

**APPENDIX B**



## Public Hearing Summary

The following information is a summary of the I-15 Northbound; Bangerter Highway to I-215 Environmental Assessment (EA) Public Hearing:

<b>Overview</b>	<p>The Utah Department of Transportation (UDOT) is conducting an Environmental Assessment (EA) to develop transportation solutions that address travel demand for northbound I-15 between Bangerter Highway and I-215.</p> <p>UDOT held a public hearing (open house format) to present the preferred alternative and summary of environmental impacts. Additionally, an open microphone was available for public commenting and right-of-way information about property rights was offered to attendees.</p>
<b>When/Where</b>	<p>The Public Hearing was held on Tuesday, August 21, 2018, from 4-7 p.m. at the Midvale Senior Center in Midvale, Utah.</p>
<b>Advertisement</b>	<p><b>Legal Notice</b></p> <p>A legal notice was published on Aug. 7 and Aug. 14, 2018 in two papers: The Salt Lake Tribune and Deseret News. The notice included information about the study, public hearing and comment period (see Attachment A: Legal Notice, Utah Legals Publication, and Proof of Publication).</p> <p><b>Mailer</b></p> <p>Approximately 2,751 postcards containing public hearing details were mailed to businesses and residences in the study area 10 days prior to the public hearing (see Attachment B: Postcard).</p> <p><b>Canvassing</b></p> <p>On Aug. 14 and 15, 2018, approximately 634 door hangers, in English and Spanish, were hand delivered to businesses and residents adjacent to I-15 on the east side from Bangerter Highway to I-215 (see Attachment C: Door Hanger).</p> <p><b>City Email Invitations</b></p> <p>Email invitations were sent to the following cities' public information officers and elected officials: Midvale, Sandy, Draper, Murray, South Jordan and West Jordan.</p>

**Project Website**

The project website was updated prior to the public hearing to include the draft EA and well as detailed information about the meeting and comment period. The website was updated following the public hearing to include meeting displays and materials.

**Social Media and Websites**

Information was provided to the following agencies to post on social media outlets and websites prior to the open house:

- UDOT Region Two
- Utah DOT
- Midvale
- Sandy
- Draper
- Murray
- South Jordan
- West Jordan

**Email Blast**

Email blasts were sent to the study email contact list on August 7, August 16, and August 20 announcing and reminding about the public hearing and comment period.

**Attendance** 143 attendees signed in. Comment forms and business cards with contact information were handed out (see Attachment D: Comment Form).

**Information Presented** The public hearing boards were set up around the room and included information about the environmental process, Purpose & Need, Alternatives, Preferred Alternative, environmental impacts and mitigation. Additionally, information on construction and the right-of-way process was available (see Attachment E: Boards).

Team members were present to explain the Preferred Alternative and the environmental process and answer questions. Five large maps of the Preferred Alternative were placed on tables to help team members answer questions and facilitate discussion (see Attachment F: Maps).

A right-of-way presentation was offered to inform attendees about the acquisition process and property rights. Right-of-way representatives were available to answer questions throughout the meeting (see Attachment G: Right-of-Way Presentation).

Two open microphone sessions were held to allow attendees an opportunity to publicly comment. Additionally, a court reporter was available to document verbal comments.

## Comments

Members of the public commented in the following ways:

- Completing/mailling comment forms provided at the public hearing (see Attachment H: Scanned Comment Forms).
- Providing verbal comments to court reporter (see Attachment I: Court Reporter Transcription).
- Commenting via open microphone (see Attachment I: Court Reporter Transcription).
- Submitting comments online through the website.
- Emailing comments to [i15northbound@utah.gov](mailto:i15northbound@utah.gov).

The public comment period for this phase ran from Aug. 7 to Sept. 5, 2018. A total of 60 comments were submitted during this time. The most referenced topics included:

- Right-of-way questions, concerns and requests.
- Opposition to the project.
- Property values of homes and businesses.
- Increased traffic and noise.
- Remnant property.

(See Attachment J: Responses to Public Comments)

**NOTICE TO THE PUBLIC OF PUBLIC HEARING AND  
AVAILABILITY OF ENVIRONMENTAL ASSESSMENT**

On the proposed improvements for northbound I-15 between Bangerter Highway and I-215  
UDOT Project No. S-I15-7(341)295

The Utah Department of Transportation, herewith, advises all interested persons or groups that an official Public Hearing (open house format) will be held for this project. The purpose of the proposed project is to address travel demand and improve safety on northbound I-15 between Bangerter Highway and I-215 in Salt Lake County, Utah. Additionally, the Environmental Assessment evaluated alternatives that best meet the project goals, and determined their associated impacts to social, economic and environmental resources.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by UDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

The proposed project includes constructing two separate Collector-Distributor systems; Northbound Collector-Distributor System A on I-15 from 9000 South to the I-215 east/westbound entrance ramps, and Northbound Collector-Distributor B on I-15 from Bangerter Highway to 9000 South.

An official **Public Hearing** will be held for this project on **August 21, 2018**, at the **Midvale Senior Center, 7550 S. Main St.**, Midvale, Utah from **4 to 7 p.m.**

Members of the public are invited to visit the open house at any time during this period and are encouraged to provide comments on the project. A microphone will be available for public comments at 5 p.m. and 6 p.m.

A presentation on the right of way process will be offered at two different times; 4:30 p.m. and 5:30 p.m.

Information to be presented at the hearing will include the study process, purpose and need, alternatives considered, proposed improvements, and information gathered during the environmental study. Appropriate illustrative materials will be available for review. During the hearing, verbal and/or written comments will be received from all interested persons or groups regarding the features of the proposed project and its social, economic, and environmental effects.

An Environmental Assessment has been prepared for this project which defines the scope of the project, any potential for environmental impact, and mitigation measures which might reduce adverse environmental impacts. The Environmental Assessment will be available for public comment for thirty (30) days from the first publication of legal notice. Written comments should be sent to: I-15 Northbound EA, 2162 West Grove Parkway Suite 400, Pleasant Grove, UT 84062 postmarked by midnight, **September 5, 2018** to be included in the official transcript of the public hearing. Comments may also be submitted at the public hearing, via email to [i15northbound@utah.gov](mailto:i15northbound@utah.gov) or by calling the project hotline at 801-747-9950.

The Environmental Assessment is available for review at the following locations:

- [www.udot.utah.gov/i15northbound](http://www.udot.utah.gov/i15northbound)
- UDOT Region Two, 2010 S 2760 W, Salt Lake City, UT 84104
- UDOT Central Complex, 4501 Constitution Blvd, Taylorsville, UT 84129

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during this meeting should notify the project team at the contact information listed above at least five days in advance of the meeting. Any individuals having questions relating to the environmental document or the Public Hearing should contact the project team at the before mentioned number/address/email.

Utah Legals – Search for “I-15 Northbound”

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The screenshot shows a web browser interface for the Utah Press website. At the top, there is a navigation bar with the Utah Press logo on the left and links for 'About Public Notices | Help' and 'Smart Search Sign-in'. Below the navigation bar, the page title is 'The Salt Lake Tribune'. On the left side, there is a sidebar with a search icon and the text 'The Salt Lake Tribune'. The main content area displays the publication details for 'The Salt Lake Tribune' on August 7, 2018. The details include the publication name, URL, city and state (Salt Lake City, UT), and county (Salt Lake). Below this, there are fields for 'Notice Popular Keyword Category' (I-15 northbound), 'Notice Keywords' (I-15 northbound), 'Notice Authentication Number' (2018091415514130834921136056343), and 'Notice URL'. The main content area features a 'Notice Content' section with a detailed notice regarding a public hearing and environmental assessment for northbound I-15 improvements. The notice includes information about the project, the public hearing, and the availability of the environmental assessment. At the bottom right of the page, there is a 'Back' button and a 'Notice Publish Date: Tuesday, August 07, 2018'.

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Ad Type Legal Liner

Attachment A: Legal Notice, Utah Legals Publication, and Proof of Publication

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Deseret News	Legal Liner Notice	Public Meeting/Hear
<b>Scheduled Date(s):</b>	08/14/2018	

Attachment A: Legal Notice, Utah Legals Publication, and Proof of Publication

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**Scheduled Date(s):**

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**Scheduled Date(s):**

08/14/2018

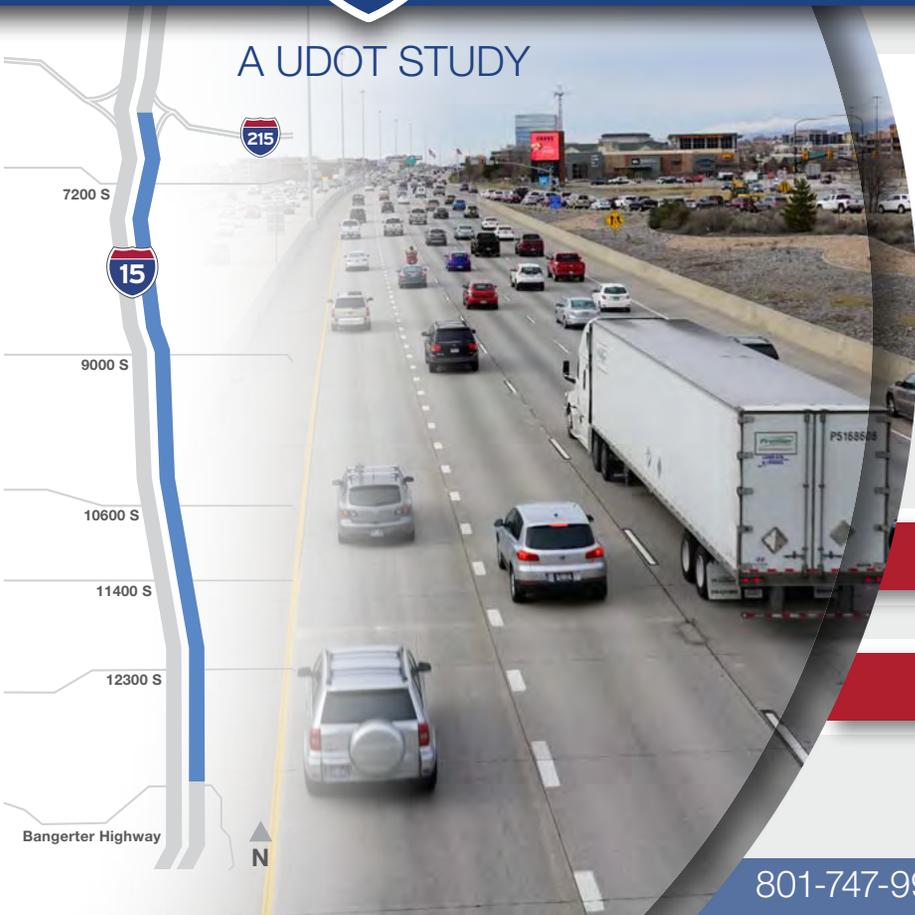
Public Meeting/Hear

3

8/6/2018 10:08:13AM

# NORTH BOUND

A UDOT STUDY



## YOU'RE INVITED TO A PUBLIC OPEN HOUSE

The Utah Department of Transportation (UDOT) invites you to a public hearing (open house format) to review and provide input on an Environmental Assessment (EA) for recommended improvements to northbound I-15 from Bangerter Highway to I-215 in Salt Lake County, Utah. The EA is being prepared as required by the National Environmental Policy Act (NEPA).

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this study are being or have been carried-out by UDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.*

### WHEN

Tuesday, Aug. 21, 2018  
4 - 7 p.m.

### WHERE

Midvale Senior Center  
7550 S. Main St., Midvale



## PUBLIC HEARING Additional Details

Attachment B: Postcard

- ◇ The preferred alternative and summary of environmental impacts will be displayed.
- ◇ A microphone will be available for public commenting at two different times, 5 and 6 p.m.
- ◇ A presentation on the right-of-way process will be offered at two different times, 4:30 and 5:30 p.m.
- ◇ If you need special accommodations, please contact us five days in advance at 801-747-9950.
- ◇ **All comments on the EA are due by Sept. 5, 2018.**



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

**The EA is available for public review through  
Sept. 5, 2018 at the following locations:**

Project Website

[udot.utah.gov/i15northbound](http://udot.utah.gov/i15northbound)

UDOT Region 2

2010 South 2760 West, Salt Lake City

UDOT Central Office

4501 South 2700 West, Salt Lake City

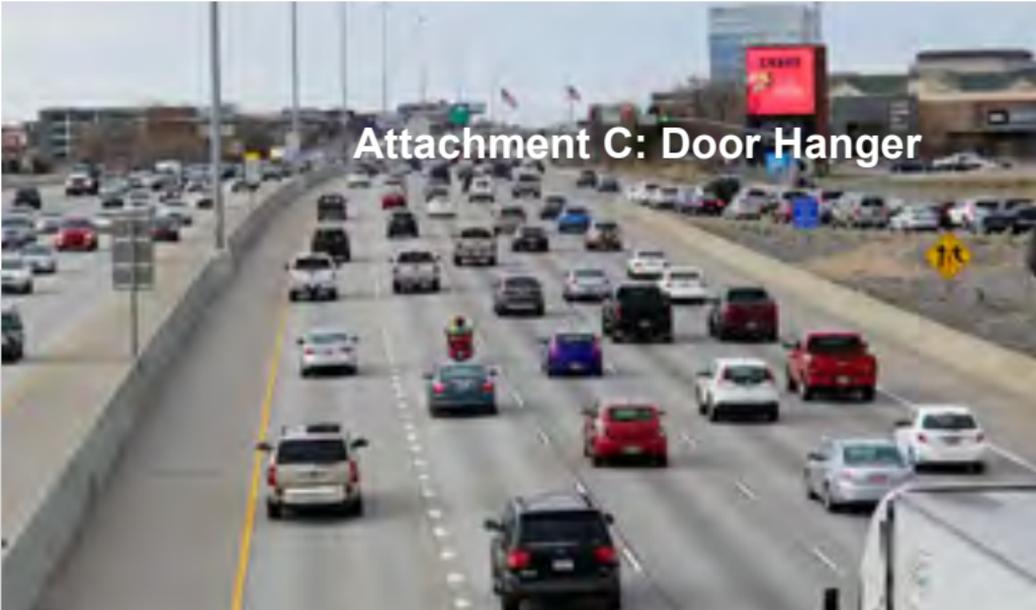
**Contáctenos si necesita esta información en Español.**

801-747-9950

| [i15northbound@utah.gov](mailto:i15northbound@utah.gov)

| [udot.utah.gov/i15northbound](http://udot.utah.gov/i15northbound)

## Attachment C: Door Hanger



# YOU'RE INVITED

TO A PUBLIC OPEN HOUSE



The Utah Department of Transportation (UDOT) invites you to a public hearing to review and provide input on an Environmental Assessment (EA) for recommended improvements to northbound I-15 from Bangerter Highway to I-215 in Salt Lake County, Utah. The EA is being prepared as required by the National Environmental Policy Act (NEPA).

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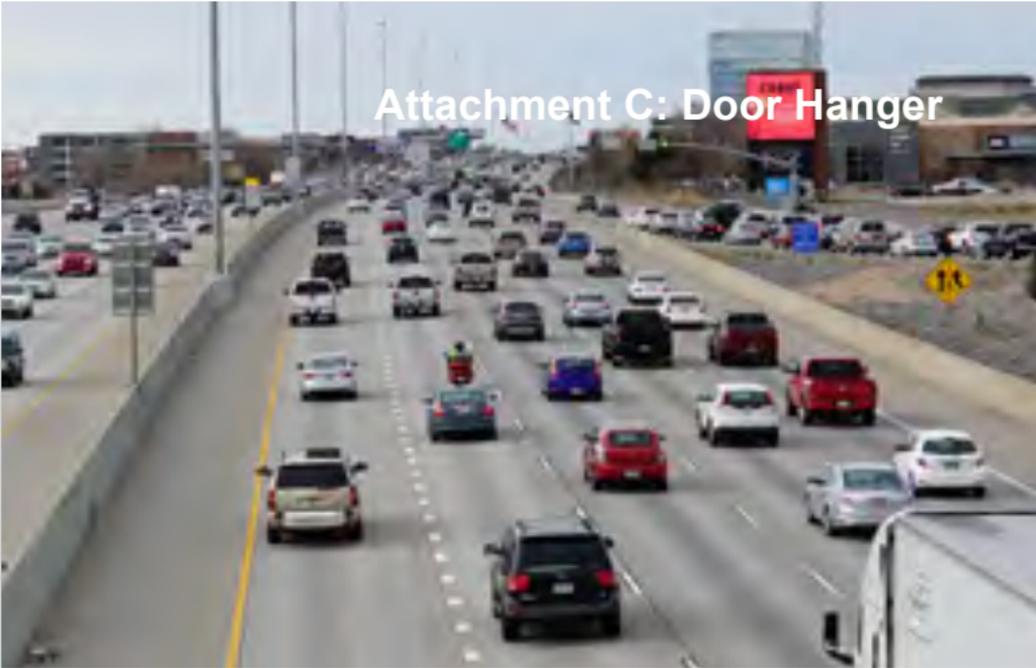
[udot.utah.gov/i15northbound](http://udot.utah.gov/i15northbound)

UDOT Region 2

2010 South 2760 West, Salt Lake City

UDOT Central Office

4501 South 2700 West, Salt Lake City



# ESTÁS INVITADO

A UNA JORNADA DE PUERTAS ABIERTAS

INTERSTATE  
**NORTH 15 BOUND**

El Departamento de Transportación de Utah (UDOT) lo invita a una junta publica para evaluar y proveer comentario de una Evaluación Medioambiental para las recomendadas mejoras a la autopista I-15 rumbo al norte desde Bangerter Highway hasta el I-215 en el condado de Salt Lake, Utah. La Evaluación Medioambiental esta siendo preparada como es requerido por el Acto de Política Ambiental Nacional (NEPA).

## CUANDO

Martes, Agosto 21, 2018  
4 - 7 p.m.

## DONDE

Midvale Senior Center  
7550 S. Main St., Midvale

- ◇ Se presentará la alternativa preferida y el resumen de los impactos medioambientales.
- ◇ Un micrófono estará disponible para comentarios públicos en dos diferentes horarios, 5 y 6 p.m.
- ◇ Se presentará una presentacion sobre el proceso de derechos de paso en dos diferentes horarios, 4:30 y 5:30 p.m.
- ◇ Si necesitas acomodaciones especiales, por favor contáctenos con cinco dias de avance al número telefónico 801-747-9950..
- ◇ **Todos comentarios sobre la Evaluación Medioambiental se necesitan antes de Sept. 5, 2018**

**La Evaluación Medioambiental será disponible para evaluación publica en las siguientes ubicaciones hasta el Sept. 5, 2018:**

Sitio de Internet del Proyecto

[udot.utah.gov/i15northbound](http://udot.utah.gov/i15northbound)

Región UDOT 2

2010 South 2760 West, Salt Lake City

Oficina Central de UDOT

4501 South 2700 West, Salt Lake City

.....

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*Place  
Postage  
Stamp  
Here*



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

.....

*Fold Here*





# WELCOME

## Public Open House

### **The purpose of the meeting is to:**

- ◇ Explain the Environmental Assessment results.
- ◇ Present UDOT's Preferred Alternative.
- ◇ Gather your input on the Preferred Alternative.

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried-out by UDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.*



# ENVIRONMENTAL PROCESS



## STAY INVOLVED THROUGHOUT THE STUDY PROCESS

\* Public meetings and opportunity to comment at key milestones \*

NORTH  BOUND

# PROJECT PURPOSE & NEED

- ◇ Address the current and future travel demand on northbound I-15 from Bangerter Highway to I-215.
- ◇ Improve safety on northbound I-15 from Bangerter Highway to I-215.



NORTH **15** BOUND

# ALTERNATIVES

## NO-ACTION ALTERNATIVE

Maintain the current roadway configuration of northbound I-15 between Bangarter Highway and I-215.



## ALTERNATIVE 1

Construct northbound **Collector-Distributor System** on I-15 from 9000 South to the I-215 east/westbound entrance ramps.



## ALTERNATIVE 2

Construct northbound **Collector-Distributor System** on I-15 from 9000 South exit ramp to the I-215 east/westbound entrance ramps.



Construct northbound **additional general purpose lanes** on I-15 from Bangarter Highway to 9000 South.

## ALTERNATIVE 3

Construct two separate Collector-Distributor Systems:

Northbound **Collector-Distributor System A** on I-15 from 9000 South to the I-215 east/westbound entrance ramps.

Northbound **Collector-Distributor System B** on I-15 from Bangarter Highway to 9000 South.



## ALTERNATIVE 4

Construct **new connector ramp** for the northbound I-15 to I-215 east/westbound entrance ramp. The proposed ramp would begin near its existing entrance, but would require traffic to enter from the far left lanes versus the far right lanes.



## ALTERNATIVE 5

Construct **new connector ramp** for the northbound I-15 to I-215 east/westbound entrance ramp. The proposed ramp would begin near its existing entrance, but would require traffic to enter from the far left lanes versus the far right lanes.

Construct northbound **additional general purpose lanes** on I-15 from Bangarter Highway to 9000 South.



## ALTERNATIVE 6

Construct **additional general purpose lanes** for northbound I-15 from the Bangarter Highway entrance ramp to the I-215 east/westbound entrance ramps.

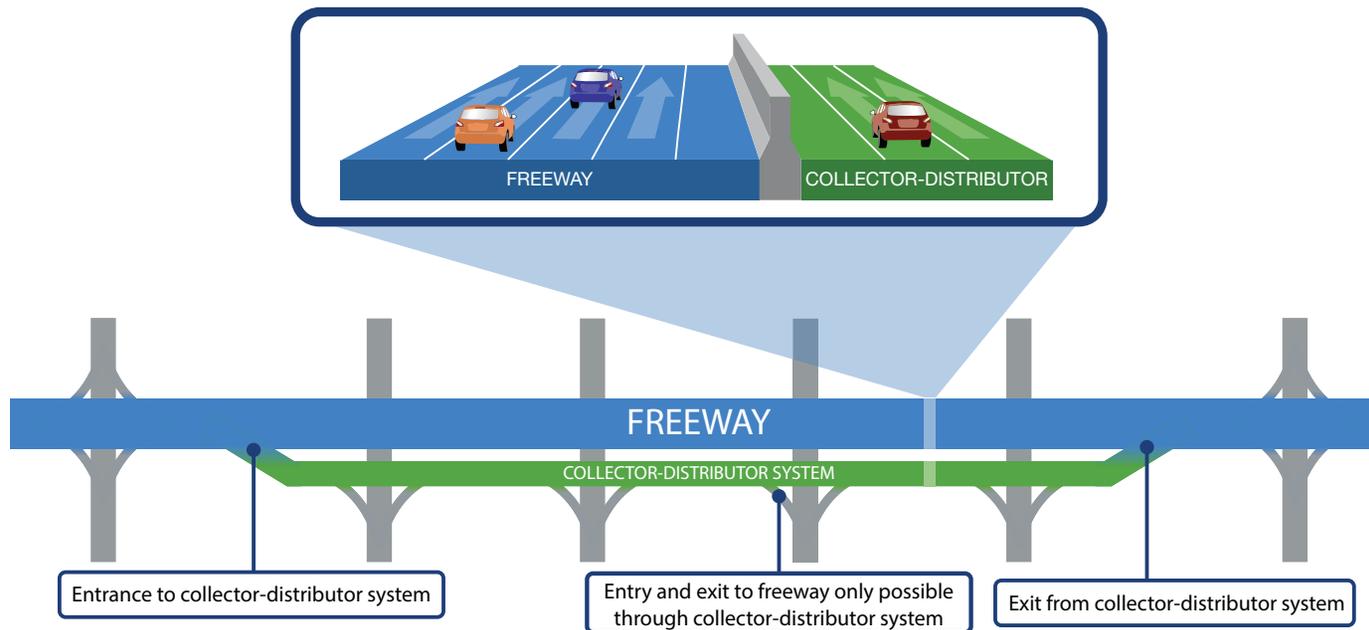


**LEGEND**

- ▬ Freeway (I-15)
- ▬ Existing interchange
- ▬ Remove Ramp
- ▬ New/Reconstructed Ramp
- ▬ Collector-Distributor System A
- ▬ Collector-Distributor System B
- ▬ Additional General Purpose Lane

NORTH  BOUND

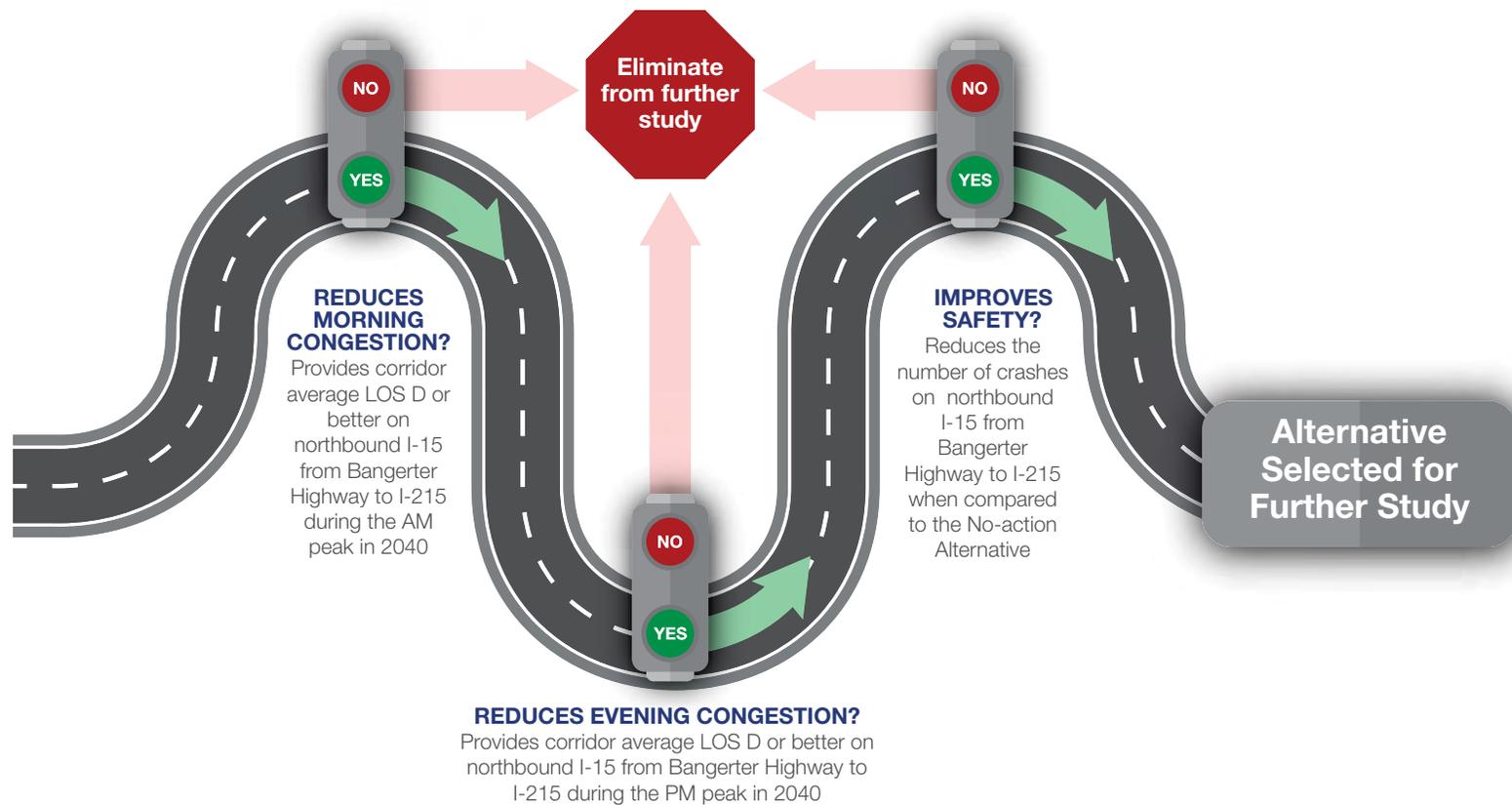
# WHAT IS A COLLECTOR-DISTRIBUTOR SYSTEM?



A collector-distributor system parallels the mainline freeway and connects to more than one entrance/exit to the freeway. This system improves traffic flow by allowing mainline through traffic to bypass exit and entrance ramps.

NORTH  BOUND

# ALTERNATIVES SCREENING PROCESS



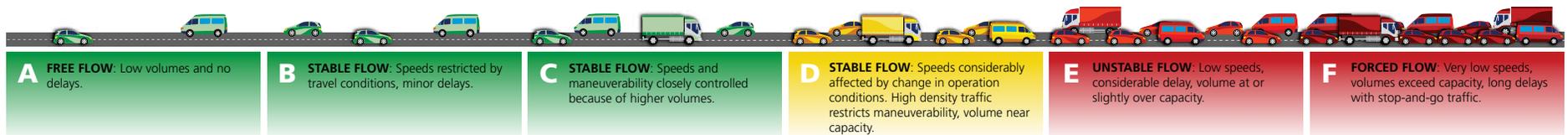


# WHAT IS LEVEL OF SERVICE?

Level of Service (LOS) measures the quality of the traffic flow rate in terms of:

- ◇ Speed
- ◇ Average travel delay
- ◇ Travel times
- ◇ Freedom to maneuver

LOS ranges from A to F, with LOS A representing the best operating conditions (little or no congestion or delay) and LOS F representing the worst operating conditions (extreme congestion and delay with long traffic queues and stop-and-go traffic).




 NORTH **15** BOUND

# ALTERNATIVES SCREENING RESULTS

ALTERNATIVE	Provides corridor average LOS D or better during AM Peak Period in 2040	Provides corridor average LOS D or better during PM Peak Period in 2040	Reduces Number of Crashes in 2040 when compared to No-action Alternative	Move Forward for Further Analysis
NO ACTION	NO	NO	NO	YES to provide a baseline to compare impacts
ALTERNATIVE 1	NO	—	—	NO
ALTERNATIVE 2	NO	—	—	NO
ALTERNATIVE 3	YES	YES	YES	YES
ALTERNATIVE 4	NO	—	—	NO
ALTERNATIVE 5	NO	—	—	NO
ALTERNATIVE 6	NO	—	—	NO

NORTH  BOUND

# PREFERRED ALTERNATIVE

(ALTERNATIVE 3)



## LEGEND

 Freeway (I-15)  
  Existing interchange  
  Remove Ramp  
  New/Reconstructed Ramp  
  Collector-Distributor System A  
  Collector-Distributor System B

## Construct two separate Collector-Distributor Systems:

- ◇ Northbound **Collector-Distributor System A** on I-15 from 9000 South to the I-215 east/westbound entrance ramps.
- ◇ Northbound **Collector-Distributor System B** on I-15 from Bangerter Highway to 9000 South.



# ENVIRONMENTAL RESOURCE IMPACTS

RESOURCE <small>(Resources with no impacts are not shown)</small>	NO-ACTION ALTERNATIVE	PREFERRED ALTERNATIVE	MITIGATION
LAND USE	No Impact	<ul style="list-style-type: none"> <li>Consistent with zoning and future land use plans.</li> <li>Conversion of approximately 18.3 acres of land zoned as residential and commercial into roadway use.</li> <li>Conversion of approximately 0.93 acres of Copperview Park (a Section 6(f) property) into roadway use.</li> </ul>	<ul style="list-style-type: none"> <li>UDOT will comply with all required Land and Water Conservation Fund Act (LWCFA) procedures pertaining to the conversion of Copperview Park recreation use into roadway use.</li> <li>No construction activities will occur on Copperview Park property without prior approval from the National Park Service.</li> </ul>
SOCIAL CONDITIONS	No Impact	<ul style="list-style-type: none"> <li>May temporarily disrupt neighborhood-based social ties and interactions as a result of residential relocations.</li> <li>Local residents and I-15 users would experience positive effects associated with reduced I-15 congestion and increased traffic safety.</li> </ul>	No mitigation required because impacts would be temporary and short-term in nature.
ECONOMIC CONDITIONS	Results in increased congestion on I-15 that could potentially impact access to local businesses from the I-15 corridor; however, any potential impacts would be low.	<ul style="list-style-type: none"> <li>Requires the acquisition of 15 commercial properties; would affect parking stalls, billboards, and storage units; and would require access reconfigurations.</li> <li>From a regional and county perspective, these impacts are considered minimal.</li> </ul>	No mitigation required because impacts are addressed through adherence to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
RIGHT-OF-WAY AND RELOCATIONS	No right-of-way acquisition and relocations.	<ul style="list-style-type: none"> <li>Acquisition of approximately 18.3 acres of right-of-way.</li> <li>73 relocations (58 residential, 15 commercial).</li> <li>Temporary construction easements during construction.</li> </ul>	No mitigation required because impacts are addressed through adherence to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
ENVIRONMENTAL JUSTICE POPULATIONS	No Impact	<ul style="list-style-type: none"> <li>Does not result in disproportionately high and adverse impacts to Environmental Justice populations.</li> </ul>	None
PEDESTRIANS AND BICYCLISTS	No Impact	<ul style="list-style-type: none"> <li>Accommodates existing and planned pedestrian and bicycle facilities.</li> <li>Sidewalk realignment and reconstruction required on Minuteman Drive, State Street, Monroe Street, Harrison Street, and Oak Street.</li> <li>Approximately 600 feet of Dry Creek Trail would be realigned and reconstructed.</li> </ul>	None
AIR QUALITY	Vehicle emission would have a slight increase due to continued congestion and delays in the study area. However, due to increasingly stringent EPA regulations, vehicle emission rates would continue to improve.	<ul style="list-style-type: none"> <li>Not a Project of Air Quality Concern resulting in an increase of vehicle related Particulate Matter.</li> <li>Would have minimal influence on Mobile Source Air Toxics (MSAT) emissions.</li> </ul>	None
NOISE	Noise levels would generally be the same as existing conditions.	<ul style="list-style-type: none"> <li>Average 2.5 dBA noise level increase throughout study area.</li> <li>Approximately 536 receptors impacted by traffic noise.</li> <li>Construction noise impacts would be minimized in accordance to UDOT Standard Specification 1355, Part 3.6. This requires avoidance of activities that exceed specified noise levels, avoiding work on Sundays or holidays, and obtaining of a local noise permit (if applicable).</li> </ul>	<ul style="list-style-type: none"> <li>Noise walls recommended for balloting (see Preferred Alternative maps and Noise Board): <ul style="list-style-type: none"> <li>- 16 foot noise wall along the new ramp between Blue River Drive and 13200 South.</li> <li>- 16 foot noise wall between Copperview Recreation Center and just south of 7200 South, with a 10 foot tall wall across the Wasatch Street and Center Street bridge structures.</li> </ul> </li> </ul>



# ENVIRONMENTAL RESOURCE IMPACTS

RESOURCE <small>(Resources with no impacts are not shown)</small>	NO-ACTION ALTERNATIVE	PREFERRED ALTERNATIVE	MITIGATION
<b>CULTURAL RESOURCES</b>	No Impact	<ul style="list-style-type: none"> <li>Adverse Effect determination for 16 architectural properties</li> <li>No Adverse Effect determination for 5 architectural properties and 1 archaeological site.</li> </ul>	<ul style="list-style-type: none"> <li>Measures to be outlined in a Memorandum of Agreement (MOA) agreed upon by UDOT and the State Historic Preservation Office (SHPO). These measures may include intensive-level surveys of each historic property with an adverse effect.</li> </ul>
<b>WATERS OF THE U.S.</b>	No Impact	<ul style="list-style-type: none"> <li>Requires extending two existing culverts impacting approximately 452 linear feet and 0.16 acres of the Jordan and Salt Lake City Canal, and approximately 30 linear feet and 0.013 acres of Dry Creek; an approximate total of 480 linear feet and 0.17 acres.</li> <li>Impacts approximately 0.02 acres of potential wetlands along the fringes of the Jordan and Salt Lake City Canal.</li> </ul>	<ul style="list-style-type: none"> <li>UDOT will complete and submit an Aquatic Resources Delineation Report to the U.S. Army Corps of Engineers (USACE) to determine if potential Waters of the U.S. features (including the identified potential wetlands) would be considered jurisdictional.</li> <li>UDOT will obtain an appropriate USACE permit prior to beginning any earth disturbing activities to features the USACE determines to be jurisdictional.</li> </ul>
<b>HAZARDOUS WASTES</b>	No Impact	<ul style="list-style-type: none"> <li>One Leaking Underground Storage Tank (LUST) site at Intermountain Consumer Power within the study area. However, it is unlikely that contaminated soils or water will be encountered on this property.</li> </ul>	None
<b>VISUAL AND AESTHETIC</b>	No Impact	<ul style="list-style-type: none"> <li>Visual changes consistent with the existing transportation related infrastructure within the study area. Highway related infrastructure would be closer to commercial and residential properties, with new bridges at Bangarter Highway, 10600 South, and 9000 South.</li> <li>Temporary visual impacts during construction would occur from the presence of construction signs, barricades, disturbed soils, and construction equipment during construction.</li> </ul>	<ul style="list-style-type: none"> <li>UDOT will continue to coordinate with Midvale City on potential landscape improvements for remnant land adjacent to the roadway corridor between Copperview Park and Wasatch Street. Improvements may include a grassy area, trail, and leaving existing mature trees in place where feasible.</li> </ul>
<b>WATER QUALITY AND WATER RESOURCES</b>	Drainage conditions would remain the same.	<ul style="list-style-type: none"> <li>Increased impervious surface area would increase stormwater runoff volumes. However, stormwater system upgrades would aid in lowering peak flows to near existing conditions.</li> <li>New detention facilities would be constructed adjacent to the I-15 corridor.</li> <li>Would impact approximately 452 linear feet of the Jordan and Salt Lake City Canal, and approximately 30 linear feet of Dry Creek.</li> </ul>	<ul style="list-style-type: none"> <li>Storm drain modifications will be completed in compliance with current Utah Department of Environmental Quality (UDEQ) and Utah Department of Water Quality (UDWQ) standards, and local discharge rates and regulations.</li> </ul>
<b>FLOODPLAINS</b>	No Impact	<ul style="list-style-type: none"> <li>The extension of existing culverts may impact the special flood hazard area associated with Dry Creek.</li> </ul>	<ul style="list-style-type: none"> <li>UDOT will conduct required hydraulic analyses and coordinate with Salt Lake County and the Federal Emergency Management Agency to obtain all required permits and approvals.</li> </ul>
<b>INVASIVE SPECIES</b>	No Impact	<ul style="list-style-type: none"> <li>Construction would provide opportunities for the movement of invasive species found on the Salt Lake County Weed List as well as the State of Utah Noxious Weeds List. Impacts would be minimized through implementation of UDOT's Special Provision 02924S – Invasive Weed Control.</li> </ul>	None



# SECTION 4(F)

## Section 4(f) of the Department of Transportation Act of 1966 requires avoiding the use of:

- ◇ Historic properties listed on or eligible for listing on the National Register of Historic Places (NRHP).
- ◇ Land from publicly owned parks, recreation areas, or wildlife/waterfowl refuges.

## The use of a Section 4(f) property may not be approved unless it is determined that:

- ◇ There is no feasible and prudent avoidance alternative to the use of land from the property; and the action includes all possible planning to minimize harm to the property resulting from such use; or
- ◇ The use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) will have a *de minimis*\* impact.

\*A *de minimis* impact is one where the project would only have minor impacts on resources protected by Section 4(f).

## HISTORIC PROPERTIES

The Preferred Alternative minimized Section 4(f) impacts by implementing minor alignment shifts and would have the following impacts to historic properties:

- ◇ 5 *de minimis* impacts
- ◇ 15 greater than *de minimis* impacts



Section 4(f) Historic Property

## RECREATION RESOURCES

The Preferred Alternative would impact the following publicly owned recreation resources:

- ◇ Dry Creek Trail
- ◇ Copperview Recreation Center Park

UDOT recommends that the effects of the proposed project on the above recreational resources meet the impacts criteria and requirements for a *de minimis* impacts finding.



Dry Creek Trail



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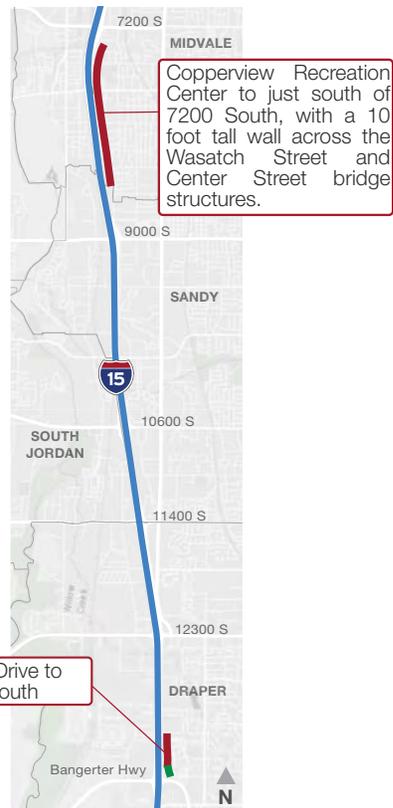
Dry Creek Trail

NORTH  BOUND

# NOISE

## Recommended Noise Walls

(Pending Balloting)



## Balloting Process

UDOT will conduct balloting for each new noise wall to determine if noise abatement is desired by property owners and residents.

The balloting process, as defined by the UDOT Noise Policy, requires the following:

- ◇ A noise ballot will be sent to property owners and residents who are either directly adjacent to the noise wall or benefited by the noise wall (receive at least a 5 dBA noise reduction).
- ◇ At least 75% of ballots sent out need to be filled out and returned.
- ◇ 75% of returned ballots need to be in favor of the noise wall.

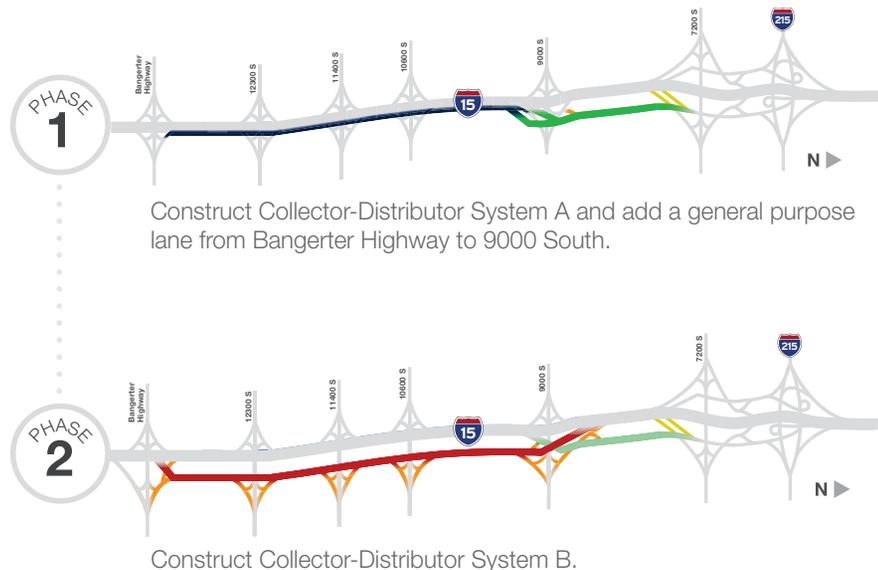
If property owners and residents vote to reject construction of a noise wall (less than 75% in favor), there will not be another opportunity to address noise impacts until another project that adds lanes or substantially alters lane location impacts the same area.

NORTH  BOUND

# CONSTRUCTION

## Construction Phasing

If implemented, the Preferred Alternative would be constructed in two phases:



## Design-Build Process

Design-Build is a contracting method where the design and construction are combined into one contract that is awarded to a single design-build team.

If the Preferred Alternative is implemented, UDOT intends to construct Phase 1 improvements using the Design-Build process.

## Why is Design-Build a good fit?

- ◇ **Innovation** – Promotes innovative design and construction ideas, improving project outcomes and reducing public impact.
- ◇ **Schedule** – Allows streamlining of design and construction timelines to expedite project delivery.
- ◇ **Quality** – Enhances design results in a superior finished product.



# RIGHT-OF-WAY PROCESS

## (PROPERTY ACQUISITION)

**The right-of-way acquisition process consists of the following steps:**

- 1. Identification** – The study team will identify what property will be needed to construct the selected alternative.
- 2. Contact** – Property owners will be contacted directly if their property is identified as a full or partial acquisition.
- 3. Valuation** – Right-of-way professionals will estimate the value of property.
- 4. Acquisition** – Right-of-way professionals will work closely with the property owner to acquire needed property at fair market value.



# RELOCATION BENEFITS

## Owner Occupants

- ◇ Replacement housing payment.
- ◇ Incidental expenses.
- ◇ Mortgage interest differential payment.

## Tenants

- ◇ Rental assistance payment (can be used as down payment on a home).

**Owner occupants and tenants may qualify for financial assistance associated with moving costs. Meet with a project representative for more information about the benefits.**



# HOW TO COMMENT

Comments should be clear, concise and relevant to the transportation issues and needs in the study area.

Comments can be submitted through **September 5, 2018.**

All comments will be treated equally, regardless of method.

*Comments provided to the project team will be reviewed and considered by UDOT as it develops the project. All comments received will be documented in the project record. The study team will contact you if they need additional information or clarification.*

*Comments made during the EA public review period will be considered as UDOT prepares the Final EA. Comments provided during the National Environmental Policy Act (NEPA) process to UDOT are a matter of public record and subject to public release, if requested. For more information, see the Terms of Use at the bottom of the Utah.gov website.*

*Comments that are publicly displayed through online tools must follow our UDOT Social Media Policy Participant Code of Conduct. Comments that are unacceptable under that policy may be removed at the administrator's discretion.*

## AT THIS MEETING

Comment form  
(submit at open house or by mail)  
Open mic  
Court reporter

## EMAIL

[i15northbound@utah.gov](mailto:i15northbound@utah.gov)

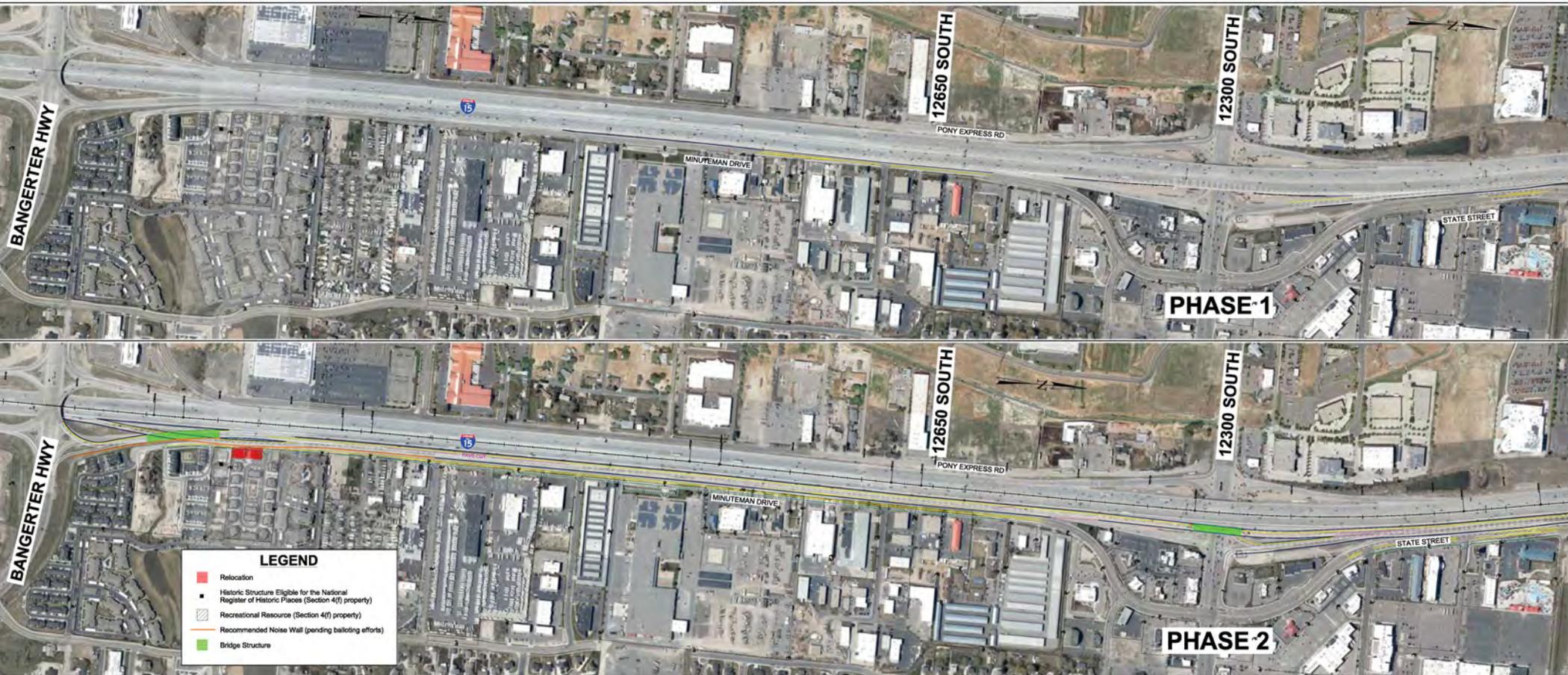
## WEBSITE

[udot.utah.gov/i15northbound](http://udot.utah.gov/i15northbound)











# Right-of-Way



The project will require partial acquisition of several adjacent properties.

## RIGHT-OF-WAY ACQUISITION PROCESS

- 1. Identification** – The study team will identify what property will be needed to construct the selected alternative.
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- 3. Valuation** – Right-of-way professionals will estimate the value of property.
- 4. Acquisition** – Right-of-way professionals will work closely with the property owner to acquire needed property at fair market value.



# RELOCATION BENEFITS FOR DISPLACED PERSONS

(OWNER OCCUPANTS)

\*Tenants please speak with a Department Representative to discuss eligibility and benefits

- ◇ **Replacement Housing Payment (RHP)**
- ◇ **Incidental Expenses**
- ◇ **Mortgage Interest Differential Payment (MIDP)**



# REPLACEMENT HOUSING PAYMENT

(AKA PRICE DIFFERENTIAL, SUPPLEMENTAL HOUSING PAYMENT )

## SPEND IT TO GET IT !

- ◇ **Relocation Study** - Identify Replacement homes/properties (comparables) available and on the market that are functionally equivalent to the Subject property
- ◇ **Must be Decent, Safe & Sanitary (DSS)**
- ◇ **Freedom of Choice** - Homes used for the study are only used to calculate RHP. Displacee can buy any property of their choice.



# HOW IS THE RHP BENEFIT CALCULATED

## Example A

<b>Actual Cost of Replacement Property</b> (Same Purchase Price as Comparable)	\$ 120,000
<b>Acquisition Price of Your Property</b>	- \$ 100,000
<b>Price Differential Payment</b>	<u>\$ 20,000</u>

## Example B

<b>Actual Cost of Replacement Property</b>	\$ 130,000
<b>Acquisition Price of Your Property Difference</b>	- \$ 100,000
<b>Difference</b>	<u>\$ 30,000</u>
<b>Price Differential Payment</b>	\$ 20,000
<b>You are Responsible for this Amount:</b>	\$ 10,000

## Example C

<b>Actual Cost of Replacement Property</b>	\$ 114,000
<b>Acquisition Price of Your Property</b>	- \$ 100,000
<b>Price Differential Payment</b>	<u>\$ 14,000</u>
<b>Payment is Based on Actual Cost</b>	



# INCIDENT EXPENSES

**Does Not Include Prepaid Expenses such as Property Taxes and Property Insurance.**

- ◇ Good Faith Estimate from lender for replacement property Insurance.
- ◇ Mortgage Interest Differential Payment



# MOVING OPTIONS

## 1. Commercial Move

- ◇ Displacee must provide 2 bids  
(UDOT typically pays the lesser of 2 bids)
- ◇ Up to a 50 mile radius
- ◇ Includes insurance on personal property



# MOVING OPTIONS

## 2. Fixed Moving Costs

- ◇ Displacee responsible for performing move
- ◇ Payment is based on the number of rooms containing personal property in the dwelling.
- ◇ Can include additional items, i.e., hot tub, pool table, piano, etc.



# MOVING OPTIONS

## 3. Actual Moving Costs

- ◇ Payment is based on actual, reasonable & necessary moving costs and related expenses.
- ◇ Receipts must be retained as evidence of expenses incurred.



# CLAIM TIME-FRAMES

- ◇ Must purchase & occupy a DSS replacement property within 12 months from date of displacement.
- ◇ Claims must be submitted within 18 months of displacement date.



**CONTACT INFORMATION**

Name: Gema V. Ortiz & Roman Garcia Organization: [Redacted]  
 Address: [Redacted]  
 City: [Redacted] State: [Redacted] Zip: [Redacted]  
 Phone Number: [Redacted]  
 Email: \_\_\_\_\_

**COMMENTS**

Submit all comments by September 5, 2018.

Please list any comments, concerns, and/or suggestions related to the Environmental Assessment and Preferred Alternative?

- Noise pollution as traffic & speeds increase noise pollution increases, also as traffic patterns are shift east for the collector belt, noise increases.

- Pollution and air quality increases, as traffic increase with road capacity on collector belt & Freeway near our home.

0

**Other comments:**

I am somewhat frustrated with timely communications as meeting flyers came a week prior to meeting w/ little time to arrange for work and other responsibilities to be here for meeting

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**CONTACT INFORMATION**

Name: Linda Beck Organization: [Redacted]

Address: [Redacted]

City: [Redacted] State: [Redacted] Zip: [Redacted]

Phone Number: [Redacted]

Email: [Redacted]

**COMMENTS**

Submit all comments by September 5, 2018.

Please list any comments, concerns, and/or suggestions related to the Environmental Assessment and Preferred Alternative?

your taking most of my property I am leaving to [Redacted] & my value to sell or release to someone

Other comments:

Contact me for all meetings etc.  
all info please

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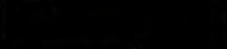
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NORTH  BOUND

**CONTACT INFORMATION**

Name: Nate Peck Organization: 

Address: 

City:  State:  Zip: 

Phone Number: 

Email: 

**COMMENTS**

Submit all comments by September 5, 2018.

Please list any comments, concerns, and/or suggestions related to the Environmental Assessment and Preferred Alternative?

taking my Bussinoss out.  
I will loose most of my land  
to sell.

Other comments:

Contact me for all ~~the~~ info & what  
is going on

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**CONTACT INFORMATION**

Name: Michelle Ballard Organization: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

**COMMENTS**

**Submit all comments by September 5, 2018.**

Please list any comments, concerns, and/or suggestions related to the Environmental Assessment and Preferred Alternative?

By leaving a small amount of homes on the street you are completely taking all value.

All homes on the same side should be removed.

What are you doing to help with home value loss?

Other comments:

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**CONTACT INFORMATION**

Name: Jennifer Mills Organization: SELF

Address: [REDACTED]

City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Phone Number: [REDACTED]

Email: [REDACTED]

**COMMENTS**

**Submit all comments by September 5, 2018.**

Please list any comments, concerns, and/or suggestions related to the Environmental Assessment and Preferred Alternative?

Please schedule evaluation.

Other comments:

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**CONTACT INFORMATION**

Name: Andres Tovar F. Organization: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Phone Number: \_\_\_\_\_  
Email: \_\_\_\_\_

**COMMENTS**

**Submit all comments by September 5, 2018.**

Please list any comments, concerns, and/or suggestions related to the Environmental Assessment and Preferred Alternative?

Queremos que Evaluen nuestra casa?  
We are interested in selling our home.

Other comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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NORTH  BOUND

**CONTACT INFORMATION**

Name: Gloria Giles Organization: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

**COMMENTS**

Submit all comments by September 5, 2018.

Please list any comments, concerns, and/or suggestions related to the Environmental Assessment and Preferred Alternative?

I really don't want to move, me and my husband, built the house we live in the house for a long time. He is a vietnam veteran, 100% percent died with cancer in the VA Hospital. to be honest, i don't know what to do. If you have some one to give me an appraisal, then i don't have a choice

Other comments:

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**CONTACT INFORMATION**

Name: Alicia Contreras / Jose Cabral Organization: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Phone Number: \_\_\_\_\_  
Email: \_\_\_\_\_

**COMMENTS**

**Submit all comments by September 5, 2018.**

Please list any comments, concerns, and/or suggestions related to the Environmental Assessment and Preferred Alternative?

I would like to make the first step for this matter  
I suppose I need to make a appointment for them  
to do a Appraisal. please give me a phone call.  
Thanks.

Other comments:

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**CONTACT INFORMATION**

Name: EMMALEE CHRISTENSEN Organization: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

**COMMENTS**

Submit all comments by September 5, 2018.

Please list any comments, concerns, and/or suggestions related to the Environmental Assessment and Preferred Alternative?

Really impressed with your UDOT STAFF ANSWERING MY QUESTIONS. SO IMPRESSED WITH THE TIME THEY TOOK TO REALLY LISTEN.

HAPPY TO SEE SOME OF THESE HOMES GO BECAUSE THEY JUST NEED TO GO. RUN DOWN, SOME WERE VACANT, JUST TIME!

KEEPING FRONTAGE ROAD IN FRONT OF McDonalds is an extremely important access point for our community. Thank you for leaving the Road there.

Other comments:

Will this affect my property value?

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**CONTACT INFORMATION**

Name: Jillie Cluff Organization: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

**COMMENTS**

**Submit all comments by September 5, 2018.**

Please list any comments, concerns, and/or suggestions related to the Environmental Assessment and Preferred Alternative?

The collector lanes help no one in SL county. We will still be in stop & go traffic in collector lanes while Utah county residents still through.

I'm afraid the confusion of 2 collector lanes will increase traffic in my neighborhood off 9000 S which is already crazy busy.

I'm concerned about the wall and the empty space that will now be there instead of houses. Will Midvale and SL county spend money to build walking paths & small parks to make the wall better?

**Other comments:**

My last & biggest fear is that my property value will drop and I'll never be able to move. I moved in 2 years ago when values were high. I will never be able to sell my house and make enough to have a downpayment to go somewhere else.

Sometimes the little people shouldn't have to suffer

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**CONTACT INFORMATION**

\* please contact me with questions or comments.

Name: Tanya Feist Organization: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

**COMMENTS**

Submit all comments by September 5, 2018.

Please list any comments, concerns, and/or suggestions related to the Environmental Assessment and Preferred Alternative?

Initially I was contacted by certified letter stating UDOT wanted to acquire my property. After setting an appointment, I was informed there was a miscommunication and it would be a partial acquisition.

- \* The sound wall would be moved from 35 feet away into my back yard.
- \* My garage would be knocked down for construction.
- \* The only tree in my back yard would be removed.
- \* I will have no one on my side of the road and would essentially be an island.

Other comments:

I am requesting a total buy out, so my family can have a garage during winter (my mother lives with me, a slip and fall is unsafe) and so we have an opportunity to be a part of a community.

- Udot can complete construction and resale the property as is.

I truly appreciate your ~~own~~ help in making this process as seamless to my family as possible.

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NORTH  BOUND**CONTACT INFORMATION**

Name: Andrew Leske Organization: Home Owner  
 Address: [REDACTED]  
 City: [REDACTED] State: [REDACTED] Zip: [REDACTED]  
 Phone Number: [REDACTED]  
 Email: [REDACTED]

**COMMENTS**

Submit all comments by September 5, 2018.

Please list any comments, concerns, and/or suggestions related to the Environmental Assessment and Preferred Alternative?

Concerns

- Flooding During and After construction, I have seen I-15 flooding during many construction cycles
- Not an adequate amount of opportunities for construction of the sound wall. I would like to see several meetings and informative sessions of the bidlets so an adequate sound wall can be constructed.

Suggestions

- Build it all at once I think this would result in less impact over time

**Other comments:**

Could you please provide additional information on the I-15 south bound project.

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**CONTACT INFORMATION**

Name: Zach HALLONS Organization: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

**COMMENTS**

**Submit all comments by September 5, 2018.**

Please list any comments, concerns, and/or suggestions related to the Environmental Assessment and Preferred Alternative?

Please update my address in your system so I can receive updates at my home address (my rental property is the property being affected)

Rental property address in \_\_\_\_\_ is \_\_\_\_\_

Other comments:

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**CONTACT INFORMATION**

Name: Howard Joseph Organization: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

**COMMENTS**

**Submit all comments by September 5, 2018.**

Please list any comments, concerns, and/or suggestions related to the Environmental Assessment and Preferred Alternative?

- One of my major concerns is vibration/noise. We live in a tall home and currently the vibrations and noise cause my horse to shake being over a block away. Please consider us in the noise ballot.
- I'm also concerned about the property values being negatively impacted.
- Would also like to see more empirical evidence that this change would produce the desired effect.

Other comments:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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NORTH 15 BOUND

CONTACT INFORMATION

Name: Cienna Randall Organization: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone Number: \_\_\_\_\_  
 Email: \_\_\_\_\_

COMMENTS

Submit all comments by September 5, 2018.

Please list any comments, concerns, and/or suggestions related to the Environmental Assessment and Preferred Alternative?

We are Ready To Sale

Other comments:

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**CONTACT INFORMATION**

Name: Leisa Rood Organization: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone Number: \_\_\_\_\_  
 Email: \_\_\_\_\_

**COMMENTS**

**Submit all comments by September 5, 2018.**

Please list any comments, concerns, and/or suggestions related to the Environmental Assessment and Preferred Alternative?

Would like to receive any info that  
is sent out concerning Minuteman Drive Phases

Thank!

Other comments:

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## UDOT I-15 NORTHBOUND

### PUBLIC COMMENTS

August 21, 2018



333 South Rio Grande  
Salt Lake City, Utah 84101  
[www.DepoMaxMerit.com](http://www.DepoMaxMerit.com)

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

August 21, 2018

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UDOT I-15 NORTHBOUND  
Salt Lake County, Utah

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



August 21, 2018  
4:00 p.m. to 7:30 p.m.

Location of:  
MIDVALE SENIOR CENTER  
7550 South Main Street  
Midvale, Utah

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

August 21, 2018

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I N D E X

SPEAKERS

Jowanza, Joseph	3
Reber, John	3
Jackson-Foster, Stephanie	3
Foster, Vince	3
Petersen, Sam	4
Cluff, Julie	5
Ballard, Brad	6
Vance, Lori	7
Jackson-Foster, Stephanie (2nd Comment)	7
Flores, Victoria	8

1 August 21, 2018

4:00 p.m.

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

3 MR. JOWANZA: Joseph Jowanza. (Open mic) My  
4 only comment is about the kind of empirical evidence that  
5 goes into showing how this would reduce traffic. I feel  
6 like there's a (inaudible).

7 (Court reporter interrupted.)

8 MR. JOWANZA: Yeah, can you hear me? Okay.  
9 My comment is just about the evidence around how this  
10 will help traffic as the traffic scales. In Utah, it  
11 continues to grow. There's just a missing component. I  
12 want kind of the empirical evidence of that.

13 MR. REBER: [REDACTED],  
14 [REDACTED]. We are just concerned about  
15 the construction process. We live right across from the  
16 expansion of the freeway and are curious to know more,  
17 once a contractor is hired, about how much space is  
18 needed and access to our street and our property, and  
19 those kind of things, as the process continues.

20 MS. JACKSON-FOSTER: Stephanie  
21 Jackson-Foster, [REDACTED]  
22 [REDACTED]. We are an unknown for a right-of-way  
23 acquisition team and we would like to speak to somebody  
24 further in regards to that. I think that's all he said.

25 MR. FOSTER: Vince Foster, [REDACTED]

1 [REDACTED]. Just my concerns of if  
2 it's going to be taken or not, basically. If not, the  
3 property that's next to mine, there's a great big tree  
4 that's right on the property line but it's more in his  
5 yard, the one that they're taking. I would like to have  
6 that tree taken out with everything so that it don't get  
7 the roots broke and fall over on my house or anything. I  
8 think that's about it.

9 MR. PETERSEN: Sam Petersen. (Open mic)  
10 Hello, everyone. I do not think this is a good idea. A  
11 gentleman, earlier, commented. He's looking at it. I  
12 just don't see it either. You guys are modeling this  
13 after California. Terrible traffic in California. I  
14 think the bigger issue is people driving on the roads,  
15 and not the roads. I bought my house six months ago  
16 three houses down from that sound wall, and now you guys  
17 want to move it 30 feet closer. My home value is going  
18 to sink and this is all for the benefit of people who,  
19 what, live in Utah County, far away from Salt Lake, that  
20 you want to make it easier for them, but you want to make  
21 everyone else's lives harder who moved here, you know,  
22 planned ahead, and I just don't think it's right.  
23 Neighbor across the street lived in his house his whole  
24 life. It's his parents' house and now we're going to  
25 take it because we have traffic issues; and those issues,

August 21, 2018

5

1 I think, are because people can't get off their phones,  
2 they're doing their makeup, and I don't think it's an  
3 infrastructure problem.

4           But if this does go through, let's at least  
5 do it right with proper drainage, noise, possibly  
6 compensation. But, yeah, I don't think it's an  
7 infrastructure issue. But if we do do this, let's do it  
8 right so we don't have another flare-up in ten, 15 years,  
9 you know, Bangerter Highway, where we've got to go back  
10 in and use taxpayer money and do it again. Thank you.

11           MS. CLUFF: Julie Cluff. (Open mic) I feel  
12 the same way the gentleman before me does. I moved into  
13 my house two years ago on Adams Street. My neighbor  
14 across the street grew up in the house that he lives in  
15 with his mother. He's lived there his whole life. He's  
16 never lived anywhere else. He graduated from Hillcrest  
17 High. He's built his life in this community. Every time  
18 I go somewhere in the community, he is there somewhere  
19 and he knows someone, and now he's being forced to move.  
20 He doesn't want to.

21           I worry about the sound wall. I have new  
22 windows in my house and it already doesn't block the  
23 sound, and now you're going to put that wall 30 feet  
24 closer to my house. I think my property value is going  
25 to tank because who wants a wall in their front yard with

August 21, 2018

6

1 nothing in front of it?

2           And I personally don't think that this  
3 solution is going to do anything for Salt Lake County.  
4 Utah County is going to be able to speed through and  
5 we're going to be bumper-to-bumper traffic in collector  
6 lanes. It's going to do no nothing for us. It going to  
7 impact our community, and Midvale is a good community and  
8 it gets chopped over every time we turn around.

9           MR. BALLARD: Brad Ballard. (Open mic) So  
10 people that are impacted by the project that have --  
11 because they're going to still have the property, but  
12 it's going to be impacted because the freeway is going to  
13 be across the street from them or right in their  
14 backyard. There's going to be a sound wall -- or there  
15 can be a sound wall, but 75 percent of the ballots need  
16 to be turned in. Seventy-five percent of the ballots  
17 need to be turned in or we don't get that sound wall.  
18 Now, if we don't have a sound wall on the property, I  
19 mean, you might as well just move on next to the airport,  
20 right next to the runway because you won't be able to  
21 hear anything. So that sound wall is critical to have  
22 and we're going to have to make sure everybody gets  
23 together and fills out the ballot they're going to be  
24 sending you to get this sound wall put in because they're  
25 not going to spend the money, you know, if they don't

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1 have to. So if nobody responds, turn the ballot in,  
2 throw it in the garbage, then you're going to have an  
3 airport runway going right through your backyard. Thank  
4 you.

5 MS. VANCE: Lori Vance. (Open mic) Okay.  
6 Now I'm legit. Okay. So folks of Adams Street, here's  
7 what we need to do to salvage something from this. You  
8 know what they say, when life gives you lemons, make  
9 lemonade.

10 The way we can salvage our property values --  
11 and I'm an actual landlord. I own a house down in the  
12 south end of Adams Street. I want to get nice people  
13 in there because I want nice people living around you  
14 guys.

15 So like my new friend said -- I already  
16 forgot his name -- said, "We're going to have to work  
17 really, really hard to get folks in that neighborhood to  
18 sign those ballots for the taller sound wall." You know,  
19 it's going to be about a year. Hopefully, we'll see you  
20 again in a year. I'd like to get a grassroots movement  
21 going. I'm looking for volunteers basically. Thanks  
22 again.

23 MS. JACKSON-FOSTER: Stephanie  
24 Jackson-Foster. (Open mic) I think I pretty much have  
25 the same opinion as everyone else. Only my house will

1 sit right next to the sound wall. I'm the second to last  
2 house. That sound wall is going to be about 40 feet in  
3 front of my house. We need to figure something out and  
4 do something because if this project goes through, I will  
5 be the last house at the end of the street. There won't  
6 be anybody else between me and that sound wall. So  
7 what's to stop a car from going through that sound wall  
8 in the event of a horrific crash on I-15? And crashes  
9 happen right between 72 and 90th all the time.

10 If you're against this, then we need to get  
11 the ballots going. We need to figure out what we need to  
12 do. Because if not, it's just going to continue. The  
13 freeway is going to get bigger and bigger and bigger. I  
14 grew up in California, I know what the roads and like.  
15 Traffic is horrible out there.

16 UNKNOWN SPEAKER: I have a question. Why not  
17 interchangeable express lanes in middle or something like  
18 that, instead of a collector lane?

19 MR. HUNTER: This isn't meant for Q and A.  
20 Dave -- can you maybe talk to design? And if there's a  
21 group that wants to gather to answer that question, Dave  
22 is probably the right one. He's been working on the  
23 design. So thank you for your comments.

24 MS. FLORES: Victoria Flores, [REDACTED]  
25 [REDACTED]. I'm wondering if

1 I should move. I had one neighbor, she already moved  
2 and, apparently, they paid her already. She was at the  
3 end of Adams Street that connected to the grass -- or the  
4 field that connects to the community center. They're  
5 gone, and I'm just wondering what about us.

6 My brother and my mother live on Adams  
7 Street, and I understand -- they live on [REDACTED]  
8 [REDACTED], if it's going to affect them. He says no one's  
9 contacted them or -- you know, they've had realtors, but  
10 nothing from the city. So I'm wondering what's going to  
11 happen. That's basically what I want to know.

12 And about the wall. And I know that my  
13 mother's house faces -- the backyard is to the wall, and  
14 it is really loud. You can't have a party out there or  
15 anything because of the noise. And I'm just wondering if  
16 that's the way it's going to be for us. I just don't  
17 know what they're planning.

18 They showed me a map and it doesn't look like  
19 it's coming out that far, but I'm not sure. I don't know  
20 if it's going to come out as far as my mother's house is  
21 or if it's just going to take most of her backyard or  
22 just how encroaching it's going to be. According to the  
23 map, it doesn't look that bad. It's projecting until  
24 they do it. So I guess that's my concerns.

25 I thought they were just going to tell us,

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1 have a lecture and tell us. I guess we don't have any  
2 say about it, any objections. I'm just wondering why  
3 they didn't go on the other side of the freeway, that  
4 they're coming east. Why is that? Because on the other  
5 side, the houses are older and they seem to have -- some  
6 spaces aren't filled in. And I'm just wondering, why on  
7 the east side are they going to go that way? I want them  
8 to move somebody else out instead of us.

9 (This public comment concluded at 7:30 p.m.)

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C E R T I F I C A T E

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

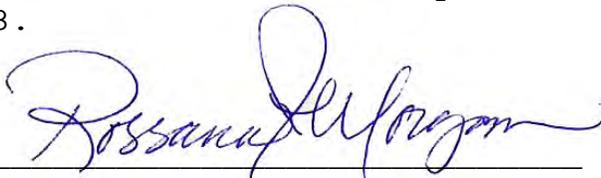
THIS IS TO CERTIFY that the foregoing deposition, in the foregoing cause named, was taken before me, ROSSANN J. MORGAN, Registered Professional Reporter, Certified Shorthand Reporter in and for the State of Utah, residing at West Jordan, Utah.

That the said witness was by me, before examination, duly sworn to testify the truth, the whole truth and nothing but the truth in said cause.

That the testimony of said witness was reported by me in Stenotype and thereafter caused by me to be transcribed into typewriting, and that a full, true and correct transcription of said testimony so taken and transcribed is set forth in the foregoing pages and said witness deposed and said as in the foregoing annexed deposition.

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

WITNESS MY HAND at Salt Lake City, Utah, this 27th day of August, 2018.

  
\_\_\_\_\_  
ROSSANN J. MORGAN, CSR, RPR

License No. :  
4948384-7801

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<p><b>1</b></p> <p><b>15</b> 5:8</p> <p><b>2</b></p> <p><b>2018</b> 3:1 <b>21</b> 3:1</p> <p><b>3</b></p> <p><b>30</b> 4:17 5:23</p> <p><b>4</b></p> <p><b>40</b> 8:2 <b>495</b> 3:21,25 <b>4:00</b> 3:1</p> <p><b>5</b></p> <p><b>580</b> 9:7</p> <p><b>7</b></p> <p><b>702 403-6556</b> 3:14 <b>72</b> 8:9 <b>75</b> 6:15 <b>7905</b> 3:13 <b>7:30</b> 10:9</p> <p><b>8</b></p> <p><b>801 518-5870</b> 3:22 4:1 <b>801 566-2844</b> 8:25 <b>8339</b> 8:24</p> <p><b>9</b></p> <p><b>90th</b> 8:9</p> <p><b>A</b></p> <p><b>access</b> 3:18 <b>acquisition</b> 3:23 <b>actual</b> 7:11 <b>Adams</b> 5:13 7:6,12 9:3,6,7 <b>affect</b> 9:8 <b>ahead</b> 4:22 <b>airport</b> 6:19 7:3 <b>apparently</b> 9:2</p>	<p><b>August</b> 3:1 <b>Avenue</b> 3:21 4:1</p> <p><b>B</b></p> <p><b>back</b> 5:9 <b>backyard</b> 6:14 7:3 9:13,21 <b>bad</b> 9:23 <b>Ballard</b> 6:9 <b>ballot</b> 6:23 7:1 <b>ballots</b> 6:15,16 7:18 8:11 <b>Bangerter</b> 5:9 <b>basically</b> 4:2 7:21 9:11 <b>benefit</b> 4:18 <b>big</b> 4:3 <b>bigger</b> 4:14 8:13 <b>block</b> 5:22 <b>bought</b> 4:15 <b>Brad</b> 6:9 <b>broke</b> 4:7 <b>brother</b> 9:6 <b>built</b> 5:17 <b>bumper-to-bumper</b> 6:5</p> <p><b>C</b></p> <p><b>California</b> 4:13 8:14 <b>car</b> 8:7 <b>center</b> 9:4 <b>chopped</b> 6:8 <b>city</b> 9:10 <b>closer</b> 4:17 5:24 <b>Cluff</b> 5:11 <b>collector</b> 6:5 8:18 <b>comment</b> 3:4,9 10:9 <b>commented</b> 4:11 <b>comments</b> 8:23 <b>community</b> 5:17,18 6:7 9:4 <b>compensation</b> 5:6 <b>component</b> 3:11 <b>concerned</b> 3:14 <b>concerns</b> 4:1 9:24 <b>concluded</b> 10:9 <b>connected</b> 9:3 <b>connects</b> 9:4 <b>construction</b> 3:15 <b>contacted</b> 9:9 <b>continue</b> 8:12</p>	<p><b>continues</b> 3:11,19 <b>contractor</b> 3:17 <b>County</b> 4:19 6:3,4 <b>court</b> 3:7 <b>crash</b> 8:8 <b>crashes</b> 8:8 <b>critical</b> 6:21 <b>curious</b> 3:16</p> <p><b>D</b></p> <p><b>Dave</b> 8:20,21 <b>design</b> 8:20,23 <b>drainage</b> 5:5 <b>driving</b> 4:14</p> <p><b>E</b></p> <p><b>earlier</b> 4:11 <b>easier</b> 4:20 <b>east</b> 10:4,7 <b>else's</b> 4:21 <b>empirical</b> 3:4,12 <b>encroaching</b> 9:22 <b>end</b> 7:12 8:5 9:3 <b>event</b> 8:8 <b>evidence</b> 3:4,9,12 <b>expansion</b> 3:16 <b>express</b> 8:17</p> <p><b>F</b></p> <p><b>faces</b> 9:13 <b>fall</b> 4:7 <b>feel</b> 3:5 5:11 <b>feet</b> 4:17 5:23 8:2 <b>field</b> 9:4 <b>figure</b> 8:3,11 <b>filled</b> 10:6 <b>fills</b> 6:23 <b>flare-up</b> 5:8 <b>Flores</b> 8:24 <b>folks</b> 7:6,17 <b>forced</b> 5:19 <b>forgot</b> 7:16 <b>Foster</b> 3:25 <b>freeway</b> 3:16 6:12 8:13 10:3 <b>friend</b> 7:15</p>	<p><b>front</b> 5:25 6:1 8:3</p> <p><b>G</b></p> <p><b>garbage</b> 7:2 <b>gather</b> 8:21 <b>gentleman</b> 4:11 5:12 <b>good</b> 4:10 6:7 <b>graduated</b> 5:16 <b>grass</b> 9:3 <b>grassroots</b> 7:20 <b>great</b> 4:3 <b>grew</b> 5:14 8:14 <b>group</b> 8:21 <b>grow</b> 3:11 <b>guess</b> 9:24 10:1 <b>guys</b> 4:12,16 7:14</p> <p><b>H</b></p> <p><b>happen</b> 8:9 9:11 <b>hard</b> 7:17 <b>harder</b> 4:21 <b>hear</b> 3:8 6:21 <b>High</b> 5:17 <b>Highway</b> 5:9 <b>Hillcrest</b> 5:16 <b>hired</b> 3:17 <b>home</b> 4:17 <b>Hoover</b> 8:24 <b>horrible</b> 8:15 <b>horrific</b> 8:8 <b>house</b> 4:7,15,23,24 5:13, 14,22,24 7:11,25 8:2,3,5 9:13,20 <b>houses</b> 4:16 10:5 <b>HUNTER</b> 8:19</p> <p><b>I</b></p> <p><b>I-15</b> 8:8 <b>idea</b> 4:10 <b>impact</b> 6:7 <b>impacted</b> 6:10,12 <b>inaudible</b> 3:6 <b>infrastructure</b> 5:3,7 <b>interchangeable</b> 8:17 <b>interrupted</b> 3:7 <b>issue</b> 4:14 5:7 <b>issues</b> 4:25</p>
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<hr/> <p style="text-align: center;"><b>J</b></p> <hr/>	<p><b>moved</b> 4:21 5:12 9:1 <b>movement</b> 7:20</p> <hr/>	<hr/> <p style="text-align: center;"><b>R</b></p> <hr/>	<p><b>team</b> 3:23 <b>ten</b> 5:8 <b>Terrible</b> 4:13 <b>things</b> 3:19 <b>thought</b> 9:25 <b>throw</b> 7:2 <b>time</b> 5:17 6:8 8:9 <b>traffic</b> 3:5,10 4:13,25 6:5 8:15 <b>tree</b> 4:3,6 <b>turn</b> 6:8 7:1 <b>turned</b> 6:16,17</p> <hr/>
<hr/> <p style="text-align: center;"><b>K</b></p> <hr/>	<hr/> <p style="text-align: center;"><b>N</b></p> <hr/>	<p><b>realtors</b> 9:9 <b>Reber</b> 3:13 <b>reduce</b> 3:5 <b>reporter</b> 3:7 <b>responds</b> 7:1 <b>right-of-way</b> 3:22 <b>roads</b> 4:14,15 8:14 <b>roots</b> 4:7 <b>runway</b> 6:20 7:3</p> <hr/>	<hr/> <p style="text-align: center;"><b>U</b></p> <hr/>
<hr/> <p style="text-align: center;"><b>L</b></p> <hr/>	<hr/> <p style="text-align: center;"><b>O</b></p> <hr/>	<hr/> <p style="text-align: center;"><b>S</b></p> <hr/>	<p><b>understand</b> 9:7 <b>unknown</b> 3:22 8:16 <b>Utah</b> 3:10 4:19 6:4 8:25</p> <hr/>
<p><b>Lake</b> 4:19 6:3 <b>landlord</b> 7:11 <b>lane</b> 8:18 <b>lanes</b> 6:6 8:17 <b>lecture</b> 10:1 <b>legit</b> 7:6 <b>lemonade</b> 7:9 <b>lemons</b> 7:8 <b>life</b> 4:24 5:15,17 7:8 <b>live</b> 3:15 4:19 9:6,7 <b>lived</b> 4:23 5:15,16 <b>lives</b> 4:21 5:14 <b>living</b> 7:13 <b>Lori</b> 7:5 <b>loud</b> 9:14</p> <hr/>	<p><b>Oak</b> 3:13 <b>objections</b> 10:2 <b>older</b> 10:5 <b>one's</b> 9:8 <b>open</b> 3:3 4:9 5:11 6:9 7:5, 24 <b>opinion</b> 7:25</p> <hr/>	<p><b>Salt</b> 4:19 6:3 <b>salvage</b> 7:7,10 <b>Sam</b> 4:9 <b>scales</b> 3:10 <b>sending</b> 6:24 <b>Seventy-five</b> 6:16 <b>showed</b> 9:18 <b>showing</b> 3:5 <b>side</b> 10:3,5,7 <b>sign</b> 7:18 <b>sink</b> 4:18 <b>sit</b> 8:1 <b>solution</b> 6:3 <b>sound</b> 4:16 5:21,23 6:14, 15,17,18,21,24 7:18 8:1,2, 6,7 <b>south</b> 7:12 <b>space</b> 3:17 <b>spaces</b> 10:6 <b>speak</b> 3:23 <b>SPEAKER</b> 8:16 <b>speed</b> 6:4 <b>spend</b> 6:25 <b>Stephanie</b> 3:20 7:23 <b>stop</b> 8:7 <b>street</b> 3:13,18 4:23 5:13,14 6:13 7:6,12 8:5,25 9:3,7,8</p> <hr/>	<hr/> <p style="text-align: center;"><b>V</b></p> <hr/>
<hr/> <p style="text-align: center;"><b>M</b></p> <hr/>	<hr/> <p style="text-align: center;"><b>P</b></p> <hr/>	<p><b>salt</b> 4:19 6:3 <b>salvage</b> 7:7,10 <b>Sam</b> 4:9 <b>scales</b> 3:10 <b>sending</b> 6:24 <b>Seventy-five</b> 6:16 <b>showed</b> 9:18 <b>showing</b> 3:5 <b>side</b> 10:3,5,7 <b>sign</b> 7:18 <b>sink</b> 4:18 <b>sit</b> 8:1 <b>solution</b> 6:3 <b>sound</b> 4:16 5:21,23 6:14, 15,17,18,21,24 7:18 8:1,2, 6,7 <b>south</b> 7:12 <b>space</b> 3:17 <b>spaces</b> 10:6 <b>speak</b> 3:23 <b>SPEAKER</b> 8:16 <b>speed</b> 6:4 <b>spend</b> 6:25 <b>Stephanie</b> 3:20 7:23 <b>stop</b> 8:7 <b>street</b> 3:13,18 4:23 5:13,14 6:13 7:6,12 8:5,25 9:3,7,8</p> <hr/>	<p><b>values</b> 7:10 <b>Vance</b> 7:5 <b>Victoria</b> 8:24 <b>Vince</b> 3:25 <b>volunteers</b> 7:21</p> <hr/>
<p><b>make</b> 4:20 6:22 7:8 <b>makeup</b> 5:2 <b>map</b> 9:18,23 <b>meant</b> 8:19 <b>mic</b> 3:3 4:9 5:11 6:9 7:5,24 <b>middle</b> 8:17 <b>Midvale</b> 3:14,21 4:1 6:7 8:25 <b>mine</b> 4:3 <b>missing</b> 3:11 <b>modeling</b> 4:12 <b>money</b> 5:10 6:25 <b>months</b> 4:15 <b>mother</b> 5:15 9:6 <b>mother's</b> 9:13,20 <b>move</b> 4:17 5:19 6:19 9:1 10:8</p> <hr/>	<p><b>p.m.</b> 3:1 10:9 <b>paid</b> 9:2 <b>parents'</b> 4:24 <b>party</b> 9:14 <b>people</b> 4:14,18 5:1 6:10 7:12,13 <b>percent</b> 6:15,16 <b>personally</b> 6:2 <b>Petersen</b> 4:9 <b>phones</b> 5:1 <b>planned</b> 4:22 <b>planning</b> 9:17 <b>possibly</b> 5:5 <b>pretty</b> 7:24 <b>problem</b> 5:3 <b>process</b> 3:15,19 <b>project</b> 6:10 8:4 <b>projecting</b> 9:23 <b>proper</b> 5:5 <b>property</b> 3:18 4:3,4 5:24 6:11,18 7:10 <b>public</b> 10:9 <b>put</b> 5:23 6:24</p> <hr/>	<hr/> <p style="text-align: center;"><b>T</b></p> <hr/>	<hr/> <p style="text-align: center;"><b>W</b></p> <hr/>
<hr/>	<hr/> <p style="text-align: center;"><b>Q</b></p> <hr/>	<p><b>taking</b> 4:5 <b>talk</b> 8:20 <b>taller</b> 7:18 <b>tank</b> 5:25 <b>taxpayer</b> 5:10</p> <hr/>	<p><b>wall</b> 4:16 5:21,23,25 6:14, 15,17,18,21,24 7:18 8:1,2, 6,7 9:12,13 <b>West</b> 3:21,25 <b>windows</b> 5:22 <b>wondering</b> 8:25 9:5,10,15 10:2,6 <b>work</b> 7:16 <b>working</b> 8:22 <b>worry</b> 5:21</p> <hr/>
<hr/>	<hr/>	<hr/>	<hr/> <p style="text-align: center;"><b>Y</b></p> <hr/>

# ATTACHMENT J: RESPONSES TO PUBLIC COMMENTS

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**ROB HINSDALE**  
**8/10/2018**  
**Email**

**Comment and Response** (response provided in blue text)

I live at (personal contact information redacted) and I just read the recently released report that stated that UDOT will take 5 feet of my property for the construction of the additional I15 NorthBound lanes.

I have the following questions:

- (1) When does that process start?
- (2) How is my land valued?
- (3) Will you be purchasing a rectangle of my land or a triangle of my land?
- (4) Additionally I notice that two houses on my street south of me (7941 S Oak St. and 7927 S Oak St.) will need to have their property at least partially purchased for this construction but there is no information about purchasing either of these properties anywhere in the report. Why are these properties missing from the assessment? Has UDOT been in contact with these owners and already made an offer?

Thank you, Rob & Staci Hinsdale

(1) If a build alternative is selected, right-of-way acquisition for partial acquisitions is anticipated to begin in Fall of 2018.

(2) Right-of-Way professionals will work closely with the property owner to acquire property at fair market value. Where property acquisition is necessary and state and/or federal funds are used, land owners are compensated under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. If an individual is required to move as a result of a federal or federally assisted program, assistance will be provided. Relocation resources will be available to each relocated residence without regard to race, color, national origin, or sex in compliance with Title IV of the Civil Rights Act (42 USC §2000d, et seq.). Property acquisition procedures are described on UDOT's website in the Acquisition, Appraisal, and Relocation section, which includes brochures on property owner's rights.

(3) It is likely that a triangular piece of property from the northwest corner of your property would need to be purchased under the Preferred Alternative; however, partial acquisitions could be refined during the final design and right-of-way acquisition phase.

(4) More information about potential right-of-way acquisition was provided for your home because your home is a historic property eligible for the National Register of Historic Places. Impacts to historic properties are required to be disclosed under Section 106 of the National Historic Preservation Act. The homes at 7941 S Oak St. and 7927 Oak St. are not eligible for the National Register of Historic Places. It is likely that these properties will require partial acquisition under the Preferred Alternative, but those decisions will be made during the final design and right-of-way acquisition phase. UDOT has not made any offers in regards to partial acquisition.

**BEN GARRISON**  
**8/20/2018**  
**Email**

**Comment and Response** (response provided in blue text)

One point of follow-up that I have from Friday's meeting is ensuring that this status will be grandfathered for this property into perpetuity. This is a crucial aspect in terms of a sale down the road. How can I get something more concrete on this front from Sandy City?

The project team will work with impacted commercial properties and the appropriate city to obtain a variance when design of the Preferred Alternative results in an unreasonable hardship to adhere with specific city zoning requirements.

**PAUL QUILTER**  
**8/20/2018**  
**Email**

**Comment and Response** (response provided in blue text)

Mendy,

On July 26th we met with the UDOT team on the impact of the Harrison Business Park. At that time I voiced the concern of our shared structure, and your map not accounting for preserving our round about (horseshoe) in our complex. I have followed up with multiple emails, but have yet to receive a call or email from the right of way team, or any attempt to answer my question in regards to the property at Harrison Business Park. Your online documents at <http://www.udot.utah.gov/i15northbound/> do not answer it. All that is referred to is the property of #118. This Thursday will be one month of waiting for a response.

If the Preferred Alternative is implemented the “horseshoe” turnaround at your complex would be restored. Design details would be refined during the final design phase.

**ROB HINSDALE**  
**8/10/2018**  
**Email**

**Comment and Response** (response provided in blue text)

I am highly disappointed in my experience at the Public Hearing held on 08-21-18 for I15 northbound UDOT project. I have the following complaints:

Open Microphone comment availability / signage

There was nowhere posted what times the Open Microphone would be available

The sign-up sheet for the Open Microphone was missing at 5:35 and no UDOT personnel had noticed or done anything about it.

Right-of-Way presentation; here is the timeline of events related to the 5:30 Right-of-Way presentation

I arrived to the meeting at 5:25 and talked to a UDOT agent about my property.

At 5:30 I checked the time and noticed that it was time for the Right-of-Way presentation that had been promised on all the fliers and website for weeks. I wandered around looking for where the meeting would be held because there were no signs telling where the presentation would be held.

I found the presentation room by 5:31 and there was only one UDOT agent sitting at a table working on something. I therefore determined that the presentation was not starting yet and walked back out to the main room.

Around 5:35 a UDOT agent made an announcement that the Right-of-Way presentation would start now so I walked back to the presentation room and sat down with the other ~5 people waiting for the presentation.

After 5 minutes I asked the UDOT agent sitting at the table in the corner when the meeting was going to start and she said it was canceled. WHY WERE WE ALLOWED TO SIT THERE IF IT WAS ALREADY CANCELED??

The UDOT agent said Michael Richardson had decided not to have the presentation because "there were only like 5 people in there" but no one told us.

I went to find Michael Richardson and he again said he had decided to cancel the presentation that was promised in the fliers because not enough people were there. NO ONE HAD ANNOUNCED THE MEETING START SO OF COURSE THERE WEREN'T ANY PEOPLE THERE. MICHAEL HAD NO AUTHORITY TO CANCEL THE MEETING. I CANNOT GET TIME OFF WORK TO COME TO A 4:30 MEETING ESPECIALLY WHEN THERE IS A MEETING SCHEDULED FOR 5:30.

Michael flatly refused to do the presentation when I asked him directly in person. He claimed he would give all the material to each person individually. THERE IS NO CHANCE THAT MICHAEL WAS ABLE TO VERBALLY TELL PEOPLE AS MUCH AS THEY WOULD HAVE LEARNED BY A VERBAL PRESENTATION ACCOMPANIED BY SLIDES.

UDOT LIED TO US BY PROMISING A PRESENTATION AND NOT GIVING ONE. THE PRESENTATION MATERIALS ARE THOROUGH AND THERE IS NO POINT MAKING THOSE SLIDES IF IT IS EQUIVALENT TO A VERBAL DISCUSSION.

MICHAEL RICHARDSON SHOULD HAVE DISCIPLINARY ACTION TAKEN AGAINST HIM, EITHER A RETRAINING IN APPROPRIATE BEHAVIOR AT THESE EVENTS OR BEING FIRED. I AM SHOCKED AT THE DECISION TO CANCEL A PRESENTATION THAT WAS PROMISED TO US FOR WEEKS.

The Environmental Assessment related to minorities was a joke. There is data in Volume 1 that showed a high percentage of minorities in the study area compared to the county demographics. This is directly against the law as it adversely impacts minorities more than others. Your excuse of people getting a benefit by moving away from the freeway is pathetic. These people love their homes and their communities. You have evidence that we interact with our communities a lot elsewhere in the Volume 1 from the neighborhood study. Moving away from the freeway is never going to make up for losing their community. I know you can get away with anything but it feels like a lie. Your employees did a great job justifying everything instead of admitting what you are doing.

Overall, I find it pathetic how much effort, time, and money was wasted for this Environmental Assessment. It seems to me that no decisions would have been different no matter how many Architecturally Significant houses are in the area, how much it negatively impacts the community, how many minorities are being discriminated against, or how much it hurts peoples economic state. The whole assessment was pointless because I don't think there was any level of adverse impact that would've gotten in the way of this decision.

I honestly would like to know what is the level of adverse impact that would have caused this project to be canceled? 100 relocations? 1000 relocations? 90% minority population impacted?

I am offended by this process because I don't like being lied to when you ask for comments as if it makes any difference. I know this comment makes no difference either but I can only hope someone has read this far.

Thank you for taking the time to read all of this,

Rob Hinsdale

(personal contact info redacted)

The right-of-way process consists of multiple steps and is best explained to a property owner in an individual setting. Since attendance of the 5:30 meeting was small, it was decided to hold individual, one-on-one meetings to ensure specific issues and concerns were addressed. Accordingly, each individual in attendance at the 5:30 right-of-way process meeting was sought-out and met with by study team management and right-of-way professionals, if desired.

The study team is aware that the Preferred Alternative would require the relocation of residents within the area where a potential Environmental Justice population is located. These relocations would result in a myriad of impacts, including the loss of established relationships and social interaction with neighbors and the need to reestablish social bonds in new neighborhoods. There would also be beneficial impacts due to the potential improvement in air quality and a reduction in noise due to moving away from such close proximity to I-15. The loss of established community relationships would be experienced equally by those who remain in the study area as by those who are relocated due to the Preferred Alternative; however, the benefits of improved air quality and noise reduction would not extend to those who are not relocated. Therefore, the negative aspects would not be borne solely by the potential

Environmental Justice population, nor would said burdens be of a greater magnitude than for the non-Environmental Justice population.

Therefore, the Preferred Alternative would not result in disproportionately high and adverse impacts to Environmental Justice populations. See Section 3.6 Environmental Justice populations in Chapter 3 for more information.

The study team understands that there will be impacts associated with the Preferred Alternative; however, it is UDOT's responsibility to keep the traffic moving efficiently and improve safety. If no improvements are constructed, congestion during peak travel times on northbound I-15 are expected to increase by more than 90% and safety concerns associated with unexpected lane changes and unexpected stops would remain. See Chapter 1 - Purpose and Need for more information. UDOT will continue to assess the impacts and associated mitigation measures of the Preferred Alternative and will make a decision in Fall 2018.

**BEN GARRISON**  
**8/21/2018**  
**Email**

**Comment and Response** (response provided in blue text)

Hey Mendy,

I reviewed the map with my partner and we walked our property and thought through various scenarios. The bottom line is that losing the back parking area will cripple us. Literally, unless we put 3 trailers and a dozen vehicles on the road every day there is no way that we can continue to operate in our facility. It just won't be possible.

The only way that we can stay here is if we can get additional land for vehicles and it would have to be adjacent to our facility.

Determinations on partial acquisitions could be refined during the final design and right-of-way acquisition phase.

Where property acquisition is necessary and state and/or federal funds are used, land owners are compensated under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. If an individual is required to move as a result of a federal or federally assisted program, assistance will be provided. Relocation resources will be available to each relocated residence without regard to race, color, national origin, or sex in compliance with Title IV of the Civil Rights Act (42 USC §2000d, et seq.). Property acquisition procedures are described on UDOT's website in the Acquisition, Appraisal, and Relocation section, which includes brochures on property owner's rights.

UDOT cannot acquire property for compensation.

**NATHAN PECK (NATE)**  
**8/21/2018**  
**Meeting**

**Comment and Response** (response provided in blue text)

Taking my business out. I will lose most of my land to sell.

Contact me for all information and what is going on.

Determinations on partial acquisitions could be refined during the final design and right-of-way acquisition phase.

Where property acquisition is necessary and state and/or federal funds are used, land owners are compensated under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. If an individual is required to move as a result of a federal or federally assisted program, assistance will be provided. Relocation resources will be available to each relocated residence without regard to race, color, national origin, or sex in compliance with Title IV of the Civil Rights Act (42 USC §2000d, et seq.). Property acquisition procedures are described on UDOT's website in the Acquisition, Appraisal, and Relocation section, which includes brochures on property owner's rights.

**BRAD AND MICHELLE BALLARD**  
**8/21/2018**  
**Meeting**

**Comment and Response** (response provided in blue text)

By leaving a small amount of homes on the street you are completely taking all value. All homes on the same side should be removed. What are you doing to help with home value loss?

UDOT cannot compensate for indirect impacts if there are no direct impacts to the property. Utah Code Annotated 72-5-103 states that UDOT may acquire any real property or interests in real property necessary for temporary, present, or reasonable future state transportation purposes by gift, agreement, exchange, purchase, condemnation, or otherwise. UDOT is not authorized to acquire property as a means to mitigate for actual or perceived decrease in resale value. Estimating the future value of properties as a result of roadway improvements is difficult to quantify and dependent on too many dynamic factors, such as municipal land use plans.

**JENNIFER MILLS**  
**8/21/2018**  
**Meeting**

**Comment and Response** (response provided in blue text)

Please schedule evaluation.

Video documentation will be scheduled with property owners living directly adjacent to the project corridor. Videos will be taken prior to demolition of vacated homes and again prior to roadway construction.

**GLORIA GILES**  
**8/21/2018**  
**Meeting**

**Comment and Response** (response provided in blue text)

I really don't want to move. Me and my husband built the house we live in the house for a long time. He is a Vietnam veteran. 100 percent died with cancer in the VA hospital. To be honest I don't know what to do. If you have some one to give me an appraisal than I don't have a choice.

Where property acquisition is necessary and state and/or federal funds are used, land owners are compensated under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. If an individual is required to move as a result of a federal or federally assisted program, assistance will be provided. Relocation resources will be available to each relocated residence without regard to race, color, national origin, or sex in compliance with Title IV of the Civil Rights Act (42 USC §2000d, et seq.). Property acquisition procedures are described on UDOT's website in the Acquisition, Appraisal, and Relocation section, which includes brochures on property owner's rights. If the Preferred Alternative is selected, a right-of-way professional will be in contact with you if your property is identified as a full or partial acquisition.

**JULIE CLUFF**  
**8/21/2018**  
**Meeting**

**Comment and Response** (response provided in blue text)

(1) The collector lanes help no one in Salt Lake County. We will still be in stop and go traffic in collector lanes while Utah county residents sail through.

(2) I am afraid the confusion of 2 collector lanes will increase traffic in my neighborhood off 9000 South which is already crazy busy.

(3) I'm concerned about the wall and the empty space that will now be there instead of houses. Will Midvale and Salt Lake County spend money to build walking paths and small parks to make the wall better?

(4) My last and biggest fear is that my property value will drop and I'll never be able to move. I moved in 2 years ago when values were high. I will never be able to sell my house and make enough to have a down payment to go somewhere else. Sometimes the little people shouldn't have to suffer for the greater good.

(1) The collector-distributor lanes are expected to operate at an average Level-of-Service C during peak hours. This level-of-service corresponds to stable flow movements (little or no congestion or delay). See Chapter 2 – Alternatives for more information.

(2) Implementation of the Preferred Alternative is not anticipated to increase through-traffic on local streets.

(3) UDOT will continue to coordinate with Midvale City on potential landscape improvements for remnant land adjacent to the Preferred Alternative between Copperview Park and Wasatch Street. Improvements may include a grassy area, trail, and leaving existing mature trees in place where feasible.

(4) UDOT cannot compensate for indirect impacts if there are no direct impacts to the property. Utah Code Annotated 72-5-103 states that UDOT may acquire any real property or interests in real property necessary for temporary, present, or reasonable future state transportation purposes by gift, agreement, exchange, purchase, condemnation, or otherwise. UDOT is not authorized to acquire property as a means to mitigate for actual or perceived decrease in resale value. Estimating the future value of properties as a result of roadway improvements is difficult to quantify and dependent on too many dynamic factors, such as municipal land use plans.

**TANYA GEIST**  
**8/21/2018**  
**Meeting**

**Comment and Response** (response provided in blue text)

Initially I was contacted by certified letter stating UDOT wanted to acquire my property.

After setting an appointment, I was informed there was a miscommunication and it would be a partial acquisition.

The sound wall would be moved from 35 feet away into my backyard.

My garage would be knocked down for construction.

The only tree in my back yard would be removed.

I will have no one on my side of the road and would essentially be an island.

I am requesting a total buy out, so my family can have a garage during winter (my mother lives with me, a slip and fall is unsafe) and so we have an opportunity to be a part of a community.

UDOT can complete construction and resale the property as is.

I truly appreciate your help in making this process as seamless to my family as possible.

Based on your input and after further review, the study team anticipates that your home would be a full acquisition. We have provided your information to the right-of-way acquisition team.

**ZACH HALLOWS**  
**8/21/2018**  
**Meeting**

**Comment and Response** (response provided in blue text)

Please update my address in your system so I can receive updates at my home address (my rental property is the property being affected). Rental property address in Midvale is (personal contact information redacted).

Your comment has been noted.

**ROMAN GURROLA & GEMA ORTIZ**  
**8/21/2018**  
**Meeting**

**Comment and Response** (response provided in blue text)

(1) Noise pollution as traffic and speeds increase noise pollution increases also as traffic patterns are shift East for the collector belt, noise increases.

Pollution and air quality increases as traffic increases with road capacity on collector belt and freeway near our home.

(2) I am somewhat frustrated with timely communications as meeting flyers came a week prior to meeting with little time to arrange for work and other responsibilities to be here for meeting.

(1) The Preferred Alternative would generally result in a 3.1 dBA noise level increase throughout the study area. This noise level change would be imperceptible to the human ear. Additionally, a 16-ft noise wall is proposed between Copperview Park and 7200 South to mitigate for increases in noise levels, pending balloting efforts. See Section 3.9 Noise in Chapter 3 for more information.

Implementation of the Preferred Alternative would improve traffic flow on mainline I-15 within the study area, thus reducing congestion and associated vehicle emissions. See Section 3.8 Air Quality in Chapter 3 for more information.

(2) Advertisement for this meeting were published multiple times and in a variety of ways including:

Postings were made in the The Salt Lake Tribune and Deseret News two weeks and one week in advance of the meeting

Postcards were mailed 10 days in advance

Information was posted on the website two weeks in advance

Door hangers were passed out to adjacent properties one week in advance

An email blast was sent out to interested stakeholders two weeks in advance, five days in advance and one day in advance

Social media posts were distributed through UDOT and surrounding cities' Twitter and Facebook accounts

**DAVID RICHARDS**  
8/21/2018  
Meeting

**Comment and Response** (response provided in blue text)

(1) The planning process, construction process and completion time table kills business values and rents. Is this really a long term plan or just another patch??? How many times will I-15 North be under construction over the next 50 years?

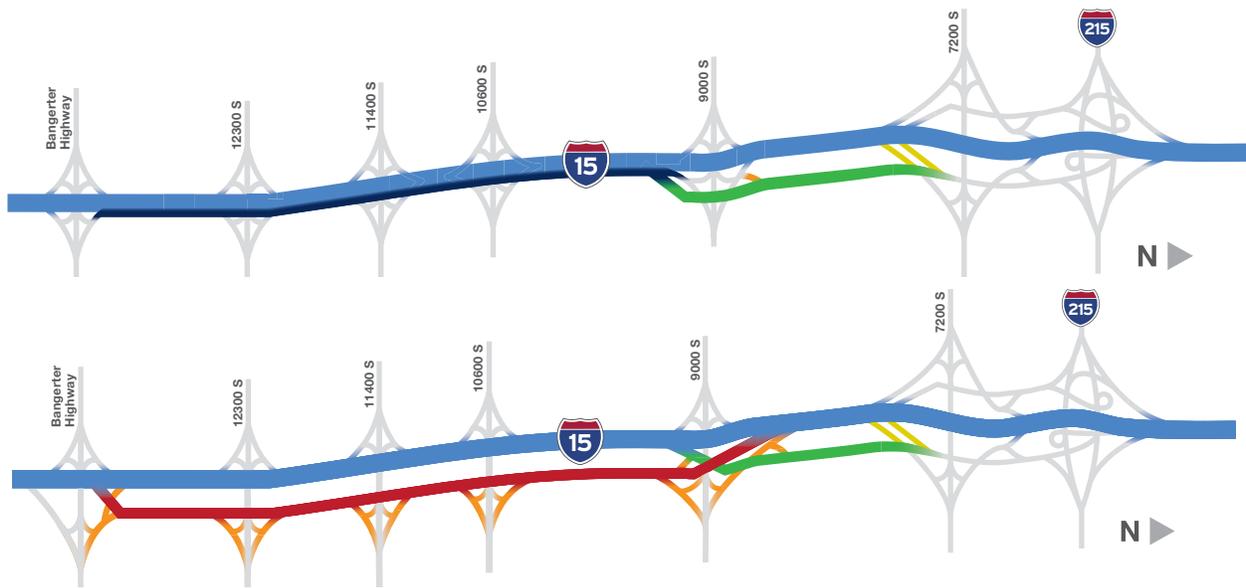
(2) Why not build another freeway in they valley like I-215 and push traffic to the West? I-15 needs to be by other means of roads and freeways.

(3) I am not in favor of Phase II - find another way!

(1) UDOT does not have the funding to fully construct the Preferred Alternative. If implemented, the Preferred Alternative would be constructed in two phases:

Phase I would construct Collector-Distributor System A and add a general purpose lane from Bangarter Highway to 9000 South.

Phase II would construct Collector-Distributor System B.



**LEGEND**

- Freeway (I-15)
- Remove Ramp
- Collector-Distributor System A
- Additional General Purpose Lane
- Existing interchange
- New/Reconstructed Ramp
- Collector-Distributor System B

If the Preferred Alternative is selected, construction for Phase 1 is anticipated to begin in Summer 2019.

Within the proposed study area, typical road construction activities would result in temporary impacts to neighborhoods and activity centers, including increased traffic congestion and delays, increased dust generated by earth-moving activities, increased noise and vibration, and temporary and intermittent access disruptions. However, access would be maintained to these areas. These conditions, although temporary, could result in a decrease in patronage and sales because residents would be less willing to negotiate the construction area.

UDOT cannot compensate for indirect impacts if there are no direct impacts to the property. Utah Code Annotated 72-5-103 states that UDOT may acquire any real property or interests in real property necessary for temporary, present, or reasonable future state transportation purposes by gift, agreement, exchange, purchase, condemnation, or otherwise. UDOT is not authorized to acquire property as a means to mitigate for actual or perceived decrease in resale value. Estimating the future value of properties as a result of roadway improvements is difficult to quantify and dependent on too many dynamic factors, such as municipal land use plans.

(2) The Wasatch Front Regional Council (WFRC) is the designated metropolitan planning organization for the Wasatch Front Urban Area and is responsible for developing and maintaining a region-wide, long-range transportation plan for Salt Lake, Davis, and western Weber counties. WFRC works in close cooperation with UDOT, the Utah Transit Authority (UTA), the Utah Division of Air Quality, and the cities and counties located within its region to develop regional plans that include new transportation facilities and upgrades to the existing transportation systems and infrastructure. The WFRC RTP includes freeway-like facilities, including improvements to Bangerter Highway and extension of Mountain View Corridor. The transportation projects included in the WFRC 2015-2040 Regional Transportation Plan (RTP) are planned to address the travel needs within the Wasatch Front for the next 25 years.

(3) UDOT has a responsibility to keep traffic moving efficiently and improving safety. If no improvements are constructed, congestion during peak travel times on northbound I-15 are expected to increase by more than 90% and safety concerns associated with unexpected lane changes and unexpected stops would remain (see Chapter 1 - Purpose and Need for more information). UDOT will continue to assess the impacts and associated mitigation measures of the Preferred Alternative and will make a decision in Fall 2018.

**LINDA PECK**  
**8/21/2018**  
**Meeting**

**Comment and Response** (response provided in blue text)

(1) Your taking most of my property, I am leaving to recreation RV Sales and my value to sell or release to someone.

(2) Contact me for all meetings etc. all information please.

(1) Determinations on partial acquisitions could be refined during the final design and right-of-way acquisition phase.

Where property acquisition is necessary and state and/or federal funds are used, land owners are compensated under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. If an individual is required to move as a result of a federal or federally assisted program, assistance will be provided. Relocation resources will be available to each relocated residence without regard to race, color, national origin, or sex in compliance with Title IV of the Civil Rights Act (42 USC §2000d, et seq.). Property acquisition procedures are described on UDOT's website in the Acquisition, Appraisal, and Relocation section, which includes brochures on property owner's rights. If the Preferred Alternative is selected, a right-of-way professional will be in contact with you if your property is identified as a full or partial acquisition.

(2) Your information has been added to our contact list.

**BRAD AND MICHELLE BALLARD**  
**8/21/2018**  
**Meeting**

**Comment and Response** (response provided in blue text)

Project will put a " "freeway at the end of my backyard" " which will effect my property value. Also, it is a rental property, so I believe I could lose my tenants during construction.

UDOT cannot compensate for indirect impacts if there are no direct impacts to the property. Utah Code Annotated 72-5-103 states that UDOT may acquire any real property or interests in real property necessary for temporary, present, or reasonable future state transportation purposes by gift, agreement, exchange, purchase, condemnation, or otherwise. UDOT is not authorized to acquire property as a means to mitigate for actual or perceived decrease in resale value. Estimating the future value of properties as a result of roadway improvements is difficult to quantify and dependent on too many dynamic factors, such as municipal land use plans.

**ANDRES TOVARI**  
**8/21/2018**  
**Meeting**

**Comment and Response** (response provided in blue text)

¿Queremos que evaluen nuestra casa?

We want you to evaluate our house.

Una cita de documentación de video será hecha con dueños de casas que viven adyacente al pasillo del proyecto. Videos sean tomados antes de la demolición de casas desocupadas y otra vez antes de construcción de la carretera.

Video documentation will be scheduled with property owners living directly adjacent to the project corridor. Videos will be taken prior to demolition of vacated homes and again prior to roadway construction.

**DALTON GREENWOOD AND SHELBY HEINA**  
**8/21/2018**  
**Meeting**

**Comment and Response** (response provided in blue text)

Landlord - Spenser Townsond

Your contact information has been noted.

**ALICIA CONTRERAS AND JOSE CABRAL**  
**8/21/2018**  
**Meeting**

**Comment and Response** (response provided in blue text)

I would like to make the first step for this matter. I suppose I need to make an appointment for them to do an appraisal. Please give me a phone call. Thanks.

Where property acquisition is necessary and state and/or federal funds are used, land owners are compensated under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. If an individual is required to move as a result of a federal or federally assisted program, assistance will be provided. Relocation resources will be available to each relocated residence without regard to race, color, national origin, or sex in compliance with Title IV of the Civil Rights Act (42 USC §2000d, et seq.). Property acquisition procedures are described on UDOT's website in the Acquisition, Appraisal, and Relocation section, which includes brochures on property owner's rights. We have provided your information to the right-of-way acquisition team.

**EMMALEE CHRISTENSEN**  
**8/21/2018**  
**Meeting**

**Comment and Response** (response provided in blue text)

(1) Really impressed with your UDOT staff answering my questions. So impressed with the time they took to really listen.

Happy to see some of these homes go because they just need to go. Run down, some were vacant, just time!

Keeping frontage road in front of McDonalds is an extremely important access point for our community. Thank you for leaving the road there.

(2) Will this affect my property value?

(1) Your comment has been noted.

(2) UDOT cannot compensate for indirect impacts if there are no direct impacts to the property. Utah Code Annotated 72-5-103 states that UDOT may acquire any real property or interests in real property necessary for temporary, present, or reasonable future state transportation purposes by gift, agreement, exchange, purchase, condemnation, or otherwise. UDOT is not authorized to acquire property as a means to mitigate for actual or perceived decrease in resale value. Estimating the future value of properties as a result of roadway improvements is difficult to quantify and dependent on too many dynamic factors, such as municipal land use plans.

**JOWANZA JOSEPH**  
**8/21/2018**  
**Meeting**

**Comment and Response** (response provided in blue text)

(1) One of my main concerns is vibration/noise. We live in a tall home and currently the vibrations and noise cause my house to shake being over a block away. Please consider us in the noise ballot.

(2) I'm also concerned about the property values being negatively impacted.

(3) Would also like to see more empirical evidence that this change would produce the desired effect.

(1) The Preferred Alternative would generally result in a 3.1 dBA noise level increase throughout the study area. This noise level change would be imperceptible to the human ear. Additionally, a 16-ft noise wall is proposed between Copperview Park and 7200 South to mitigate for increases in noise levels, pending balloting efforts. See Section 3.9 Noise in Chapter 3 for more information. Add more information on noise balloting.

(2) UDOT cannot compensate for indirect impacts if there are no direct impacts to the property. Utah Code Annotated 72-5-103 states that UDOT may acquire any real property or interests in real property necessary for temporary, present, or reasonable future state transportation purposes by gift, agreement, exchange, purchase, condemnation, or otherwise. UDOT is not authorized to acquire property as a means to mitigate for actual or perceived decrease in resale value. Estimating the future value of properties as a result of roadway improvements is difficult to quantify and dependent on too many dynamic factors, such as municipal land use plans.

(3) Please see Chapter 2 - Alternatives and the traffic report in Appendix A for empirical evidence.

**CIENNA RANDALL (HUSBAND IS JOSEPH T. RANDALL)**  
**8/21/2018**  
**Meeting**

**Comment and Response** (response provided in blue text)

We are ready to sale.

Where property acquisition is necessary and state and/or federal funds are used, land owners are compensated under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. If an individual is required to move as a result of a federal or federally assisted program, assistance will be provided. Relocation resources will be available to each relocated residence without regard to race, color, national origin, or sex in compliance with Title IV of the Civil Rights Act (42 USC §2000d, et seq.). Property acquisition procedures are described on UDOT's website in the Acquisition, Appraisal, and Relocation section, which includes brochures on property owner's rights. If the Preferred Alternative is selected, a right-of-way professional will be in contact with you if your property is identified as a full or partial acquisition.

**CARLEY SHERRY**  
**8/21/2018**  
**Email**

**Comment and Response** (response provided in blue text)

Can you help me to understand if any homes will be affected during the update? And if so, how will I know if my home will be affected?

Thanks for more information.

The Preferred Alternative would require the acquisition of approximately 18.3 acres of right-of-way to accommodate a wider roadway footprint. The Preferred Alternative would also include 74 relocations (59 residential, 15 commercial). These relocations would be located adjacent to I-15. See Section 3.5 Right-of-Way and Relocations in Chapter 3 for more information.

Based on the address provided, your property would not be impacted because it is 3-4 blocks away from I-15.

**BEN GARRISON**  
**8/23/2018**  
**Email**

**Comment and Response** (response provided in blue text)

The last thing that we want to do is move. We invested in this building and made it beautiful and the freeway visibility is exactly why we did that. We want to stay here forever. But we have to have more land for trailers and vehicle parking as well as to run our operations.

Thanks

Where property acquisition is necessary and state and/or federal funds are used, land owners are compensated under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. If an individual is required to move as a result of a federal or federally assisted program, assistance will be provided. Relocation resources will be available to each relocated residence without regard to race, color, national origin, or sex in compliance with Title IV of the Civil Rights Act (42 USC §2000d, et seq.). Property acquisition procedures are described on UDOT's website in the Acquisition, Appraisal, and Relocation section, which includes brochures on property owner's rights. If the Preferred Alternative is selected, a right-of-way professional will be in contact with you if your property is identified as a full or partial acquisition.

**KELLEY CANTRELL**  
**8/23/2018**  
**Public Website**

**Comment and Response** (response provided in blue text)

We have deep concerns about the houses which will be vacant for several months over the winter/colder months attracting vagrants, drug addicts and other criminal elements. We do not believe a private security service can possibly be adequate. We have recently experienced people in a neighboring home selling drugs and burglarizing daily, we have photo, video and the UPD their own surveillance video and it still took 7 months to address. The home is now vacant and we fight daily with people sneaking in and out, they've created a huge mess and a blight, thusly negatively affecting everyone nearby and devaluing our property and living conditions. The police cannot keep up on one home, much less blocks of vacant homes. We accept the I15 expansion, but we won't accept exposing, inviting if you will, the community especially children and elderly, to more criminal activity .

The study team understands your concerns and is working towards demolition of the vacated properties along Adams Street and Oak Street. In the interim, we have coordinated with the local police department to help manage trespassing in the neighborhood. If you notice trespassing at a specific property please contact us at 801-747-9950 or [i15northbound@utah.gov](mailto:i15northbound@utah.gov). If you need emergency assistance please call 911.

**ERICA**  
**8/26/2018**  
**Email**

**Comment and Response** (response provided in blue text)

Hi so i messaged you regarding this home having the sprinklers turned on. as of now there are vagrants living behind this home.

8356 S hoover street midvale utah 84047

As of the conversation that I just had with the UPD unless you are saying that these people are trespassing then there's nothing they can do. What is Udot going to do about this? I understand this probably isn't in the list of standard protocol but what is the steps to take that will ensure that this isnt going to happen? Is there a demo date set as of yet or any type of measures Udot takes when a home is vacant?

Thanks,  
Erica

ps ive called the cops but the furthest they can do is to ask them nicely to leave. According to the officer they cannot police the vagrants that are squatting in the vacant homes around the valley. 'there are thousands of them around the salt lake valley and to go around telling them this it would be harassment. We cannot harass them because they are homeless.' --yes that's a direct quote from a UPD officer in my area.

The study team understands your concerns and is working towards demolition of the vacated properties along Adams Street and Oak Street. In the interim, we have coordinated with the local police department to help manage trespassing in the neighborhood. If you notice trespassing at a specific property please contact us at 801-747-9950 or [i15northbound@utah.gov](mailto:i15northbound@utah.gov). If you need emergency assistance please call 911.

**ERICA**  
**8/26/2018**  
**Public Website**

**Comment and Response** (response provided in blue text)

homes that are vacant and not taken care of on the outside are shining beacons for vagrants. As per the UPD they will no take care of the properties even if civilians report suspicious persons going in and out of the property because it is not a UDOT representative saying these people are trespassing.

Although a few attempts have been made to contact the project manager that is as far as it goes and there is no resolution.

PLEASE figure out something, even if it's Demo to do with the vacant homes. We have had people trespassing and caught them trying to break into our property just to find out they are vagrants living in the homes across the streets.

The study team understands your concerns and is working towards demolition of the vacated properties along Adams Street and Oak Street. In the interim, we have coordinated with the local police department to help manage trespassing in the neighborhood. If you notice trespassing at a specific property please contact us at 801-747-9950 or [i15northbound@utah.gov](mailto:i15northbound@utah.gov). If you need emergency assistance please call 911.

**ROB HINSDALE**  
**8/27/2018**  
**Email**

**Comment and Response** (response provided in blue text)

Will you send me the UDOT Social Media Policy Participant Code of Conduct so I can make sure I follow it as I provide comments about the I15 Northbound project? If I am not allowed to read this Code of Conduct then I may accidentally write a comment in a way that gets it removed by the administrator without realizing it. Please be transparent when it comes to your policies.

Thank you,  
Rob Hinsdale

The link to UDOT's Social Media - Participant Code of Conduct is <https://www.udot.utah.gov/main/f?p=100:pg:0:::1:T,V:3597>.

**ROB HINSDALE**  
**8/27/2018**  
**Email**

**Comment and Response** (response provided in blue text)

Thank you for reading my comments. With regards to the presentation, my biggest concern was for the other people that were waiting for the presentation. Many were older and from what I heard they would've appreciated being able to sit down while getting information rather than having to stand. There was also at least one family with young children that I assume would've preferred to be able to contain the children in one small room rather than in a large room with plenty of distractions. I assume this because I have a 2 year old and a 4 year old that I had to find childcare for to come to the meeting. I know if I had my kids there the small room would've been easier.

I already viewed a presentation at the previous meeting so I don't need anyone to present it to me at my home. I honestly am just concerned that there are people that don't know the right questions to ask or are intimidated by face-to-face interaction so they might not ask the difficult questions. I care about the people in my community and I'm trying to make sure they have at least as much information as I have. I also think that your team broke trust by not following through with your commitments on all the public notices that were sent out for weeks.

Thank you,  
Rob Hinsdale

The right-of-way process consists of multiple steps and is best explained to a property owner in an individual setting. Since attendance of the 5:30 meeting was small, it was decided to hold individual, one-on-one meetings to ensure specific issues and concerns were addressed. Accordingly, each individual in attendance at the 5:30 right-of-way process meeting was sought-out and met with by study team management and right-of-way professionals, if desired.

**ERICA**  
**8/27/2018**  
**Email**

**Comment and Response** (response provided in blue text)

Hi, so there are vagrants/homeless people that are sleeping or staying at this home now. I know the people that moved out the weekend of July 4th, and it's not them. I'm not sure how to get this taken care of. I'm hoping this is something you will know how to deal with.

Thanks,  
Erica  
8353 s hoover

I called the UPD tonight and they came and looked but they were 'gone'. There has been mattresses as well as shopping carts, chairs etc showing up at this home so I'm thinking they could be in the backyard of this home or the one to the south. or potentially inside of the home. Thanks.

The study team understands your concerns and is working towards demolition of the vacated properties along Adams Street and Oak Street. In the interim, we have coordinated with the local police department to help manage trespassing in the neighborhood. If you notice trespassing at a specific property please contact us at 801-747-9950 or [i15northbound@utah.gov](mailto:i15northbound@utah.gov). If you need emergency assistance please call 911.

**ERICA**  
**8/27/2018**  
**Email**

**Comment and Response** (response provided in blue text)

Thank you Mendy. I know some people down the street were having issues as well, or at least I've heard from the 'grapevine'. I'm glad this isn't something that is completely overlooked. It's super frustrating as you can imagine.

I called one Friday night at 10:53 pm

They came out didn't tell the people to leave

Then Saturday at 11:22 pm is when the officer told me all that other stuff. We got into a bit of a Tiff if you would call it that because he has refused to come out until after I told him that if he wanted to stay on the phone with me I'm more than happy to talk across the street and tell them to leave myself. Apparently that was the "(word redacted) stupidest thing he ever heard".

As of now I've decided that this while project is a nightmare and we will probably also be looking at selling sooner rather than later.  
I appreciate it and hope you have a good day.

Thanks for checking in and on it.

The study team understands your concerns and is working towards demolition of the vacated properties along Adams Street and Oak Street. In the interim, we have coordinated with the local police department to help manage trespassing in the neighborhood. If you notice trespassing at a specific property please contact us at 801-747-9950 or [i15northbound@utah.gov](mailto:i15northbound@utah.gov). If you need emergency assistance please call 911.

**DHAVAL CHOKSHI**  
**8/29/2018**  
**Email**

**Comment and Response** (response provided in blue text)

Dear Mendy,

I have below comments -

1. The line is cutting through the property and pole sign. To run a hotel business it is very much needed that it has freeway visibility and proper signs. How city is going to place signs and where? There is no provision/mention of pole sign in new design.
2. The entrance to the property has to be two lane wide so that guests who want to unload can enter canopy smoothly and the guests who want to go straight to parking can do so through right side. Current entrance is way off right and guests won't be able to enter canopy area with that making it difficult for the guests.
3. This road has been 2 lane road for many years and why designer chose to put middle lane to turn is not clear. There is no turn towards freeway and hence the three lane road is just waste of space and bringing trouble to the businesses.
4. What will be the length of the wall for freeway? Businesses need to have visibility from the freeway and hence the length is very important.

Can you please bring these points to the design team and let me know the feedback?

Thanks and Regards,

Dhaval Chokshi

- (1) The project team will work with impacted commercial properties and the appropriate city to obtain a variance when design of Preferred Alternative results in an unreasonable hardship to adhere with specific city zoning requirements.
- (2) The study team will be in contact with you to coordinate potential designs changes of the Preferred Alternative for the hotel entrance.
- (3) A center turn lane was added along portions of Minuteman Drive to improve traffic operations and increase safety.
- (4) A noise wall is not proposed in your area. Design of the collector-distributor system in your area is close to the same elevation as existing I-15 and includes a 42" tall concrete barrier above the pavement surface.

**TANYA GEIST**  
**8/29/2018**  
**Public Website**

**Comment and Response** (response provided in blue text)

(1) Under the current proposal, my property and family would be impacted in the following ways: We will be left on an island comprised of concrete, dirt/ weeds, and a 20 ft sound proof wall. I would lose my garage and my 50 year old tree, the only thing that currently filters some of the toxins and pollutions.

The wall that is currently approximately 35-40 ft away would sit about 10-15 feet from my house. I feel that my family has been overlooked in this process after my being told to ignore the early buy out certified letter I received as there is an error and my property would be partially removed. The relo coordinator has been kind. I attended the last town hall and met very kind people there as well. I would like to work with someone to resolve these valid concerns before eminent domain is introduced.

Thank you for your time

Based on your input and after further review, the study team anticipates that your home would be a full acquisition. We have provided your information to the right-of-way acquisition team.

**DHAVAL CHOKSHI**  
**8/29/2018**  
**Public Website**

**Comment and Response** (response provided in blue text)

This design is pulling the property too much inside. It's a hotel business and signs play important role. With the current design it gets rid of pole sign, curb appeal for the hotel and puts traffic way inside the hotel property. How city is going to help businesses put new signs that are visible from freeway? I am really concerned - this design is like going to kill my business.

The project team will work with impacted commercial properties and the appropriate city to obtain a variance when design of Preferred Alternative results in an unreasonable hardship to adhere with specific city zoning requirements.

Where property acquisition is necessary and state and/or federal funds are used, land owners are compensated under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. If an individual is required to move as a result of a federal or federally assisted program, assistance will be provided. Relocation resources will be available to each relocated residence without regard to race, color, national origin, or sex in compliance with Title IV of the Civil Rights Act (42 USC §2000d, et seq.). Property acquisition procedures are described on UDOT's website in the Acquisition, Appraisal, and Relocation section, which includes brochures on property owner's rights. If the Preferred Alternative is selected, a right-of-way professional will be in contact with you if your property is identified as a full or partial acquisition.

**DHAVAL CHOKSHI**  
**8/29/2018**  
**Public Website**

**Comment and Response** (response provided in blue text)

Need to have bigger entrance so people can park cars below canopy and unload before parking. Current entrance given does not allow guests to go in the canopy smoothly.

The study team will be in contact with you to coordinate potential designs changes of the Preferred Alternative for the hotel entrance.

**DHAVAL CHOKSHI**  
**8/30/2018**  
**Public Website**

**Comment and Response** (response provided in blue text)

This internal minuteman road has been two lane road for a while. Is there a traffic increase in this road justifying to make it three lane road?

A center turn lane was added along portions of Minuteman Drive to improve traffic operations and increase safety.

**JOSEPH JOWANZA**  
**8/21/2018**  
**Public Hearing (Open Microphone)**

**Comment and Response** (response provided in blue text)

MR. JOWANZA: Joseph Jowanza.

My only comment is about the kind of empirical evidence that goes into showing how this would reduce traffic. I feel like there's a (inaudible). (Court reporter interrupted.)

MR. JOWANZA: Yeah, can you hear me? Okay. My comment is just about the evidence around how this will help traffic as the traffic scales. In Utah, it continues to grow. There's just a missing component. I want kind of the empirical evidence of that.

Please see Chapter 2 - Alternatives and the traffic report in Appendix A for empirical evidence.

**JOHN REBER**  
**8/21/2018**  
**Public Hearing (Court Reporter)**

**Comment and Response** (response provided in blue text)

MR. REBER: John Reber, (personal contact info redacted).

We are just concerned about the construction process. We live right across from the expansion of the freeway and are curious to know more, once a contractor is hired, about how much space is needed and access to our street and our property, and those kind of things, as the process continues

Within the proposed study area, typical road construction activities would result in temporary impacts to neighborhoods and activity centers, including increased traffic congestion and delays, increased dust generated by earth-moving activities, increased noise and vibration, and temporary and intermittent access disruptions.

Temporary construction easements for the purpose of construction access, repair and reconstruction may be required from both commercial and residential property owners within the study area. Temporary construction easements would be acquired in accordance with state and federal laws and UDOT right-of-way procedures. Property owners access would be maintained and would still allow the right to use the property subject to the easement during construction, provided that there is no interference with construction activities.

UDOT will continue public involvement efforts during the next phases of the project. To receive project updates, please contact us at 801-747-9950 or [i15northbound@utah.gov](mailto:i15northbound@utah.gov).

**STEPHANIE JACKSON-FOSTER**  
**8/21/2018**  
**Public Hearing (Court Reporter)**

**Comment and Response** (response provided in blue text)

MS. JACKSON-FOSTER: Stephanie Jackson-Foster (personal contact information redacted). We are an unknown for a right-of-way acquisition team and we would like to speak to somebody further in regards to that. I think that's all he said.

Under the Preferred Alternative no right-of-way acquisition would be required from your property.

Where property acquisition is necessary and state and/or federal funds are used, land owners are compensated under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. If an individual is required to move as a result of a federal or federally assisted program, assistance will be provided. Relocation resources will be available to each relocated residence without regard to race, color, national origin, or sex in compliance with Title IV of the Civil Rights Act (42 USC §2000d, et seq.). Property acquisition procedures are described on UDOT's website in the Acquisition, Appraisal, and Relocation section, which includes brochures on property owner's rights.

**VINCE FOSTER**  
**8/21/2018**  
**Public Hearing (Court Reporter)**

**Comment and Response** (response provided in blue text)

MR. FOSTER: Vince Foster, (personal contact information removed)  
Just my concerns of if it's going to be taken or not, basically. If not, the property that's next to mine, there's a great big tree that's right on the property line but it's more in his yard, the one that they're taking. I would like to have that tree taken out with everything so that it don't get the roots broke and fall over on my house or anything. I think that's about it.

Under the Preferred Alternative no right-of-way acquisition would be required from your property.

Where property acquisition is necessary and state and/or federal funds are used, land owners are compensated under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. If an individual is required to move as a result of a federal or federally assisted program, assistance will be provided. Relocation resources will be available to each relocated residence without regard to race, color, national origin, or sex in compliance with Title IV of the Civil Rights Act (42 USC §2000d, et seq.). Property acquisition procedures are described on UDOT's website in the Acquisition, Appraisal, and Relocation section, which includes brochures on property owner's rights.

Decisions on tree removal would be made during final design.

**SAM PETERSON**  
**8/21/2018**  
**Public Hearing (Open Microphone)**

**Comment and Response** (response provided in blue text)

MR. PETERSEN: Sam Petersen.

Hello, everyone. I do not think this is a good idea. A gentleman, earlier, commented. He's looking at it. I just don't see it either. You guys are modeling this after California. Terrible traffic in California. I think the bigger issue is people driving on the roads, and not the roads. I bought my house six months ago three houses down from that sound wall, and now you guys want to move it 30 feet closer. My home value is going to sink and this is all for the benefit of people who, what, live in Utah County, far away from Salt Lake, that you want to make it easier for them, but you want to make everyone else's lives harder who moved here, you know, planned ahead, and I just don't think it's right. Neighbor across the street lived in his house his whole life. It's his parents' house and now we're going to take it because we have traffic issues; and those issues, I think, are because people can't get off their phones, they're doing their makeup, and I don't think it's an infrastructure problem. But if this does go through, let's at least do it right with proper drainage, noise, possibly compensation. But, yeah, I don't think it's an infrastructure issue. But if we do do this, let's do it right so we don't have another flare-up in ten, 15 years, you know, Bangerter Highway, where we've got to go back in and use taxpayer money and do it again. Thank you.

UDOT has a responsibility to keep traffic moving efficiently and improving safety. If no improvements are constructed, congestion during peak travel times on northbound I-15 are expected to increase by more than 90% and safety concerns associated with unexpected lane changes and unexpected stops would remain (see Chapter 1 - Purpose and Need for more information). UDOT will continue to assess the impacts and associated mitigation measures of the Preferred Alternative and will make a decision in Fall 2018.

UDOT cannot compensate for indirect impacts if there are no direct impacts to the property. Utah Code Annotated 72-5-103 states that UDOT may acquire any real property or interests in real property necessary for temporary, present, or reasonable future state transportation purposes by gift, agreement, exchange, purchase, condemnation, or otherwise. UDOT is not authorized to acquire property as a means to mitigate for actual or perceived decrease in resale value. Estimating the future value of properties as a result of roadway improvements is difficult to quantify and dependent on too many dynamic factors, such as municipal land use plans.

The Preferred Alternative would generally result in a 3.1 dBA noise level increase throughout the study area. This noise level change would be imperceptible to the human ear. Additionally, a 16-ft noise wall is proposed between Copperview Park and 7200 South to mitigate for increases in noise levels, pending balloting efforts. See Section 3.9 Noise in Chapter 3 for more information.

**JULIE CLUFF**  
**8/21/2018**  
**Public Hearing (Open Microphone)**

**Comment and Response** (response provided in blue text)

MS. CLUFF: Julie Cluff.

(1) I feel the same way the gentleman before me does. I moved into my house two years ago on Adams Street. My neighbor across the street grew up in the house that he lives in with his mother. He's lived there his whole life. He's never lived anywhere else. He graduated from Hillcrest High. He's built his life in this community. Every time I go somewhere in the community, he is there somewhere and he knows someone, and now he's being forced to move. He doesn't want to.

(2) I worry about the sound wall. I have new windows in my house and it already doesn't block the sound, and now you're going to put that wall 30 feet closer to my house.

(3) I think my property value is going to tank because who wants a wall in their front yard with nothing in front of it?

(4) And I personally don't think that this solution is going to do anything for Salt Lake County. Utah County is going to be able to speed through and we're going to be bumper-to-bumper traffic in collector lanes. It's going to do no nothing for us. It going to impact our community, and Midvale is a good community and it gets chopped over every time we turn around.

(1) The study team understands that there will be impacts associated with the Preferred Alternative; however, it is UDOT's responsibility to keep the traffic moving efficiently and improve safety. If no improvements are constructed, congestion during peak travel times on northbound I-15 are expected to increase by more than 90% and safety concerns associated with unexpected lane changes and unexpected stops would remain. See Chapter 1 - Purpose and Need for more information. UDOT will continue to assess the impacts and associated mitigation measures of the Preferred Alternative and will make a decision in Fall 2018.

(2) The Preferred Alternative would generally result in a 3.1 dBA noise level increase throughout the study area. This noise level change would be imperceptible to the human ear. Additionally, a 16-ft noise wall is proposed between Copperview Park and 7200 South to mitigate for increases in noise levels, pending balloting efforts. See Section 3.9 Noise in Chapter 3 for more information.

(3) UDOT cannot compensate for indirect impacts if there are no direct impacts to the property. Utah Code Annotated 72-5-103 states that UDOT may acquire any real property or interests in real property necessary for temporary, present, or reasonable future state transportation purposes by gift, agreement, exchange, purchase, condemnation, or otherwise. UDOT is not authorized to acquire property as a means to mitigate for actual or perceived decrease in resale value. Estimating the future value of properties as a result of roadway improvements is difficult to quantify and dependent on too many dynamic factors, such as municipal land use plans.

(4) The collector-distributor lanes are expected to operate at an average Level-of-Service C during peak hours. This level-of-service corresponds to stable flow movements (little or no congestion or delay). See Chapter 2 - Alternatives for more information.

**BRAD BALLARD**  
**8/21/2018**  
**Public Hearing (Open Microphone)**

**Comment and Response** (response provided in blue text)

MR. BALLARD: Brad Ballard.

(1) So people that are impacted by the project that have because they're going to still have the property, but it's going to be impacted because the freeway is going to be across the street from them or right in their backyard.

(2) There's going to be a sound wall -- or there can be a sound wall, but 75 percent of the ballots need to be turned in. Seventy-five percent of the ballots need to be turned in or we don't get that sound wall. Now, if we don't have a sound wall on the property, I mean, you might as well just move on next to the airport, right next to the runway because you won't be able to hear anything. So that sound wall is critical to have and we're going to have to make sure everybody gets together and fills out the ballot they're going to be sending you to get this sound wall put in because they're not going to spend the money, you know, if they don't have to. So if nobody responds, turn the ballot in, throw it in the garbage, then you're going to have an airport runway going right through your backyard. Thank you.

(1) UDOT cannot compensate for indirect impacts if there are no direct impacts to the property. Utah Code Annotated 72-5-103 states that UDOT may acquire any real property or interests in real property necessary for temporary, present, or reasonable future state transportation purposes by gift, agreement, exchange, purchase, condemnation, or otherwise. UDOT is not authorized to acquire property as a means to mitigate for actual or perceived decrease in resale value. Estimating the future value of properties as a result of roadway improvements is difficult to quantify and dependent on too many dynamic factors, such as municipal land use plans.

(2) The Preferred Alternative proposes two noise walls along the east side of I-15:

**Copperview Recreation Center Wall:** This is a new wall that would replace an existing wall between the Copperview Recreation Center and Center Street. This wall is approximately 5,250 feet in length and 16 feet tall, with a 10 foot tall wall across the Wasatch Street bridge (see Figure 3-20 and Maps 16 to 18 of Preferred Alternative Maps in Volume 2).

**7200 South to Center Street Wall:** This is a new wall that would replace an existing wall between Center Street and 7200 South. This wall is approximately 2,730 feet in length and 16 feet tall, with a 10 foot tall wall across the Center Street bridge (see Figure 3-20 and Maps 18 and 19 of Preferred Alternative Maps in Volume 2).

UDOT will conduct balloting for each new noise wall to determine if noise abatement is desired by property owners and residents. The balloting process, as defined by the UDOT Noise Policy, requires the following:

A noise ballot will be sent to property owners and residents who are either directly adjacent to the noise wall or benefited by the noise wall (receive at least a 5 dBA noise reduction).

**LORI VANCE**  
**8/21/2018**  
**Public Hearing (Open Microphone)**

MS. VANCE: Lori Vance.

Okay. Now I'm legit. Okay. So folks of Adams Street, here's what we need to do to salvage something from this. You know what they say, when life gives you lemons, make lemonade. The way we can salvage our property values - and I'm an actual landlord. I own a house down in the south end of Adams Street. I want to get nice people in there because I want nice people living around you guys. So like my new friend said -- I already forgot his name -- said, " "We're going to have to work really, really hard to get folks in that neighborhood to sign those ballots for the taller sound wall. " " You know, it's going to be about a year. Hopefully, we'll see you again in a year. I'd like to get a grassroots movement going. I'm looking for volunteers basically. Thanks again.

The Preferred Alternative proposes two noise walls along the east side of I-15 near your area:

**Copperview Recreation Center Wall:** This is a new wall that would replace an existing wall between the Copperview Recreation Center and Center Street. This wall is approximately 5,250 feet in length and 16 feet tall, with a 10 foot tall wall across the Wasatch Street bridge (see Figure 3-20 and Maps 16 to 18 of Preferred Alternative Maps in Volume 2).

**7200 South to Center Street Wall:** This is a new wall that would replace an existing wall between Center Street and 7200 South. This wall is approximately 2,730 feet in length and 16 feet tall, with a 10 foot tall wall across the Center Street bridge (see Figure 3-20 and Maps 18 and 19 of Preferred Alternative Maps in Volume 2).

UDOT will conduct balloting for each new noise wall to determine if noise abatement is desired by property owners and residents. The balloting process, as defined by the UDOT Noise Policy, requires the following:

A noise ballot will be sent to property owners and residents who are either directly adjacent to the noise wall or benefited by the noise wall (receive at least a 5 dBA noise reduction).

At least 75% of ballots sent out need to be filled out and returned.

75% of returned ballots need to be in favor of the noise wall.

If property owners and residents vote to reject construction of a noise wall (less than 75% in favor), there will not be another opportunity to address noise impacts until another project that adds lanes or substantially alters lane location impacts the same area.

**STEPHANIE JACKSON-FOSTER**  
**8/21/2018**  
**Public Hearing (Open Microphone)**

**Comment and Response** (response provided in blue text)

MS. JACKSON-FOSTER: Stephanie Jackson-Foster.

(1) I think I pretty much have the same opinion as everyone else. Only my house will sit right next to the sound wall. I'm the second to last house. That sound wall is going to be about 40 feet in front of my house. We need to figure something out and do something because if this project goes through, I will be the last house at the end of the street. There won't be anybody else between me and that sound wall.

(2) So what's to stop a car from going through that sound wall in the event of a horrific crash on I-15? And crashes happen right between 72 and 90th all the time. If you're against this, then we need to get the ballots going. We need to figure out what we need to do. Because if not, it's just going to continue. The freeway is going to get bigger and bigger and bigger. I grew up in California, I know what the roads and like. Traffic is horrible out there.

(1) The Preferred Alternative proposes two noise walls along the east side of I-15 near your area:

**Copperview Recreation Center Wall:** This is a new wall that would replace an existing wall between the Copperview Recreation Center and Center Street. This wall is approximately 5,250 feet in length and 16 feet tall, with a 10 foot tall wall across the Wasatch Street bridge (see Figure 3-20 and Maps 16 to 18 of Preferred Alternative Maps in Volume 2).

**7200 South to Center Street Wall:** This is a new wall that would replace an existing wall between Center Street and 7200 South. This wall is approximately 2,730 feet in length and 16 feet tall, with a 10 foot tall wall across the Center Street bridge (see Figure 3-20 and Maps 18 and 19 of Preferred Alternative Maps in Volume 2).

UDOT will conduct balloting for each new noise wall to determine if noise abatement is desired by property owners and residents. The balloting process, as defined by the UDOT Noise Policy, requires the following:

A noise ballot will be sent to property owners and residents who are either directly adjacent to the noise wall or benefited by the noise wall (receive at least a 5 dBA noise reduction).

At least 75% of ballots sent out need to be filled out and returned.

75% of returned ballots need to be in favor of the noise wall.

If property owners and residents vote to reject construction of a noise wall (less than 75% in favor), there will not be another opportunity to address noise impacts until another project that adds lanes or substantially alters lane location impacts the same area.

(2) Safety barrier installation will be required in addition to noise walls to prevent run-off-road crashes.

**VICTORIA FLORES**  
**8/21/2018**  
**Public Hearing (Court Reporter)**

**Comment and Response** (response provided in blue text)

MS. FLORES: Victoria Flores, (personal contact information redacted)

(1) I'm wondering if I should move. I had one neighbor, she already moved and, apparently, they paid her already. She was at the end of Adams Street that connected to the grass -- or the field that connects to the community center. They're gone, and I'm just wondering what about us. My brother and my mother live on Adams Street, and I understand -- they live on 580 Adams Street, if it's going to affect them. He says no one's contacted them or -- you know, they've had realtors, but nothing from the city. So I'm wondering what's going to happen. That's basically what I want to know.

(2) And about the wall. And I know that my mother's house faces -- the backyard is to the wall, and it is really loud. You can't have a party out there or anything because of the noise. And I'm just wondering if that's the way it's going to be for us. I just don't know what they're planning. They showed me a map and it doesn't look like it's coming out that far, but I'm not sure. I don't know if it's going to come out as far as my mother's house is or if it's just going to take most of her backyard or just how encroaching it's going to be. According to the map, it doesn't look that bad. It's projecting until they do it. So I guess that's my concerns. I thought they were just going to tell us, have a lecture and tell us. I guess we don't have any say about it, any objections.

(3) I'm just wondering why they didn't go on the other side of the freeway, that they're coming east. Why is that? Because on the other side, the houses are older and they seem to have -- some spaces aren't filled in. And I'm just wondering, why on the east side are they going to go that way? I want them to move somebody else out instead of us.

(1) Based on the address provided your property would not be impacted.

(2) The Preferred Alternative proposes two noise walls along the east side of I-15 near your area:

**Copperview Recreation Center Wall:** This is a new wall that would replace an existing wall between the Copperview Recreation Center and Center Street. This wall is approximately 5,250 feet in length and 16 feet tall, with a 10 foot tall wall across the Wasatch Street bridge (see Figure 3-20 and Maps 16 to 18 of Preferred Alternative Maps in Volume 2).

**7200 South to Center Street Wall:** This is a new wall that would replace an existing wall between Center Street and 7200 South. This wall is approximately 2,730 feet in length and 16 feet tall, with a 10 foot tall wall across the Center Street bridge (see Figure 3-20 and Maps 18 and 19 of Preferred Alternative Maps in Volume 2).

UDOT will conduct balloting for each new noise wall to determine if noise abatement is desired by property owners and residents. The balloting process, as defined by the UDOT Noise Policy, requires the following:

A noise ballot will be sent to property owners and residents who are either directly

adjacent to the noise wall or benefited by the noise wall (receive at least a 5 dBA noise reduction).

At least 75% of ballots sent out need to be filled out and returned.

75% of returned ballots need to be in favor of the noise wall.

If property owners and residents vote to reject construction of a noise wall (less than 75% in favor), there will not be another opportunity to address noise impacts until another project that adds lanes or substantially alters lane location impacts the same area.

(3) The west shift alternative, which would shift I-15 to the west between 9000 South and 7200 South, was considered but dismissed due to the large amount of potential impacts. Potential impacts associated with the west shift include:

Relocation of residential and commercial properties on the west side of I-15

Relocation of approximately 2 miles of railroad track

Reconstruction of both sides of I-15

Approximate cost would be four times as much as the Preferred Alternative (\$400 million versus \$100 million)

See Chapter 4 section 4.6.1 for additional information.

**LORI VANCE**  
**9/4/2018**  
**Public Website**

**Comment and Response** (response provided in blue text)

Rather than placing the sound wall in the center of the acquired properties, place them adjacent to the sidewalk. This way, trash which might otherwise blow onto the street and the remaining homes is minimized.

UDOT only intends to use the amount of property necessary to accommodate the design of the Preferred Alternative. UDOT will continue to coordinate with Midvale City on potential landscape improvements for remnant land adjacent to the Preferred Alternative between Copperview Park and Wasatch Street. Improvements may include a grassy area, trail, and leaving existing mature trees in place where feasible.

**GARY OLSON**  
**9/4/2018**  
**Email**

**Comment and Response** (response provided in blue text)

I have not been contacted for an appraisal yet?

We have provided your information to the right-of-way acquisition team.

**BEN THOMPSON**  
**9/5/2018**  
**Public Website**

**Comment and Response** (response provided in blue text)

NB I-15 currently reduces from 7 lanes at 14600 S. to 5 lanes under the Bangerter Hwy interchange, creating a choke point. With the expected commercial redevelopment and additional traffic in the area, the phase 2 design should fix the choke point. An additional exit-only lane should extend from the 14600 S. NB on ramp. Two exit-only lanes would then provide a combined exit to Bangerter Hwy and the new collector. A new grade-separated ramp would cross Bangerter just east of I-15 to begin the collector lanes. This would alleviate the choke point under the Bangerter interchange and eliminate the proposed braided ramp to the north.

The alternative described in your comment would extend south of the current project limits and would result in the need for additional right-of-way and construction south of Bangerter Highway compared to the Preferred Alternative. This additional right-of-way and construction would substantially increase the overall cost for the project. Additionally, the WFRC Regional Transportation Plan identifies two futures projects in this area. The first is the addition of another Express Lane in each direction of I-15 and the other is a Vision Project which is currently unfunded. The Preferred Alternative will add a collector-distributor system north of Bangerter Highway and will eliminate the need for the additional Express Lane identified on the long range plan through the project limits. However, additional capacity will be needed south of Bangerter Highway. It is anticipated that combining the exit points for the collector-distributor system and Bangerter Highway would shorten the weaving distance between 14600 South and Bangerter Highway. Shortening the distance between these ramps could have a negative impact on the operations of mainline I-15.

**BRENT BURGON**  
**9/5/2018**  
**Public Website**

**Comment and Response** (response provided in blue text)

With all Midvale Freeway overpasses please be sensitive to the overpass aesthetics we fought for when the freeway was originally built. The overpasses are constructed so there are sloping walls under the overpass. Please do not change that with the overpass extensions. Do not create tunnels with straight vertical walls. Frontrunner disregarded our wishes and built straight vertical wall overpasses. The overpass feels so much more open if the walls are sloping. It is also a safety issue, more open, better lit, etc.

Decisions on design details, including aesthetics, will be made during the final design and construction phase of the project. An aesthetics plan would be developed that is consistent with the UDOT aesthetics policy.

**BRENT BURGON**  
**9/5/2018**  
**Public Website**

**Comment and Response** (response provided in blue text)

Improve sound wall effectiveness by adding large trees near the sound walls. This applies to all sound walls not just Midvale. The large trees will reduce sound transmitted to neighborhoods and also help reduce pollution.

According to the FHWA's Highway Traffic Noise Abatement Guidance, vegetation, if it is high enough, wide enough, and dense enough and opaque may reduce highway traffic noise. A 200-foot width of dense vegetation can reduce noise by 10 decibels. It is usually impossible, however, to plant enough vegetation along a road to achieve such reductions.

Roadside vegetation may create a psychological effect, if not an actual lessening of highway traffic noise levels. Since a substantial noise reduction does not occur until vegetation matures, the FHWA does not consider the planting of vegetation to be a highway traffic noise abatement measure.

**BRENT BURGON**  
**9/5/2018**  
**Public Website**

**Comment and Response** (response provided in blue text)

Insure that the collector system has been engineered to properly handle the increased traffic associated with events at the Rio Tinto Stadium. Currently the traffic backs up for miles trying to exit the freeway at the 90th South interchange. The collector system must be able to handle the increased traffic.

Roadways are generally designed to accommodate the 30th highest hour of traffic demand, not the highest demand associated with specific events. The recent improvements made at the 9000 South and 10600 South interchanges are anticipated to alleviate some of the traffic congestion associated with events at Rio Tinto Stadium. Similarly, a future project identified on the WFRC Regional Transportation Plan at 9400 South and I-15 may also help alleviate traffic congestion associated with events at Rio Tinto Stadium.

**MIRIAM SAPPINGTON**  
**9/5/2018**  
**Public Website**

**Comment and Response** (response provided in blue text)

(1) At the last meeting UDOT held, I was told before construction began a survey would be issued to document the 'health' of my home pre-construction, so if there was any damage to my homes foundation during the construction process it would be documented. I then found out the homes across the street would be demolished beginning in October and continue as residents move out. Will UDOT be sending a survey before the demolition of the homes begins? Compacting the earth into all of the full and partial basements could certainly damage my foundation or cause cracks to appear in my home.

(2) Please leave as many of the trees as possible! They help to deaden sound and combat pollution in the air - especially being right next to the freeway!

(1) Video documentation will be scheduled with property owners living directly adjacent to the project corridor. Videos will be taken prior to demolition of vacated homes and again prior to roadway construction.

(2) UDOT will continue to coordinate with Midvale City on potential landscape improvements for remnant land adjacent to the Preferred Alternative between Copperview Park and Wasatch Street. Improvements may include a grassy area, trail, and leaving existing mature trees in place where feasible.

According to the FHWA's Highway Traffic Noise Abatement Guidance, vegetation, if it is high enough, wide enough, and dense enough and opaque may reduce highway traffic noise. A 200-foot width of dense vegetation can reduce noise by 10 decibels. It is usually impossible, however, to plant enough vegetation along a road to achieve such reductions.

Roadside vegetation may create a psychological effect, if not an actual lessening of highway traffic noise levels. Since a substantial noise reduction does not occur until vegetation matures, the FHWA does not consider the planting of vegetation to be a highway traffic noise abatement measure.

**ANNA OWEN**  
**9/5/2018**  
**Email**

**Comment and Response** (response provided in blue text)

(1) I am writing to you concerning this project because I am a home owner who will be impacted by the changes going on in my neighborhood and I was out of town on the August 21st meeting. The public comments map was not allowing me to login/register/place my comment so I am sending this email.

My concern is that the houses being bought up and left empty will become victim to deterioration and vandalism. I keep being told the project isn't final yet but I still see house after house being left.

What will happen to them during the interim?

I see people leaving trash, old mattresses, etc. at homes that are empty now - who is going to stop this?

What happens if vagrants or vandals start one of them on fire?

I have an influx of mice due to the upheaval of the neighbors across the streets and I'm sure it will only get worse once construction begins, not only with mice but with other animals being scattered about. Is UDOT going to provide pest extermination for a period of time during construction? (This service is not cheap)

(2) I have heard rumors from city workers that UDOT is backing out of the maintenance of green space between the wall and the street I live on. This wall and possible weeds will soon be the view I have out my front window. Please make it a priority to not only provide for the growing community but to keep the area looking nice for residents who are being impacted by the adjustment. Green space and possibly a park would be a great way to say UDOT cares.

(1) The study team understands your concerns and is working towards demolition of the vacated properties along Adams Street and Oak Street. In the interim, we have coordinated with the local police department to help manage trespassing in the neighborhood. If you notice trespassing at a specific property please contact us at 801-747-9950 or [i15northbound@utah.gov](mailto:i15northbound@utah.gov). If you need emergency assistance please call 911.

(2) UDOT will continue to coordinate with Midvale City on potential landscape improvements for remnant land adjacent to the Preferred Alternative between Copperview Park and Wasatch Street. Improvements may include a grassy area, trail, and leaving existing mature trees in place where feasible.

**MARK LAWRENCE**

**9/5/2018**

**Email**

**Comment and Response** (response provided in blue text)

To whom it may concern

We are very distraught by your decision to take our unit # 7, located at 7730 Oak Street. We just purchased it in January of this year. It took us a lot of time to find this unit with the appropriate upstairs square footage, downstairs car wash rental income and warehouse space. Additionally we have spent a very large sum of money to customize our unit to work as our workroom. This required a complete remodel with specific type of flooring, lighting, carpet pads, having tables custom made and machinery purchased to fit this specific unit. It is extremely difficult, if not impossible to find a another building that is even close to the price range for the same square footage and location. That is to say nothing about the strategic location needed to facilitate the ongoing success of our company between our workroom and main offices. This could cause the downfall of our company, if we are not able to find a building in the same price range, same size and customized to fit all of the equipment that we just purchased in January. Also in the necessary location we need to facilitate the work between our vendors, installers, designers and seamstress for its success. We ask that you redesign the location of I-15 around our building so as to prevent the possible closing of a business that was established in 1967 and has been supplying custom drapery and blind products to the state of Utah for the past 51 years. You could be displacing all of our workers, subcontractors and ourselves because of this decision. It could also cause a great loss to all the suppliers we have been purchasing supplies from for the past 50 years.

Please let me know what can be done as this is not acceptable to us at all.

Thank you

Mark Lawrence  
President  
House of Drapery Inc.

Where property acquisition is necessary and state and/or federal funds are used, land owners are compensated under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. If an individual is required to move as a result of a federal or federally assisted program, assistance will be provided. Relocation resources will be available to each relocated residence without regard to race, color, national origin, or sex in compliance with Title IV of the Civil Rights Act (42 USC §2000d, et seq.). Property acquisition procedures are described on UDOT's website in the Acquisition, Appraisal, and Relocation section, which includes brochures on property owner's rights. If the Preferred Alternative is selected, a right-of-way professional will be in contact with you if your property is identified as a full or partial acquisition. We have provided your information to the right-of-way acquisition team.

**SAMANTHA KOLESKY**  
**9/5/2018**  
**Email**

**Comment and Response** (response provided in blue text)

I own a home at (personal contact information redacted). My family and I are very concerned about two main impacts.

One is the impact on the value of our home one the freeway is moved closer.

Two, the construction mess that will be part of our front yard. I am concerned there will be tuck traffic and noise late at night, unsafe conditions for my toddler, and toxic chemicals in the air we are breathing. We are looking for answers about plans on when this will occur and how long it will last. Thanks for your time.

Samantha Hobush

(1) UDOT cannot compensate for indirect impacts if there are no direct impacts to the property. Utah Code Annotated 72-5-103 states that UDOT may acquire any real property or interests in real property necessary for temporary, present, or reasonable future state transportation purposes by gift, agreement, exchange, purchase, condemnation, or otherwise. UDOT is not authorized to acquire property as a means to mitigate for actual or perceived decrease in resale value. Estimating the future value of properties as a result of roadway improvements is difficult to quantify and dependent on too many dynamic factors, such as municipal land use plans.

(2) Within the proposed study area, typical road construction activities would result in temporary impacts to neighborhoods and activity centers, including increased traffic congestion and delays, increased dust generated by earth-moving activities, increased noise and vibration, and temporary and intermittent access disruptions.

If the Preferred Alternative is selected, construction is scheduled to begin Spring 2019. Your contact information has been added to our database and you will receive project updates during the next phase of the project.

**ALLYSSA NIELSEN**  
**9/5/2018**  
**Email**

**Comment and Response** (response provided in blue text)

To Whom It My Concern,

(1) I am highly disappointed in all of this farce. I live on the streets that are going to be affected with this I-15 construction I have seen Udot already buying up homes. These meetings were only to follow "protocol" not to really get the input of the people. There is always going to be an issue with traffic even if you widen the road or you create feeder lanes. Are you going to keep taking homes when we have problems with the roads again? More people displaced when there is a housing shortage already? I am a very disappointed citizen.

(2) Since we are going to lose half of Adams street we do need a good barrier wall put in. Many of our neighbors would like it to have a nice bit of vegetation and not be a weed magnet.

Thank You  
 Allyssa Nielsen

(1) The study team understands that there will be impacts associated with the Preferred Alternative; however, it is UDOT's responsibility to keep the traffic moving efficiently and improve safety. If no improvements are constructed, congestion during peak travel times on northbound I-15 are expected to increase by more than 90% and safety concerns associated with unexpected lane changes and unexpected stops would remain. See Chapter 1 - Purpose and Need for more information. UDOT will continue to assess the impacts and associated mitigation measures of the Preferred Alternative and will make a decision in Fall 2018. The collector-distributor lanes are expected to operate at an average Level-of-Service C during peak hours. This level-of-service corresponds to stable flow movements (little or no congestion or delay). See Chapter 2 - Alternatives for more information.

(2) A 16-ft noise wall is proposed between Copperview Park and 7200 South to mitigate for increases in noise levels, pending balloting efforts. See Section 3.9 Noise in Chapter 3 for more information.

UDOT will continue to coordinate with Midvale City on potential landscape improvements for remnant land adjacent to the Preferred Alternative between Copperview Park and Wasatch Street. Improvements may include a grassy area, trail, and leaving existing mature trees in place where feasible.

**JUDY KESLER**  
**9/5/2018**  
**Email**

**Comment and Response** (response provided in blue text)

I would like to state again, as I did earlier in the process via email, that your process for public commenting does not adequately provide access to people with disabilities using assistive technology.

I complained earlier that your mapping application does not allow for a full understanding of the information nor does it allow access to actually comment.

This morning, the commenting period is still open, the last day in fact and the map application is not working and is wonky (again).

Screen shot demonstrating that you must sign in with a username and password, but the app just keeps spinning and never allows engagement regardless of browser.

Secondly,

I complained earlier that the project documents were not in compliance with 508 accessibility laws to allow the information to be accessed by people with disabilities. I received an email from your organization that you would do better by the time the EA period and related information was presented.

I downloaded all the EA material (part 1 and part 2 and all the appendices) and none of the are in compliance with the law. I ran the documents through basic full check mode for compliance and generated reports.

None of the documents pass even the most rudimentary full check using Adobe Acrobat Professional (which incidentally does not catch all requirements).

You have not provided an open commenting period available to all people equally. You have intentionally excluded people with disabilities using assistive technologies, and you have not corrected your practices as you said you would in previous emails.

<https://www.section508.gov/manage/laws-and-policies>

(1) Our intent is to make commenting available to all interested parties. Comments were accepted through a variety of methods including: email, online mapping application, and in person at the public meeting via court reporter or hand written.

The Preferred Alternative design maps were available for review on the project website within the EA document, online mapping application, and under the "Public Meetings" tab (four different maps included).

(2) Section 508 of the Rehabilitation Act of 1973 is an established policy for Federal agencies. Accordingly, UDOT is a state agency and is not specifically subject to Section 508 policies and procedures. However, UDOT wants information to be available to everyone and is willing to work with individuals one-on-one as needed to provide them with information in a way that is accessible.

**JUDY KESLER**  
**9/5/2018**  
**Email**

**Comment and Response** (response provided in blue text)

Thanks for your response.

My primary complaint was and still is that the materials you have provided to the public for review in order to become informed and educated about the project do not pass 508 compliance.

Therefore, people with disabilities are excluded from being informed about the project and can not make informed comments. Its UDOTs responsibility to ensure equal access to electronic and information technologies.

I suspect you might think “accessibility” means getting the information to review (like downloading it from the web or requesting a hard copy be mailed). I am speaking to once I get the information to review, that it can’t be consumed by people with disabilities because the tools used by people with disabilities, such as screen readers, can’t read the information because it was not constructed correctly for the machine to interpret. In other words, the information is not 508 compliant.

So let me give you two simple examples so we are on the same page.

Imagine if you are colorblind, say red green colorblind. Now take a look at your PDFs for the EA. How often were those colors used in your document to describe critical differences in the alternatives? Or consider that none of your maps (images) in the PDFs have alternative text that describes the information being conveyed in a meaningful way that allow for informed decisions. Your EA report uses many images to describe what’s happening. What if the resident is blind? Without alt text, tagging and other requirements set by the law, you are discriminating against the disabled. These issues of content and information accessibility are present in all the ways you have communicated to the public, except, perhaps the live meetings which I could not attend. I live outside of the state.

All the pesky technological issues regarding making comments are just that. Those are different items and separate issues. That is not my focus.

Circling back to the information you are providing on your websites to the public about the project (which includes the PDFs since that is the seems to be the only electronic method of distribution). How can you improve that? By following the law, specifically Section 508, an amendment to the Rehabilitation Act of 1973.

PDFs are information and since your making them available for public consumption on your websites, they too should follow the law. The EA and it’s associated PDFs related to this project are not 508 compliant. Your office needs to make them compliant and repost them.

I don’t know how else to get my point across. Perhaps your office could reach out to offices available within your own State government that specialize in this issue is a good place to start.

The State of Utah does say they follow 508 standards for equal access to information. It just appears that UDOT does not (especially when dealing with PDFs). Contact this office for assistance in understanding more about the issue <https://www.utah.gov/accessibility.html>

Section 508 of the Rehabilitation Act of 1973 is an established policy for Federal agencies. Accordingly, UDOT is a state agency and is not specifically subject to Section 508 policies and procedures. However, UDOT wants information to be available to everyone and is willing to work with individuals one-on-one as needed to provide them with information in a way that is accessible.