the future instead of just increments of time spaces about three or four years? In other words, they don't plan things out very good. They don't plan things out. They didn't have to build Bangerter all the way and put all the stop lights in. They could have built Bangerter in sections with the overpasses and that would have been less money than it is now. They're costing us taxpayers more money than is necessary. If they would plan these overpasses when they build it, they wouldn't be taking all these houses out, acquiring all this land and all this property, which they're paying more for than is necessary. There was a lot of land out there that was empty and they built houses and now they're taking them out and they're costing us millions of dollars and -- thousands of millions of dollars and its unnecessary when they could have acquired that land for less money and got it. Could have built those overpasses for less money than they're doing it right now. It's ridiculous. I don't know who's the head of all this stuff, but they don't plan out very well. Just like the Mountain View Corridor, that's a bunch of crap, too. They didn't plan out to build the overpasses and put street lights in. Now, they got more</p>	<p>The Wasatch Front Regional Council (WFRC) is the designated metropolitan planning organization for the Wasatch Front Urban Area and is responsible for developing and maintaining a region-wide, long-range transportation plan for Salt Lake County. WFRC works in close cooperation with UDOT, the Utah Transit Authority (UTA), cities and counties located within its region to develop long-term regional plans that include new transportation facilities and upgrades to the existing transportation systems and infrastructure.</p> <p>Transportation planning is based on the best available data at the time. Funding for transportation improvement projects is limited. At the time of construction, Bangerter Highway was built to the adequately address the current needs and receives upgrades appropriately as the transportation needs arise and funding is made available.</p>

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		property there that's open than they do down at Bangerter. But still, you don't do things backwards -- ass backwards, I'll say it. It's just ridiculous.	
35.	Richard Kniss cont.	<p>Secondly, where I live the noise is bad enough off of 6200. We got houses there that are blocking us. As soon as they take out those houses, the noise is going to go up. They're not putting a wall where it will affect me and the rest of the people around me. In this Red Fox Circle, there's going to be those people impacted. Fox Hills is going to be us impacted that's close to the 6200 South. Now, they say they claim they can't do that because of some study. Well, it's crap. You're going to get people who's going to complain about it, and me, are going to complain about it because you're not putting up a wall to block out that noise because the decibels are not high enough now. Well, I guarantee they will be high enough when you get more traffic going. It's bad enough now. And like I say, those houses and the bushes and trees are all filtering out that noise. So it's just ridiculous not putting that wall in that Red Fox Circle going towards the church because those people that are left in that circle are going to get really impacted bad on noise. It's not thinking very smartly when they do these things, especially building the roads, and then doing things backwards later on. It's impacting more people that way. That's all I got for right now.</p>	<p>The average existing noise level along the north side of 6200 South, west of Bangerter Highway, between the LDS church property and Fox Hills Drive/Dixie Drive is approximately 63.4 dBA. With the proposed improvements in this area, noise is expected to increase approximately 3.3 dBA, to a level of 66.7 dBA. In accordance to UDOT's Noise Abatement Policy, a future worst case noise level above 66 dBA in a residential area is considered to be an impact. Therefore, a noise wall analysis was required for this section of 6200 South.</p> <p>As defined in the UDOT Noise Abatement Policy, a noise wall must be both feasible and reasonable to be recommended for construction. For a noise wall to be considered feasible, it must meet engineering, safety, and acoustic feasibility requirements (provide a 5 dBA reduction for 50% of front-row receptors). For a noise wall to be considered reasonable, a wall must meet the noise abatement design goal (provide a 7 dBA reduction for 35% of front-row receptors), be cost-effective (less than \$30,000 per benefited receptor), and be desired by benefited property owners (if found to meet all previous requirements).</p> <p>A noise wall on the north side of 6200 South, west of Bangerter Highway, between the LDS church property and Fox Hills Drive/Dixie Drive was analyzed. The wall was approximately 301 feet in length and 16 feet tall. At this length and height, the wall was unable to meet any of the feasible and reasonable requirements as outlined above and</p>

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			is not recommend for construction. Please see the Appendix for the Noise Study for further details of the analysis.
36.	Rory Jackson	Where the road comes out at Fox Hills, you have them either turning right to come in or to turning right to leave. They're going to put up a retaining wall or whatever they call it, an island. They need to make that island past the church. Otherwise, you're going to have everybody in that subdivision come through the church parking lot to make a left-hand turn. Either that or you can block off the church exit completely so the church can build a pavilion there. But that's what will happen if you don't put the island all the way up past the church parking lot. Other than that, I wish you were taking my house, too. But I live on Country Hills, so I am a little too far away.	The length of raised-curbings along 6200 South associated with the High-T intersection at Fox Hills/Dixie Drive will be determined during final design.
37.	David and Scheryl Schmidt	We are one of the homes that's not being taken right up to the top of the ones are being taken in the curve and if somebody that is being taken that wants to stay and would be willing to basically trade us or whatever and we'll take their one that's going to be moved and they can buy us out or whatever. He says just leave a verbal comment to that point or something like that. Vixen Way up to the curve. It's [REDACTED] We're right in the curve of Vixen north and south and they don't know if they're taking the tip of our lot or not. You know, we've been dotted, but not insisted that they're taking us and it'd just be a piece, if anything. And we were concerned if we do stay, what's going to happen to the west side of the fence, the wall, is it just going to go into weeds or is it going to be taken care of, you know, so that we don't have a wall and a bunch of weeds.	Based on current design, your property is likely to require a small amount property acquisition and/or a temporary construction easement for the construction of the noise wall. The noise wall would be designed to abut to the existing concrete privacy fence behind your house. UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).  Your contact information and interest in moving has been passed on to the UDOT Right-of-Way group so they can review options with you.
38.	Darlene Edwards	I'm [REDACTED]. Mike Timothy says for me to leave a comment that I want to be one of the first ones that they sign an advocate to and start appraisals on. Because with my handicap and that, we need to -- I'm going to be one of the ones that they take my whole house. So we need to get working on the relocation. He just told me to come over here and tell you.	Based on current design, full acquisition of your property is required. UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).  Your contact information and concerns has been passed on to

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	Name	Comment	Response
			the UDOT Right-of-Way group so they can review options with you.
39.	Mike Miera	<p>My comment, one concern is the timing of the construction when that's going to happen, during school time. I know it's going to take a few months to do. Main concern is, I've got two kids that go here, two kids that go up to the junior high just east of us. They pick up their brothers there. My concern is the sidewalk. Is the skywalk going to be put up before the bridge is going to build, is it going to be put up after the bridge is built? I don't necessarily want me kids walking across Bangerter Highway to get home. They got walk right across Bangerter Highway to westbound to our house. So that's a big concern for me. And that's about all my concern right there, is just make sure my kids are safe when they're coming to and from school because they walk to school and walk home. That's always a concern.</p>	<p>The construction work schedule is unknown at this time. Prior to construction starting, UDOT will instruct the contractor to provide temporary traffic plans to provide a safe passage of traffic and pedestrians. To contact the project team during construction, please call 888-766-ROAD (7623) or send an email to bangerter@utah.gov.</p> <p>UDOT is working with Granite School District on a permanent solution regarding the pedestrian bridge removal. The project does propose sidewalks on the south side of 6200 South and at-grade pedestrian crossings of the Bangerter southbound on and off-ramps. The sidewalks will cross underneath mainline Bangerter Highway at the new interchange.</p>
40.	Moises Lopez	<p>My comment is can they buy the house earlier? After the appraisal come and everything, can I say we want to settle because I need to move? Because my daughter's school -- you know -- or we have to move anyway. You know, I know the houses is going to be gone. We don't want to move half of the year or a quarter of the year out of school. That's pretty much because we can work things early, you know, with UDOT or the city and that would probably better for us. We would rather move during the summer and not during the school year. I know the house is going to go right away. We cannot say, "No, we don't want to move," you know. That was the only concern. We don't my daughter missing a quarter or a half of the year because we don't know where we're going to move, and then there's no point having her going for two, three months and having to move. And also, if the housing go up in the next six months, let's say the market go up in the next == let's say we settle from three months from now, after we get an offer and then the price -- the construction doesn't</p>	<p>Based on current design, full acquisition of your property is required. UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).</p> <p>Your contact information and concerns have been passed on to the UDOT Right-of-Way group so they can review options with you.</p>

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		start until six months later. If the market goes up, is that a different deal? We would want help to move out or relocation.	
41.	Mervyn Arnold	Business address [REDACTED]. It is the strip center on the northeast corner of the existing intersection of Bangerter and 6200. Well, first of all, we want to make sure that it doesn't impact our site and it looks like it's going to. So we're very concerned about it wiping all of the landscaping. We're very concerned about it leaving us with an asphalt jungle. We're very concerned about ingress and egress, which would be affected. We're very concerned about no left turn going eastbound into the property. We want to maintain the left turns as they are and we want to maintain the curb cuts where they are, which there's two other entrances there. And we do not want them cutting off our building, which is the Safelight building. We rent that to a tenant and we don't want them chopping off that building. And it also greatly impacts people trying to get out of there because it's a right-hand turn right onto Bangerter. So people are going to be stacked up to make a right turn and our people trying to get out of there won't be able to make a right turn because there will be so many stacked up to try to turn onto Bangerter. So you know, we would rather leave it just like it is. How's that sound? It is working now and it will still work. In fact, it will be better because the overpass will relieve some of the traffic. They don't need to change what we already got, it's the bottom line. Thank you, Rosanne. You've been very kind and patient. I want that noted to your bosses, that we were very pleased with your service.	Property acquisition will be required to construct the proposed design. UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).  Existing right-in, right-out access (curb-cuts – driveways) from 6200 South will be maintained.  Currently the Bangerter Highway and 6200 South intersection experiences high amounts of congestion, operating at Level of Service (LOS) E. If no improvements are made, traffic modeling indicates that by 2040 the intersection would operate at LOS F.
42.	Lief Neilson	Well, we're the last house on the west side of the street on the north end that's affected. I don't know, there might be one more that's slightly affected. The house just to the north of us is the last one that they're going to take the whole house. We're going to be stuck there with all the construction, all the changes, losing all the neighborhood that we've had for 22 years. It's not going to be what we want anymore and yet we're stuck with it because they said that there's no reason to take our house. So we'll have to put up with all the construction, they'll have to rebuild the wall, they'll take just a little tiny corner of our property and we're not	Based on current design, your property is a potential relocation. If a property is directly impacted, UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. 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.

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		<p>happy about it, but don't know what we can do about it. They'll rebuild a wall there, I don't know if it's a retaining wall or just a sound wall. We're the farthest point now from the access to the neighborhood to get to where I go to work. So they'll be taking out that intersection that I normally go through and I'll have to go up and around. It's just not as desirable as it was to us. So we're a little disappointed. If they'd bought the house, we would have been happy to sell the house and move and they could do what they want. We've had a lot of ill health in our house. We've got a daughter who's very, very sick and spends a lot of time with us, and it's going to be very hard on her. Because her husband is at work all day, we take care of her a lot. She's got Type 1 diabetes, chronic pancreatitis, gastroparesis, neuropathy, and now they say she has Crohn's disease, so she has to have an operation, a daily operation -- almost monthly. She has to have an outpatient surgery operation almost -- every couple of months anyway. Her blood pressure is so low that right now she's at our house and she's too sick to leave it. She can't walk down our stairs, we don't have the strength to carry her, and the noise is going to be hard on her.</p>	
43.	April Powell	<p>The sidewalk on 6200 South between Gold Medal Drive and Bangerter Highway, it's super close to the road, there's no park strip in between. We'd like to see something done for that, just for the safety of the people on the sidewalk. If there's an accident on 62 and it gets pushed onto the sidewalk, we're just afraid that somebody is going to get hurt, either children walking to school or the elderly people in the homes walking their pets or going over to the grocery store or whatever.</p>	<p>Decisions on design details, such as placement of barrier, will be made during the final design and construction phase of the project. All applicable design standards will be reviewed to determine if a safety barrier would be required between the sidewalk and 6200 South.</p>
44.	Paige White	<p>So on the sidewalk on 6200 between Gold Medal Drive and Bangerter Highway, I would just like to see either a noise-retention wall or a gate of some sort, a fence, that allows the safety for the kids and the elderly that live in the Legacy senior homes right there, just to protect them as they walk.</p>	<p>Decisions on design details, such as placement of barrier, will be made during the final design and construction phase of the project. All applicable design standards will be reviewed to determine if a safety barrier would be required between the sidewalk and 6200 South.</p>

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45.	Todd Allison	I live on Chism Ct. I am not one of the potentials or parcels that is being removed. What I am, is I am a Realtor agent, real estate agent in the area. I just noticed that the estimates for the 2040 traffic are probably going to be a little bit off, especially with the building that are going in along Bacchus Highway and on 56th West and the population doubling. That's where it's going to be doubling. So my comment that I would like to add is, I'm desperately seeking some type of highway-freeway system that goes east/west, somewhere in the vicinity of 54th to 90th. My recommendation would be the Old Bingham Highway, but that's up to Utah Department of Transportation to figure out in the studies. But with all the people that need to go east/west e, they have no way to go east/west except for on our streets, like 6200, 90th, 70th, 78th, 5400, and all those streets are all full to the max. So I am ecstatic actually that the process going in on Bangerter is clearing some of that out, but I don't see it lasting very long. I see it very short-sighted, hence the 2040 estimate is going to be like a 2020 estimate.	The Wasatch Front Regional Council (WFRC) is the designated metropolitan planning organization for the Wasatch Front Urban Area and is responsible for developing and maintaining a region-wide, long-range transportation plan for Salt Lake County. WFRC works in close cooperation with UDOT, the Utah Transit Authority (UTA), cities and counties located within its region to develop long-term regional plans that include new transportation facilities and upgrades to the existing transportation systems and infrastructure.
46.	Diane and George Turner	I live at [REDACTED]. I work from home and I'm worried about the barricade coming down and it be really noisy for me to try to do my customer service calls, because I work from home. That's one comment. Second comment is, I'm worried about the kids that go to Bennion Junior High that they may not have a way to cross. There's a lot of kids that now walk across the walkway. What are they going to do for those kids, and also the West brook Elementary? We're really worried about the noise, my work requires it to be a quiet environment.	The northern portion of the wall adjacent to the park will be replaced. During construction you may experience an increase in noise, however, extended disruption is not anticipated.  UDOT is working with Granite School District on a permanent solution regarding the pedestrian bridge removal. The project does propose sidewalks on the south side of 6200 South and at-grade pedestrian crossings of the Bangerter southbound on and off-ramps. The sidewalks will cross underneath mainline Bangerter Highway at the new interchange.
47.	Ruth Jacobson	My name is Ruth Jacobson and I live at [REDACTED]. I was wondering why you are not planning an overpass over Bangerter by this intersection. Not only do children use it to go to Westbrook Elementary from my Misty Hills neighborhood, there are	UDOT is working with Granite School District on a permanent solution regarding the pedestrian bridge removal. The project does propose sidewalks on the south side of 6200 South and at-grade pedestrian crossings of the Bangerter southbound



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		students coming from the Hidden Oaks apartment and some from Dixie Valley who are in Granite School District. Also, there are several senior citizens in the Legacy House Assisted Living that walk to the Reams Grocery Store for food. I just wanted you to realize how many families that impacts.	on and off-ramps. The sidewalks will cross underneath mainline Bangerter Highway at the new interchange.
48.	Cindy Jensen	Please leave Fox Hills Drive open to enter from the east and exit going west. The barrier preventing a left hand turn from Dixie Drive onto 7000 W would be ideal for this location as well.	In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to right-in and right-out onto 6200 South.
49.	Aaron Bennett	What will be done with the movement of the 3 fire hydrants on the north side of the road between the church and country hills drive?	Utilities impacted by the proposed project would be relocated in accordance to agreements between UDOT, the cities, and/or the utility company.
50.	N/A	A traffic signal is critical here (Country Hills Drive and 6200 S.) to allow this neighborhood a chance to safely go east and west on 6200 S.	UDOT and city officials have been in close coordination throughout development of this project. Concerns regarding city streets and/or intersection improvements have been shared with the appropriate city.
51.	Erin Kwaite	Please don't shut down the strip mall off 6200! Don't put hardworking Americans out of work!!!!	Based on current design, some commercial property acquisition is required in the southwest quadrant of Bangerter Highway and 6200 South. UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).
52.	Amanda Aphay	Please don't let this go into effect. This is my family friend's restaurant they've owned since I can remember. This restaurant is the only thing they have to support their entire family.	Based on current design, some commercial property acquisition is required in the southwest quadrant of Bangerter Highway and 6200 South. UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).

### 30 DAY PUBLIC COMMENT PERIOD (2/1/18 – 3/2/18)

Project Name: Bangerter Hwy @ 6200 South

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	Name	Comment	Response
53.	Justin Minaya	You are ruining local business change this ridiculous plan.	<p>Currently the Bangerter Highway and 6200 South intersection experiences high amounts of congestion, operating at Level of Service (LOS) E. If no improvements are made, traffic modeling indicates that by 2040 the intersection would operate at LOS F.</p> <p>UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).</p>
54.	Mikayla La	To whom it may concern: I'm writing in reference to the 6200 S Bangerter Hwy project. This is very unfortunate that family own business is affected. We locals work so hard and put our heart and soul into a business to help support our family. I understand our city is growing rapidly and require lots of changes. Please provide compensation to those who are effected with this change. Thank you for allowing me to have an input. Have a wonderful day.	Based on current design, some commercial property acquisition is required in the southwest quadrant of Bangerter Highway and 6200 South. UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).
55.	Andy Roper	I live off of 6200 South and restricting access to Dixie Drive would be a huge inconvenience for us. Not being able to turn there to access local businesses like Reams, Thai Delight, Starbucks, etc. would become very difficult and I feel like it would hurt local businesses as well as making access to the neighborhood very burdensome. Please keep access to Dixie Drive open.	<p>In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.</p> <p>Based on current design, some commercial property acquisition is required in the southwest quadrant of Bangerter Highway and 6200 South. UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).</p>

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Project Name: Bangerter Hwy @ 6200 South

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	Name	Comment	Response
56.	Sonny Suazo	We need access to our local businesses and your current plans do not help with the development of small businesses. Please reconsider your plans in accessing Dixie road. That is a busy road with neighborhood there and residents need access as well.	In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.
57.	Chelsea Villaneava	I recently visited one of my favorite restaurants and noticed that they are in danger of losing their location by the overpass construction that will be happening soon. I just wanted to reach out and voice that if there is a different route that can be taken for this overpass that it be considered, losing the Thai Delight restaurant and all of the business over there would detrimental to their small businesses, and I don't think that is fair. Thai Delight is hands down one of my favorite restaurants, Please feel free to reach out to me via email if needed, I appreciate you taking the time to read my comments and concerns and hearing that they may have to close due to the construction breaks my heart.	<p>In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.</p> <p>Based on current design, some commercial property acquisition is required in the southwest quadrant of Bangerter Highway and 6200 South. UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).</p>
58.	Lily Roper	I live off of 6200 South and restricting access to Dixie Drive would be a huge inconvenience for us. Not being able to turn there to access local businesses like Reams, Thai Delight, Starbucks, etc. would become very difficult and I feel like it would hurt local businesses as well as making access to the neighborhood very burdensome. Please keep access to Dixie Drive open. Thank you.	In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to

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Project Name: Bangerter Hwy @ 6200 South

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	Name	Comment	Response
			<p>evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.</p> <p>Based on current design, some commercial property acquisition is required in the southwest quadrant of Bangerter Highway and 6200 South. UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).</p>
59.	Marin Ingledew Canham	<p>Hindering access to Dixie valley rd. off of west bound 6200 south will wreak havoc on the businesses like Thai Delight Cafe that have built their lives in that shopping center. They have worked so hard to increase value in the neighborhood. I believe there has to be a solution that will allow access to Dixie Valley shopping center and fulfill the Bangerter transition.</p>	<p>In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.</p> <p>Based on current design, some commercial property acquisition is required in the southwest quadrant of Bangerter Highway and 6200 South. UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).</p>
60.	Emily Kartchner	<p>Given the volume of traffic that uses 6200 south to connect between 215 and Bangerter long term best solution would be a freeway style on ramp from west bound 6200 to south bound Bangerter.</p>	<p>UDOT is proposing to construct a grade-separated Single Point Urban Interchange (SPUI) at the existing intersection of Bangerter Highway and 6200 South. This design includes an entrance and exit ramps from 6200 South to southbound Bangerter Highway.</p>
61.	John Pickett	<p>I am writing this email because I am concerned about access to local businesses because of the 6200 South overuse plans. They will make it very</p>	<p>In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D</p>

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	Name	Comment	Response
		hard to gain access to local businesses, and the local businesses are the most important to our neighborhood. Please take this into consideration.	or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.
62.	Sanae Hale	Please review the plans you have on the 6200 south. There are a lot of businesses in jeopardy just like Thai delight and that is someone livelihood. This is our families and many families favorite place to eat. Please review the plans.	<p>In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.</p> <p>Based on current design, some commercial property acquisition is required in the southwest quadrant of Bangerter Highway and 6200 South. UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).</p>
63.	Christian Mansfield	As patrons of a business on Dixie Road, near the 6200 S intersection (Thai Delight - which is the best Thai food in the valley!), my wife and I are hopeful that any improvements to the roadway will also plan for businesses and residences in that immediate area. Thank you!	In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.

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Project Name: Bangerter Hwy @ 6200 South

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	Name	Comment	Response
			Based on current design, some commercial property acquisition is required in the southwest quadrant of Bangerter Highway and 6200 South. UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).
64.	Lisa Putnam	To whom it may concern; You need to understand that when you disturb the flow of traffic going in and out of the area that affect business that have been in business for 20 plus years that are family owned and operated please think about it when you decide how to do the flow of traffic this is the building across from reams called Thai delight. Thank you, Lisa Putnam a long time customer	<p>In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.</p> <p>Based on current design, some commercial property acquisition is required in the southwest quadrant of Bangerter Highway and 6200 South. UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).</p>
65.	N/A	I wouldn't want this place to go I really love Thai delight and the family they worked so hard to have this place! Please keep the building here	Based on current design, some commercial property acquisition is required in the southwest quadrant of Bangerter Highway and 6200 South. UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).
66.	Emily Kartchner	Left turns onto Westbrook from 6200 S eastbound needs to be blocked to allow a decent size left turn lane onto Bangerter.	This limits of this project stop at Gold Medal Drive. UDOT and city officials have been in close coordination throughout development of this project. Concerns regarding city streets

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			and/or intersection improvements have been shared with the appropriate city.
67.	Steven Frank	Traffic light for the southbound exit on to 6200 South going west Instead of a YIELD sign; Continuous flow of traffic With the Fox Hills Drive entry so close to the Bangerter interchange, there would be times of the day that it would be impossible to exit Fox Hills Drive to 6200 South going west. With the exit YIELD sign, you are creating a continuous flow of traffic (with no breaks) that are coming from the east on 6200 South, from Bangerter north bound, with traffic exiting and turning west on to 6200 South and from Bangerter south bound, with traffic exiting and going west on to 6200 South. At least with a traffic light on the Bangerter south bound exit to 6200 South, west, a break in the traffic cycle could be created and an exit from the Fox Hills subdivision could be done safely.	The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South, possible solutions include adding a stop condition for the southbound Bangerter Highway exit ramp to westbound 6200 South movement.
68.	Thomas Thomas	It's too bad with all this land owned by the state on either side of the highway they can't build an upper level exit. All it would take is building a bridge above the Bangerter to link up with 6200 South with a traditional intersection. The highway would tunnel below.	UDOT is proposing to construct a grade-separated Single Point Urban Interchange (SPUI) at the existing intersection of Bangerter Highway and 6200 South. This design includes an entrance and exit ramps from 6200 South to southbound Bangerter Highway.
69.	N/A	Traffic Signal at 6200 South and Country Hills Drive to go east on 6200 South NOT OUR PROBLEM (UDOT) That is for Taylorsville City to resolve. Nice attitude Great job of moving traffic and getting traffic off of Bangerter.... BUT, Once you go a few feet west on 6200 South, you state it's not your problem but Taylorsville City and they will need to deal with it. You have your budget to get things done but created a mess for the city and just where do they come up with funds immediately to handle traffic congested that is shifted to the west. To go east on 6200 South, the logical place for residents of the Fox Hills subdivision and Country Hills subdivision (two subdivisions directly west of Bangerter) is at Country Hills Drive. With the continuous flow of traffic going west from the east, north and south it would be impossible to turn east on to 6200 South from Country Hills Drive. Of course your positions is NOT OUR PROBLEM, Taylorsville City will	UDOT and city officials have been in close coordination throughout development of this project. Concerns regarding city streets and/or intersection improvements have been shared with the appropriate city.

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	Name	Comment	Response
		<p>need to deal with it. Way to go, just dump it in their lap. With the budget that you have, you should assist the city with all the traffic problems you are creating. I am not saying that you give them directly funds but escrow a negotiated amount to handle the problems and with your escrowed funds going specifically for the improvements due to your shifting of the traffic. I predict your answer will be that the traffic survey does not show traffic at this area. What your survey does not take into account is that residents do not use it because, even now you cannot negotiate safely an east turn from Country Hills Drive on to 6200 South going east and residents use the current Fox Hills Drive traffic light or go through another subdivision to 4000 west and would typically go north on a limited two lane road. 4000 West is busy enough with the recent change of the 5400 South interchange and traffic flow where traffic needing to go east on 5400 South from the north must go further south of 5400 South, loop around and return</p>	
70.	N/A	<p>How will these businesses survive with the current plans? There will be limited access to this area. We would be so sad to see one of our favorite places go out of business because of this decision. Please provide a solution to keep these places in business!</p>	<p>In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.</p> <p>Based on current design, some commercial property acquisition is required in the southwest quadrant of Bangerter Highway and 6200 South. UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).</p>
71.	Dan Henage	<p>Please do not block access to Dixie Road and Thai Delight with the 6200 s overpass. My team works nearby and this is a go to location for us and we would be very disappointed to see it hurt.</p>	<p>In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be</p>



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	Name	Comment	Response
			required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.
72.	Michael Steadman	Please adjust the plans to make easier access to Thai delight.	In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.
73.	Magius Dorius	I hope that you will take into account the impact to local businesses as you plan the changes to this overpass.	UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).
74.	Justin Henderson	To whom it may concern: I would like to formally express my concerns of potentially losing easy access to my favorite restaurant Thai Delight in 6200 and Dixie. Please, for the love of god, make it so I can still easily access my massaman curry without having to make crazy detours. Thank you.	In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.
75.	Aaron Wignall	To whom it may concern, I'm writing at the behest of the businesses in the South West corner of 6200 S and Bangerter Highway. I frequently eat at Thai Delight and have become friendly with the family that owns the restaurant. They are increasingly concerned the intersection improvement	In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has

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		<p>plans will significantly affect their business. The specific concern is not being able to turn onto Dixie Road. I understand there are many considerations involved, I only ask that you give high priority to maintaining ease of access to the businesses there. If you have ever eaten at Thai Delight, I think you will understand. Thank you for your time and consideration, Aaron Wignall.</p>	<p>been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.</p>
76.	Win Tranngoc	<p>To Whom it May Concern,</p> <p>My name is Win Tranngoc. I represent our family, my Mom (Lae Tranngoc) owns Thai Delight Cafe. From what I understand, UDOT's current plans on the 6200 South overpass will hinder access to Dixie Road, or possibly even cause a relocation of our small family run business.</p> <p>My parents have put their Blood, Sweat and Tears into their restaurant for almost 20 years. Thai Delight Cafe, has now survived 2 recessions; a Tsunami in Thailand which caused all our distributors to raise prices. Not bad when considering 50% of business don't survive after 5 years (according to the SBA). Looking forward, I don't think we'll be able to survive in the future if UDOT hinders access to Dixie Road.</p> <p>There is a lot to be said about my parents, they came to this country as immigrants in 1980 with \$5.00 in their pockets. They've worked relentlessly (When I say relentless, I mean Mom works 7 days a week, 12 hour days) since they came to this country to build what we have today. I'm lucky to have my parents as role models.</p> <p>Because of their hard work, they are able to collect \$47,892.17 for our state in 2017. In 2016, they collected \$38,971.19 worth of Utah Sales Tax, that's an 18% increase, every year consistently growing every Sales quarter, up consistently year after year for almost 20 years.</p> <p>This is only a small glimpse of our financial being here. We paid administration fees to our States Health Department. We've cut checks to</p>	<p>In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.</p> <p>Based on current design, some commercial property acquisition is required in the southwest quadrant of Bangerter Highway and 6200 South. If right-of-way impacts occur to your business, UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).</p> <p>Your contact information and concerns have been passed on to the UDOT Right-of-Way group so they can review options with you.</p>

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**Project Name: Bangerter Hwy @ 6200 South**

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	<b>Name</b>	<b>Comment</b>	<b>Response</b>
		<p>our local Fire Departments, Business Licensing, Water districts, we pay utility fees. What I'm getting at is our business helps our whole economy move in the direction we need to make our country great again (personally I thought it's been great, we wouldn't have had the same opportunities in our country. My father today told me we are lucky to be able to voice our opinion in regards to our state affairs). Hindering access to Dixie Road is our lifeline. While I know that Reams and Starbucks pay more in Sales Tax most likely, I want to be sure our voice is being heard.</p> <p>We are Buddhist, we wants best for the greater good. At the same time we believe in Karma. Please do what's right. I tried to keep this email short, as I know you guys have important things to consider. I asked a few of our customers to voice their opinions in the last few days, our customers are intelligent, hopefully they've gave you some insight on the 6200 South intersection. I did wait until the last two days before comment just because I didn't want to flood you guys too much with emails.</p> <p>I've watched my parents put everything into their restaurant. Please take that into consideration when making decisions when our name is mentioned.</p> <p>Sincerely,</p> <p>Win</p> <p>P.S. Somebody from UDOT did try reaching out to me, I thank you guys for that. I lost her number, I'm not sure what she had to say. The day I found out our building was endangered was the same day I had to put my dog of 18 years down. I really haven't been wanting to deal with this, but I know I must. Sorry if I put off negative energy. I'm still mourning.</p>	

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	Name	Comment	Response
77.	Margaret Olsen	We often eat at Thai Delight and want to make sure that any plans for development include access to those businesses at 6200 and Bangerter. Our only access is from Dixie Drive. Thank you.	In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.
78.	David Berg	We are regular patrons of the above referenced restaurant and enjoy the family who has worked so hard to establish this business. Recently, we have heard of plans for changes to Bangerter Highway. This could prove devastating to the surrounding businesses. We ask that you think hard and give consideration to the local businesses in the area before you make your final decision. Thank you. David Berg Department Chair, Mathematics Taylorsville High School	In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.
79.	Jodi Lynn	Please do not jeopardize Our favorite family restaurant and small business. If you keep taking all the small business away you are taking away the rights, hard work, sweat, and tears from Americans. We all love Thai delight and the workers there. We in Dixie valley matter, you don't act like we do, but we do. Please take that into consideration.  And give us a decent park for our kids, with swings. And don't take away from us.	If right-of-way impacts occur, UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).  UDOT will compensate the West Jordan City for impacts to the playground equipment and park property. Your comment regarding the future of the park has been shared with West Jordan City.
80.	Jessica Fullmer	I'm writing out of concern for a local business we have frequented for many years that is in danger of being put of under due to the potential re-routing of access from 6200. The owner of Thai Delight Restaurant has welcomed and fed us, along with our family and friends, for over a decade. She has worked hard to build a community based business	In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter

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	Name	Comment	Response
		through her relationships with her customers. To restrict access to the businesses on 6200 West or Bangerter will not only affect her, but many others who have invested in the community. Please consider this as you make decisions regarding what to do with the exit at 6200 South. There are many people hoping you will make the right decision. Sincerely, Jessica Fullmer, University of Utah School of Medicine, M.D. Candidate Class of 2020	Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.
81.	Josilyn Stonebrook	My family is a huge fan on Thai Delight. Access to these small, local business is so important! Please figure out an access for traffic so they don't lose their wonderful restaurant!	In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.
82.	Joy Mataalii	To whom it may concern: I am writing in opposition of the plans to change the access of 6200 south overpass. The small businesses in that area will be greatly affected in a negative way so there needs to be another alternative put in place. Thank you for your consideration. Joy Mataalii	In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.
83.	Chris Weston	I am a fan of the changes taking place on Bangerter. I drive to and from work most days on Bangerter. I am worried, however, about plans for 6200 south and the business there. Thai Delight is the best Thai restaurant in the valley, and I would hate to see an establishment like that harmed by these changes. I would hope that every effort is being made to not harm access to such wonderful businesses. Thai Delight is run by an immigrant family who is living the American dream. Do right by them.	In order to ensure the Bangerter Highway and 6200 South interchange operates at the desired Level of Service (LOS) D or better in the year 2040, intersection modifications will be required at Fox Hills/Dixie Drive. The proposed design has been modified to allow southbound travel from the Bangerter Highway exit to Dixie Drive. The project team is continuing to

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	Name	Comment	Response
			evaluate traffic operations at Fox Hills/Dixie Drive and 6200 South.
84.	Stacie Hellander	<p>We are not happy with the news regarding the access changes to Dixie road. We eat here at least once a week and our family has been coming here for 10 years. Business owner Lae works her fingers to the bones running her family business. I'm sure the move would be very expensive, timely and stressful for all. At least reimburse them to relocate and remodel their expenses! This is a one of a kind family owned restaurant that still exist and they make you feel like family when you are here! Thank you, Stacie Hellander</p>	<p>Based on current design, some commercial property acquisition is required in the southwest quadrant of Bangerter Highway and 6200 South. UDOT will work through the right-of-way process to provide just compensation in accordance with the Utah Relocation Assistance Act (U.C.A. Section 57-12-1 et seq.).</p>
85.	Scott Langford, West Jordan Community Development Director	<p>I appreciate the opportunity I had to meet with UDOT staff on January 16, 2018 to learn more about the potential options being studied to improve the Bangerter Highway 6200 South interchange.</p> <p>One of my responsibilities as West Jordan's Community Development Director is to work with the Mayor and City Council to determine the highest and best use for properties within the city.</p> <p>The existing commercial area located on the southwest corner of 6200 South Bangerter Highway (Dixie Valley Shopping Center), has proven over time to be viable commercial center, providing valuable commercial services to the surrounding area.</p> <p>The proposed option that would restrict Dixie Valley Drive to a "High -T" intersection would significantly alter the ease of access, and therefore the viability of this shopping area. Over the past year, the City of West Jordan collected over \$125,000 in sales tax revenue from this shopping area; nearly \$69,000 coming from the Ream's grocery store. With the continued development in West Jordan and Taylorsville, we expect that these numbers will continue to grow – <i>but only if people can conveniently access the site.</i></p>	<p>The project team has evaluated the intersection realignment options provided by the City of West Jordan. All realignment options provided would be more impactful to right-of-way and require additional relocations in comparison to the proposed High-T intersection. Please see the comparison table attached at the end of this comment response matrix for complete details.</p>

### 30 DAY PUBLIC COMMENT PERIOD (2/1/18 – 3/2/18)

Project Name: Bangerter Hwy @ 6200 South

PIN: 14415 Project No.: S-0154(84)14

	Name	Comment	Response
		<p>My request is to incorporate one of the options presented by the West Jordan engineers to ensure safe and convenient access to this commercial area. Without doing so, the interchange “improvements” will create a repetitive ongoing fiscal impact to the City of West Jordan, which the current Environmental Impact Study (EIS) does not address.</p>	
86.	David Brickey, West Jordan City Manager	<p>Thank you for taking the time to meet with West Jordan staff and community members regarding the 6200 South Bangerter Bridge Project. Your availability thus far in the environmental study process has been very encouraging.</p> <p>The City of West Jordan feels that, overall, the 6200 South Bangerter Bridge Project will be beneficial to the community. However, there are a few seriously detrimental impacts we would like to have addressed in the following areas:</p> <p><b>Retail Viability</b></p> <p>Since the "West Option" was presented at the public hearing on February 15, several business owners have expressed grave concern to our staff about the future viability of their businesses should the proposed design be implemented.</p> <p>Considering the detriment to West Jordan's economy as well as personal livelihoods already imposed with the required removal of businesses, it is imperative that the negative impact to the remaining businesses be minimized however possible. West Jordan staff feel there are design options that could do this including the following:</p> <ul style="list-style-type: none"> <li>• As it stands, the proposed interchange at Bangerter will create too small of a commercial area to have a thriving retail center between Bangerter Highway and Dixie Drive. We propose moving Dixie</li> </ul>	<p>The project team has evaluated the intersection realignment options provided by the City of West Jordan. While each of the West Jordan options allow for improved access onto Dixie Drive, they result in more ROW impacts (summarized below) to existing properties and businesses in comparison to the proposed High-T design.</p> <p>Total parcels impacted (residential, commercial, municipal) with each intersection design are as follows:</p> <ul style="list-style-type: none"> <li>• Proposed High – T = 4 parcels</li> <li>• WJ Option 1 = 13 parcels</li> <li>• WJ Option 1B = 13 parcels</li> <li>• WJ Option 2 = 9 parcels</li> <li>• WJ Option 3 = 10 parcels</li> </ul> <p>Please see the comparison table attached at the end of this comment response matrix for complete details.</p>

### 30 DAY PUBLIC COMMENT PERIOD (2/1/18 – 3/2/18)

Project Name: Bangerter Hwy @ 6200 South

PIN: 14415      Project No.: S-0154(84)14

	Name	Comment	Response
		<p>Drive to the west to maintain enough right of way to have a functioning retail center. (See options 1 and 1B)</p> <ul style="list-style-type: none"> <li>• Full access onto and off of 6200 South is essential for the retail center to function. To that end, we would like to propose other alternative alignments of Dixie Drive. (See options 2 and 3).</li> </ul> <p>I have attached diagrams of each of these options. Will you and the Bangerter team please review and consider them? We would be happy to meet to further coordinate these ideas with the needs of the project, Taylorsville City and the retail property owners.</p>	
87.	David Brickey, West Jordan City Manager (continued)	<p><b>Traffic Flow</b></p> <ul style="list-style-type: none"> <li>• Good signal spacing on 6200 South is essential for traffic flow. The proposed alternative alignments of Dixie Drive mentioned above will be located up to 1,000 feet from the new traffic signal under Bangerter Highway on 6200 South</li> <li>• The proposed partial closure of Dixie Drive will adversely impact customer traffic by cutting off access to the retail area from Taylorsville residents to the north. In addition, traffic north of 6200 South will be forced onto new streets to access both 6200 South and Bangerter Highway.</li> </ul>	<p>Correct. If any of the West Jordan Options were implemented, then traffic flow on 6200 South in this area would benefit.</p> <p>The current design has been modified to allow southbound travel from the Bangerter Highway Exit to Dixie Drive. Possible solutions may also include the addition of a stop condition for Bangerter Highway Exit ramp to westbound 6200 South.</p> <p>Fox Hills Drive southbound to Dixie Drive southbound will be closed, which was preferred over full closure of the Fox Hills Drive/Dixie Drive intersection. The following movements on to Dixie Drive would still be allowed:</p> <ul style="list-style-type: none"> <li>• 6200 South eastbound to Dixie Drive southbound</li> <li>• 6200 South westbound to Dixie Drive southbound, including southbound travel from the Bangerter Highway exit to Dixie Drive.</li> </ul>



### 30 DAY PUBLIC COMMENT PERIOD (2/1/18 – 3/2/18)

Project Name: Bangerter Hwy @ 6200 South

PIN: 14415      Project No.: S-0154(84)14

	Name	Comment	Response
88.	David Brickey, West Jordan City Manager (continued)	<p><b>Pedestrian Safety and Access</b></p> <p>There are many pedestrian access concerns with the new layout that were not considered in the current design. For example, it is critical to provide safe pedestrian movement east to west under the bridge on both the north and south sides of the Bangerter Highway interchange at 6200 South. Current plans only allow for south side pedestrian access.</p> <p>We understand the importance for the State to ensure the Dixie Drive intersection moves traffic at the volume needed for the public at peak use. We also understand that a "failure" (LOS D, E and F under peak conditions) at the Dixie Drive intersection may cause ramp traffic to back up onto Bangerter and thus requires the signal be placed in such proximity as to prevent such a failure. To accommodate the signal's necessary placement and still allow for pedestrian access, we request a new pedestrian bridge crossing north to south on 6200 South on the west side of Dixie Drive (if no pedestrian access is provided by a traffic signal).</p> <p>Further justification for the necessity of this bridge is the fact that under the current plan, there is no way for pedestrians to access the retail center from the north side of the intersection. The current plan does not provide east to west access on the north side of the Bangerter Interchange at 6200 South and completely eliminates north to south access at 6200 S and Dixie Drive.</p> <p>The requested pedestrian bridge will provide a viable alternative if the current pedestrian access is removed from the current intersection. This connection would provide access for south-side east to west pedestrian movement and should be required mitigation in the project for pedestrians.</p>	<p>The project team is continuing to evaluate traffic operations at Dixie Drive and 6200 South, possible solutions include a north-south signalized pedestrian crossing. Other solutions will be evaluated.</p>

### 30 DAY PUBLIC COMMENT PERIOD (2/1/18 – 3/2/18)

Project Name: Bangerter Hwy @ 6200 South

PIN: 14415      Project No.: S-0154(84)14

	Name	Comment	Response
89.	David Brickey, West Jordan City Manager (continued)	<p><b>Sound and Vibration</b></p> <p>During the construction of the 7000 South and 9000 South bridges, numerous complaints were made by the residents regarding construction noise and vibration, particularly at night. While we understand the need to pursue the work as well as UDOT's options to do so under current state code, we believe it is not good construction practice to force extended sleep deprivation on the public to allow a contractor to meet a required schedule.</p> <p>The City hereby requests a plan be required of all contractors that allows around the clock construction only for the most crucial portions of the project and that those "windows" of time be limited to 48 hours total during any given running 30 days on the project. The UDOT team will be working in close proximity to the residential neighborhoods, and should respect the citizens' right to the peaceful use of their property.</p> <p>We appreciate the difficult design decisions the staff at UDOT are required to make and look forward to working with you on solutions that are acceptable to all, both now and in the future.</p>	<p>Your concern regarding night work has been noted by the project team.</p> <p>If night work is required for this project, then UDOT will work to secure a temporary noise permit as required by S.B. 177 prior to construction. When a permit is needed, a NET Benefit Analysis (which compares night work to day work to determine if night work provides a greater net benefit to the community) and coordination with local jurisdiction authorities is also required.</p>
90.	Barry Bessy General Manager Reams Food Stores	<p>I'm writing to express Ream's Food Stores opposition, to the High T intersection on Dixie Valley Drive, and the raised Median westbound coming off southbound Bangerter Highway. Both would extremely limit the access to our business, and businesses across the street at the Dixie Valley shopping center.</p> <p>Our belief is that the limited access, and loss of traffic flow into, and past our business, would result in the closure of our store.</p> <p>After meeting with members of the West Jordan City Development Commission, and City Engineer's, Reams would recommend incorporating one of West Jordan City's New Dixie Drive plans. This would ensure a safe and convenient access to the home owners in Dixie Valley.</p>	<p>The design has been modified to allow southbound travel from the Bangerter Highway Exit to Dixie Drive. Possible solutions may also include the addition of a stop condition for Bangerter Highway Exit ramp to westbound 6200 South.</p> <p>The project team has evaluated the intersection realignment options provided by the City of West Jordan. While each of the West Jordan options allow for improved access onto Dixie Drive, they result in more ROW impacts (summarized below) to existing properties and businesses in comparison to the proposed High-T design.</p>

**30 DAY PUBLIC COMMENT PERIOD (2/1/18 – 3/2/18)**

**Project Name: Bangerter Hwy @ 6200 South**

**PIN: 14415 Project No.: S-0154(84)14**

	Name	Comment	Response
			<p>Total parcels impacted (residential, commercial, municipal) with each intersection design are as follows:</p> <ul style="list-style-type: none"><li>• Proposed High – T = 4 parcels</li><li>• WJ Option 1 = 13 parcels</li><li>• WJ Option 1B = 13 parcels</li><li>• WJ Option 2 = 9 parcels</li><li>• WJ Option 3 = 10 parcels</li></ul> <p>Please see the comparison table attached at the end of this comment response matrix for complete details.</p>

## UDOT Design vs West Jordan City Options Right – of – Way Impact Analysis

Dixie Drive Comparison (public comments 85-90)

Project Name: Bangerter Hwy @ 6200 South

PIN: 14415    Project No.: S-0154(84)14

Design	ROW Impact*	Residential	Commercial						Municipal Irrigation Canal Trail	Total
			Reams	Community Nursing	Better Business Bureau	Valley Mental Health	Hidden Oaks Apartment	Dixie Valley Shopping Center		
<b>UDOT High-T</b>	Relocation	3								<b>4</b>
	Partial	1								
<b>West Jordan Option 1</b>	Relocation	3		Yes						<b>13</b>
	Partial	4			Yes	Yes	Yes	Yes	Yes	
<b>West Jordan Option 1B</b>	Relocation	3		Yes						<b>13</b>
	Partial	4			Yes	Yes	Yes	Yes	Yes	
<b>West Jordan Option 2</b>	Relocation	3	Yes							<b>9</b>
	Partial	4					Yes			
<b>West Jordan Option 3</b>	Relocation	3	Yes	Yes		Yes	Yes			<b>10</b>
	Partial	1			Yes				Yes	

*\*If Fox Hills Dive was realigned to the west, additional ROW impacts north of 6200 South may be required.*

# **Appendix E: UDOT Project Commitments**

## MITIGATION COMMITMENTS

CONSTRUCTION		Responsible
Air Quality	Requirements outlined in Standard Specification 01572 titled "Dust Control and Watering" will be followed.	Contractor
Cultural	UDOT Standard Spec 01355, Parts 3.7 and 3.8	Contractor
Hazardous Waste	If hazardous materials are encountered, the contractor will follow UDOT Standard Specification 01355 regarding the treatment and disposal of hazardous materials.	Contractor
Invasive Species	Supplemental Specification 02924S titled "Invasive Weed Control" will be included in the contract documents and outlines BMPs that will be incorporated.	Contractor
Water Quality	Comply with UGCP; finalize the project SWPPP, implement and maintain the document in accordance with the UGCP throughout the construction of the project.	Contractor

PRELIMINARY ENGINEERING		Responsible
Relocations	Property owners will be compensated according to the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended.	UDOT Right-of-Way
Water Quality	A SWPPP is required to be completed during design and provided to the project awarded contractor.	Designer
Noise	As part of the final design phase, conduct noise wall balloting consistent with the procedures described in UDOT's Noise Abatement Policy.	UDOT Program Management