

MEMORANDUM

Date: September 5, 2017

To: Liz Robinson, UDOT

From: Justin Peterson, Lochner

Re: **Section 4(f) Evaluation Supplement**
PIN: 13664; SR-10; 3200 South to 1150 South, Price
Project No.: F-0010(75)66

Attachments:

- Revised Determination of Eligibility and Finding of Effect, April 24, 2017
- Revised Determination of Eligibility and Finding of Effect, September 5, 2017
- Revised Memorandum of Agreement, September 26, 2017

Introduction

The purpose of this memorandum is to update the use of Section 4(f) properties and the least overall harm analysis documented in the *SR-10; 3200 South to 1150 South, Price Section 4(f) Evaluation* (hereafter referred to as the *Section 4(f) Evaluation*). The United States Department of the Interior concurred with the *Section 4(f) Evaluation* on February 16, 2017. After concurrence was received, Carbon County informed the Utah Department of Transportation (UDOT) that Roberson Road—an east–west road intersecting with State Route (SR) 10—was going to be realigned. The proposed SR-10 design was changed to accommodate the new intersection of Roberson Road with SR-10, which is approximately 700 feet north of its current position. In addition, through coordination with PacifiCorp the amount of right-of-way needed to relocate the existing overhead electric utility lines on the west side of SR-10 was reduced. As result, the Section 4(f) use determinations for several eligible historic properties changed.

Determination of Use

Through consultation with the Utah State Historic Preservation Office (USHPO) on April 24, 2017, and September 5, 2017, the Section 106 effect determination and Section 4(f) use for six properties was changed from *adverse effect* to *no adverse effect* and greater than *de minimis* to *de minimis* (see Table 1 and the attached Determinations of Eligibility and Findings of Effect [DOEFOE]). The design revisions would result in a greater than *de minimis* use of three properties, compared to the nine originally identified in the *Section 4(f) Evaluation*. The remaining three greater than *de minimis* uses are on the east side of SR-10; these properties would be acquired and the buildings would be demolished to widen SR-10.

The Proposed Action would widen SR-10 on both sides of a meandering alignment to minimize impacts to adjacent properties. Implementation of the Proposed Action would result in the *de minimis* use of 23 properties compared to the 17 originally identified in the *Section 4(f) Evaluation*.

Table 1. Revised Use of Section 4(f) Properties

Address	Section 106 Finding of Effect		Section 4(f) Use	
	Previous	Revised	Previous	Revised
2010 S. Highway 10	Adverse Effect; Structure would be demolished by the project	No Adverse Effect; TCE: 1,480 sq. ft. Partial Acquisition: 1,0340 sq. ft.	Greater than <i>de minimis</i>	<i>de minimis</i>
2044 S. Highway 10	Adverse Effect; Structure would be demolished by the project	No Adverse Effect; TCE: 2,660 sq. ft. Partial Acquisition: 1,220 sq. ft.	Greater than <i>de minimis</i>	<i>de minimis</i>
2066 S. Highway 10	Adverse Effect; Structure would be demolished by the project	No Adverse Effect; TCE: 810 sq. ft. Partial Acquisition: 300 sq. ft.	Greater than <i>de minimis</i>	<i>de minimis</i>
2088 S. Highway 10	Adverse Effect; Structure would be demolished by the project	No Adverse Effect; TCE: 810 sq. ft. Partial Acquisition: 250 sq. ft.	Greater than <i>de minimis</i>	<i>de minimis</i>
2188 S. Highway 10	Adverse Effect; Structure would be demolished by the project	No Adverse Effect; TCE: 1,250 sq. ft. Partial Acquisition: 130 sq. ft.	Greater than <i>de minimis</i>	<i>de minimis</i>
2198 S. Highway 10	Adverse Effect; Structure would be demolished by the project	No Adverse Effect; TCE: 1,890 sq. ft. Partial Acquisition: 200 sq. ft.	Greater than <i>de minimis</i>	<i>de minimis</i>

TCE = temporary construction easement
 Note: Square footage is approximate.

Least Overall Harm Analysis

The *Section 4(f) Evaluation* concluded the Proposed Action would result in the least overall harm compared to the Widen East and the Widen West alternatives. The least overall harm analysis considered the use of Section 4(f) properties, acquisition of non-Section 4(f) properties, cost, and mitigation. The same analysis was conducted to determine if the revised Proposed Action would still result in the least overall harm. Table 2 summarizes the Section 4(f) and right-of-way impacts of the revised Proposed Action, Widen West Alternative, and Widen East Alternative. Similar to the conclusion of the *Section 4(f) Evaluation*, it is not possible to modify the alignment of SR-10 to avoid the use of all Section 4(f) properties.

Similar to the *Section 4(f) Evaluation*, which concluded the cost difference between each alternative was not substantially different, the reduction in right-of-way costs under the Proposed Action, Widen West Alternative, and Widen East Alternative was not substantial enough to be a considerable factor in determining least overall harm.

Mitigation will be completed for the historic properties incurring greater than *de minimis* uses. Mitigation was determined through consultation between UDOT and USHPO, and formalized in a Memorandum of Agreement (MOA) signed on September 26, 2017 (see attached). Mitigation includes documenting the affected properties according to the Utah State Intensive Level Survey Standards. The mitigation will reduce the severity of the Section 4(f) harm, but not to the extent that it will no longer be a greater than *de minimis* use. It is not expected that mitigation for the affected properties will differ in a way that makes the remaining impacts more or less severe for any of these properties.

Through comparing the Proposed Action, Widen West Alternative, and Widen East Alternative to the least overall harm criteria, it has been determined the Proposed Action would still result in the least overall harm. The Proposed Action would have fewer greater than *de minimis* uses and fewer full acquisitions of non-Section 4(f) properties. Although the Proposed Action has more partial acquisitions and *de minimis* impacts compared to the other alternatives, the effects are considered negligible.

Table 2. Comparison of Section 4(f) and Right-of-Way Impacts

Type of Use / Property Acquisition	Alternative		
	Proposed Action	Widen West	Widen East
Greater than <i>de minimis</i>	3	5	8
<i>De Minimis</i>	23	11	4
Temporary Occupancy	1	11	16
Non-Section 4(f) Full Acquisition	0	2	5
Non-Section 4(f) Partial Acquisition	40	24	12

Note: Design modifications made to the Proposed Action were also applied to the Widen West Alternative because they occur on the west side of SR-10. The Widen East Alternative was not affected by these changes; therefore, impacts under the Widen West Alternative were updated whereas impacts under the Widen East Alternative remained the same as disclosed in the Section 4(f) Evaluation.

Official with Jurisdiction Coordination

UDOT consulted with the USHPO on two separate occasions to update the use of Section 4(f) properties resulting from the design changes. The USHPO concurred with the revised DOEFOEs on April 24, 2017 and September 5, 2017 (see attached). The Memorandum of Agreement, which includes mitigation for documenting the affected properties, was also updated to remove the properties that would no longer result in a greater than *de minimis* use. The updated Memorandum of Agreement was formalized on September 26, 2017 (see attached).

Conclusion

The design revisions to the Proposed Action reduced the overall use of Section 4(f) properties. Greater than *de minimis* uses under the Proposed Action were reduced from nine to three. In addition, the full-acquisition of non-Section 4(f) properties was reduced from two to zero. As a result of reexamining the least overall harm analysis, it has been concluded the Proposed Action has the least overall harm compared to the Widen West Alternative and Widen East Alternative.



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

16-1460
16-1251

April 10, 2017

Mr. Cory Jensen
Senior Historic Preservation Specialist
Utah Division of State History
300 Rio Grande
Salt Lake City, UT 84101-1182

RE: UDOT Project No. F-0010(75)66, SR-10, US-6 to Ridge Road, Carbon County, Utah (PIN 13664, UDSH 16-1460). **Revised** Determination of Eligibility and Finding of Adverse Effect.

Dear Mr. Jensen:

The Utah Department of Transportation (UDOT) is preparing to undertake the subject federal-aid project. In accordance with Stipulation II, Part A and Appendix B of the Memorandum of Understanding, State Assumption of Responsibility for Categorical Exclusions (23 USC §326) (executed June 30, 2011), the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 106 of the NHPA and with Section 4(f) of the DOT Act of 1966, as amended. In accordance with the *Second Amended Programmatic Agreement among the FHWA, the Utah State Historic Preservation Officer, the Advisory Council on Historic Preservation, the USACE Sacramento District, and the UDOT Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah* (executed June 3, 2013), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 300101 et seq.), and U.C.A.9-8-404, the UDOT has taken into account the effects of this undertaking on historic properties, and is affording the Utah State Historic Preservation Officer (SHPO) an opportunity to comment on the undertaking. Additionally, this submission is in compliance with Section 4(f) of the Department of Transportation Act of 1966, 23 U.S.C. § 138 (as amended) and 49 U.S.C. § 303 (as amended).

PROJECT DESCRIPTION

This project proposes to construct improvements to SR-10 south of Price, in Carbon County, Utah. The project extends from approximately M.P. 65.4 to 67.5. This project includes widening to accommodate a center turn lane, adding curb, gutter and sidewalk in areas where there is a need to serve pedestrians, extending or replacing pipe and box culverts, lowering the profile at the vertical curve near M.P. 67, rehabilitating pavement, relocating utilities and rehabilitating culverts and installing headwalls, and adding turn lanes at critical intersections.

Robertson Road is an east-west two-lane road west of SR-10. The road currently intersects with SR-10 at approximate milepost (MP) 66.75. Carbon County is planning to relocate the intersection of Robertson Road north to align with 1850 South at approximate MP 66.88. UDOT has elected to accommodate this

Environmental Services Division • Telephone (801) 965-4173 • Facsimile (801) 965-4796 • www.udot.utah.gov
Calvin Rampton Complex • 4501 South 2700 West • Mailing Address P.O. Box 148450 • Salt Lake City, Utah 84114-8450

Received
APR 19 2017
USHPO

change by updating the current design of the SR-10. The original design of SR-10 included a deceleration lane north of Robertson Road and an acceleration lane south of Robertson Road. These lanes have been shifted to the north to coincide with the new intersection with Robertson Road. As a result, impacts to historic properties have changed.

PREVIOUS CONSULTATION WITH THE UTAH SHPO

This letter is a revision of the Determination of Eligibility and Findings of Effect submitted on October 7, 2016 and an addendum on November 7, 2017. UDOT submitted a request for consultation, making determinations of eligibility for 11 previously documented archaeological sites and 49 architectural properties. The UDOT determined that the Proposed Action would result in a finding of Adverse Effect and Section 4(f) greater than *de minimis* impact for 9 architectural properties.

REVISED DETERMINATION OF ELIGIBILITY AND FINDING OF EFFECT

The inclusion of the Robertson Road intersection has resulted in revised impacts to 5 architectural properties previously reported for this project, as depicted in Table 1. The effect on four properties has changed from Adverse Effect to No Adverse Effect and from a Section 4(f) Greater than *de minimis* use to a *de minimis* use. One property (2098 S. Highway 10) remains No Adverse Effect, but with an increase in impacts, and remains a Section 4(f) *de minimis* use.

Address	Date	Style/Type	SHPO Rating/NRHP Eligibility	Finding of Effect	Section 4(f) Use	Figure
2010 S. Highway 10	1944	1-story service station in Post-WWII; other	EC/Eligible	No Adverse Effect; TCE: 1,480 sq. ft.; Partial Acquisition: 1,037 sq. ft.	<i>de minimis</i>	3
2044 S. Highway 10	1940	1-story foursquare / 20 th century other	EC/Eligible	No Adverse Effect; TCE: 2,653 sq. ft.; Partial Acquisition: 1,220 sq. ft.	<i>de minimis</i>	4
2066 S. Highway 10	1940	1-story foursquare / 20 th century other	EC/Eligible	No Adverse Effect; TCE: 808 sq. ft.; Partial Acquisition: 294 sq. ft.	<i>de minimis</i>	4
2088 S. Highway 10	1941	20 th century other / other residential	EC/Eligible	No Adverse Effect; TCE: 809 sq. ft.; Partial Acquisition: 245 sq. ft.	<i>de minimis</i>	6
2098 S. Highway 10	1970	Mobile home / mobile home	EC/Eligible	No Adverse Effect; TCE: 2,205 sq. ft.; Partial Acquisition: 780 sq. ft.	<i>de minimis</i>	6

SUMMARY

To summarize, the total number of architectural resources with No Adverse Effect has changed from 17 to 21, and architectural resources with an Adverse Effect has changed from 9 to 5 properties. The finding of No Historic Properties Affected for all remaining architectural properties and archaeological sites remains unchanged from the previous DOEFOE. The project new results in 5 Section 4(f) Greater than *de minimis* uses, 20 *de minimis* uses and 1 Section 4(f) temporary occupancy use. The Finding of Effect for the proposed UDOT Project No. F-0010(75)66, SR-10, US-6 to Ridge Road, Carbon County, Utah, remains **Adverse Effect**.

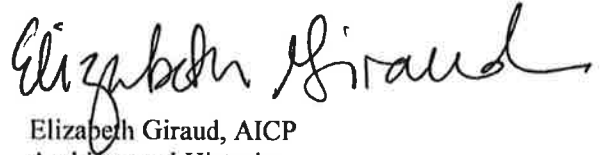
Please review this document and, providing you agree with the findings contained herein, sign and date the signature line at the end of this letter. Should you have any questions or need additional information,

please feel free to contact Liz Robinson at 801-910-2035 or lizrobinson@utah.gov; Elizabeth Giraud at 801-965-4917 or egiraud@utah.gov, or Pam Higgins at 435-253-2524 or phiggins@utah.gov.

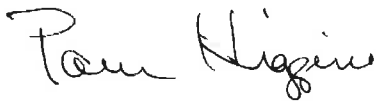
Sincerely,



Liz Robinson, M.A., RPA
Cultural Resources Program Manager
UDOT Environmental Services



Elizabeth Giraud, AICP
Architectural Historian
UDOT Environmental Services



Pamela Higgins
NEPA/NHPA Specialist, Region 4 Area
UDOT Environmental Services

Enclosures

Regarding UDOT Project No. F-0010(75)66, SR-10, US-6 to Ridge Road, Carbon County, Utah, I concur with this Determination of Eligibility and Finding of Effect, submitted to the Utah State Historic Preservation Office in accordance with the *Second Amended Programmatic Agreement*, Section 106 of the NHPA, and U.C.A. 9-8-404, which states that the UDOT has determined that the finding of effect of the project in its entirety remains Adverse Effect.



Cory Jensen
Senior Historic Preservation Specialist

4/24/2017

Date



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHIANE M. MARSHALL, P.E.
Deputy Director

16-1251
16-1460

August 28, 2017

Mr. Cory Jensen
Senior Historic Preservation Specialist
Utah Division of State History
300 Rio Grande
Salt Lake City, UT 84101-1182

RE: UDOT Project No. F-0010(75)66, SR-10, US-6 to Ridge Road, Carbon County, Utah (PIN 13664, UDSH 16-1460 & 16-1251).
Revised Determination of Eligibility and Finding of Adverse Effect.

Dear Mr. Jensen:

The Utah Department of Transportation (UDOT) is preparing to undertake the subject federal-aid project. In accordance with Stipulation II, Part A and Appendix B of the Memorandum of Understanding, State Assumption of Responsibility for Categorical Exclusions (23 USC §326) (executed June 30, 2011), the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 106 of the NHPA and with Section 4(f) of the DOT Act of 1966, as amended. In accordance with the *Second Amended Programmatic Agreement among the FHWA, the Utah State Historic Preservation Officer, the Advisory Council on Historic Preservation, the USACE Sacramento District, and the UDOT Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah* (executed June 3, 2013), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 300101 et seq.), and U.C.A.9-8-404, the UDOT has taken into account the effects of this undertaking on historic properties, and is affording the Utah State Historic Preservation Officer (SHPO) an opportunity to comment on the undertaking. Additionally, this submission is in compliance with Section 4(f) of the Department of Transportation Act of 1966, 23 U.S.C. § 138 (as amended) and 49 U.S.C. § 303 (as amended).

PROJECT DESCRIPTION

This project proposes to construct improvements to SR-10 south of Price, in Carbon County, Utah. The project extends from approximately M.P. 65.4 to 67.5. This project includes widening to accommodate a center turn lane, adding curb, gutter and sidewalk in areas where there is a need to serve pedestrians, extending or replacing pipe and box culverts, lowering the profile at the vertical curve near M.P. 67, rehabilitating pavement, relocating utilities and rehabilitating culverts and installing headwalls, and adding turn lanes at critical intersections.

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SEP 5 2017
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PREVIOUS CONSULTATION WITH THE UTAH SHPO

This letter is a revision of the Determination of Eligibility and Findings of Effect submitted on October 7, 2016 and an addendum on November 7, 2017 and April 10, 2017. UDOT submitted a request for consultation, making determinations of eligibility for 11 previously documented archaeological sites and 49 architectural properties. The UDOT determined that the Proposed Action would result in a finding of Adverse Effect and Section 4(f) greater than *de minimis* impact for 5 architectural properties.

REVISED DETERMINATION OF ELIGIBILITY AND FINDING OF EFFECT

As the project design progressed it has resulted in revised impacts to 2 architectural properties previously reported for this project, as depicted in Table 1. The effect on these properties has changed from Adverse Effect to No Adverse Effect and from a Section 4(f) Greater than *de minimis* use to a *de minimis* use.

Table 1. Determinations of Eligibility and Findings of Effect for Architectural Properties

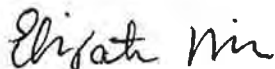
Address	Date	Style/Type	SHPO Rating/NRHP Eligibility	Finding of Effect	Section 4(f) Use
?2188 Highway 10	1946	1-story single dwelling clipped gable cottage	EC/Eligible	No Adverse Effect; TCE: 1,246 sq. ft.; Partial Acquisition: 123 sq. ft.	<i>de minimis</i>
2198 S. Highway 10	1947	1-story single dwelling clipped gable cottage	EC/Eligible	No Adverse Effect; TCE: 1,883 sq. ft.; Partial Acquisition: 192 sq. ft.	<i>de minimis</i>

SUMMARY

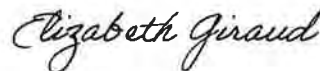
To summarize, the total number of architectural resources with No Adverse Effect has changed from 22 to 24, and architectural resources with an Adverse Effect has changed from 5 to 3 properties. The finding of No Historic Properties Affected for all remaining architectural properties and archaeological sites remains unchanged from the previous DOEFOE. The project new results in 3 Section 4(f) Greater than *de minimis* uses, 23 *de minimis* uses and 1 Section 4(f) temporary occupancy use. The Finding of Effect for the proposed UDOT Project No. F-0010(75)66, SR-10, US-6 to Ridge Road, Carbon County, Utah, remains **Adverse Effect**.

Please review this document and, providing you agree with the findings contained herein, sign and date the signature line at the end of this letter. Should you have any questions or need additional information, please feel free to contact Liz Robinson at 801-910-2035 or lizrobinson@utah.gov; Elizabeth Giraud at 801-965-4917 or egiraud@utah.gov, or Pam Higgins at 435-253-2524 or phiggins@utah.gov.

Sincerely,



Liz Robinson, M.A., RPA
 Cultural Resources Program Manager
 UDOT Environmental Services



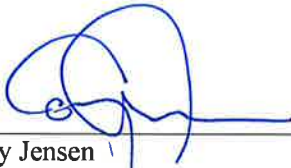
Elizabeth Giraud, AICP
 Architectural Historian
 UDOT Environmental Services

Pam Higgins

Pamela Higgins
NEPA/NHPA Specialist, Region 4 Area
UDOT Environmental Services

Enclosures

Regarding UDOT Project No. F-0010(75)66, SR-10, US-6 to Ridge Road, Carbon County, Utah, I concur with this Determination of Eligibility and Finding of Effect, submitted to the Utah State Historic Preservation Office in accordance with the *Second Amended Programmatic Agreement*, Section 106 of the NHPA, and U.C.A. 9-8-404, which states that the UDOT has determined that the finding of effect of the project in its entirety remains Adverse Effect.



Cory Jensen
Senior Historic Preservation Specialist

Date 9/5/2017

09-0696



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director

April 13, 2017

Mr. Brad Westwood
Deputy State Historic Preservation Officer
Utah Division of State History
300 Rio Grande
Salt Lake City, UT 84101-1182

RE: Section 4(f) De Minimis Determination Pursuant to SAFETEA-LU Section 6009

Dear Mr. Westwood:

In accordance with Parts 3.1.1 and 3.2.1 of the *Memorandum of Understanding Between the Federal Highway Administration and the Utah Department of Transportation Concerning State of Utah's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 USC §327* (executed January 17, 2017), the Utah Department of Transportation (UDOT) assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 4(f) of the DOT Act of 1966, as amended. This letter was prepared in accordance with FHWA Guidance regarding Section 6009(a) of the 2005 Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Section 6009 allows increased flexibility with respect to minor transportation impacts to Section 4(f) properties, including historic properties. It simplifies the processing and approval of federally funded transportation projects that have a *de minimis* impact on lands protected by Section (f). For historic properties, a finding of *de minimis* impact on a historic site may be made by the UDOT when Section 106 consultation results in the written concurrence of the State Historic Preservation Office (SHPO) with the determination of "no adverse effect" or "no historic properties affected".

SAFETEA-LU has no other Section 106 implications other than the requirement for written SHPO concurrence with Section 106 findings of effect for individual Section 4(f) properties. It does require UDOT to notify the SHPO of UDOT's intent to utilize the finding of "no historic properties affected" or "no adverse effect" for individual Section 4(f) properties as a basis for making a Section 4(f) *de minimis* use finding.

On December 13, 2005, FHWA issued guidance to implement the Section 6009 provision of SAFETEA-LU. The guidance (attached) includes *Questions and Answers on the Application of the Section 4(f) de minimis Impact Criteria* and offers several points of relevant direction. We refer you to Question 2 of the guidance titled: *De Minimis Impact Findings for Section 4(f) Uses of Historic Properties*.

Therefore, in accordance with the 2005 Guidance, and by transmittal of this letter, the FHWA is notifying your office of UDOT's intent to make the Section 4(f) *de minimis* use finding for properties where a determination of "no historic properties affected" or "no adverse effect" has been concurred in by your office or when your office has not replied within the appropriate timeframe with written concurrence.

Received
APR 19 2017
USHPO

Should you have any questions or need additional information, please feel free to contact Liz Robinson at 801-910-2035 or lizrobinson@utah.gov. Please return this signed letter to UDOT Central Environmental Division.

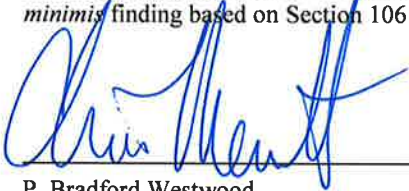
Sincerely,



Brandon Weston
Environmental Services Director
UDOT Central Environmental

Enclosures

By the following signature, the SHPO acknowledges it has been notified of the intent of the UDOT to make a *de minimis* finding based on Section 106 determinations of effect for specific properties.



P. Bradford Westwood
State Historic Preservation Officer

4/21/17
Date

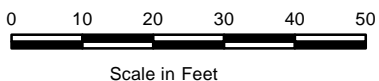





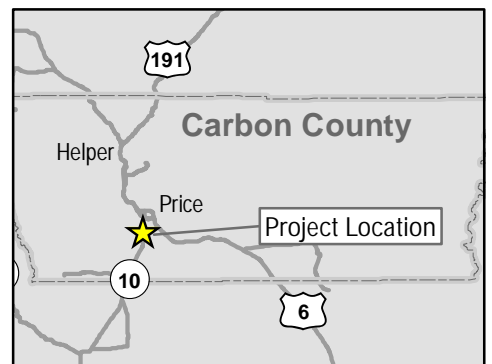
SR-10; 3200 S. to 1150 S., Price
 Project No.: F-0010(75)66
 PIN: 13664

Figure 1

1. The existing corridor is defined by a prescriptive right-of-way. Evidence of the prescriptive right-of-way includes roadway improvements, fences, ditches, and utilities. These were surveyed by UDOT and define the existing right-of-way line. Fee title extends to the center of the roadway, as indicated by property boundaries based on deed descriptions.



-  Partial Acquisition
-  Temporary Construction Easement
-  Eligible Historic Building
-  Easement Line
-  Proposed Right-of-Way Line
-  Existing Right-of-Way Line
-  Property Line



**SECOND AMENDMENT TO MEMORANDUM OF AGREEMENT
AMONG
THE UTAH DEPARTMENT OF TRANSPORTATION
AND THE UTAH STATE HISTORIC PRESERVATION OFFICER**

REGARDING

**PROJECT #: F-0010(75)66;
SR-10, US-6 to Ridge Road, Price, Carbon County, Utah**

WHEREAS, the Utah Department of Transportation (UDOT) and the Utah State Historic Preservation Officer (SHPO) executed a Memorandum of Agreement on November 7, 2016 and an amended Memorandum of Agreement on May 30, 2017, taking into account the effect of **PROJECT #: F-0010(75)66; SR-10, US-6 to Ridge Road, Price, Carbon County, Utah** (the Project) on historic properties; and

WHEREAS, the Project now will have decreased impacts to two (2) historic properties and therefore will have reduced adverse effects; and

WHEREAS, UDOT will send a copy of this executed amendment to the Advisory Council on Historic Preservation (ACHP); and

NOW, THEREFORE, in accordance with Stipulation VII of the Agreement, UDOT and SHPO agree to amend the Agreement as follows:

1. AMEND STIPULATION:

Stipulation I. shall read: UDOT shall be responsible for the documentation of the following buildings in Price, Utah:

- 2067 S. Highway 10
- 2305 S. Highway 10
- 2433 S. Highway 10

The buildings will be documented according to the Utah State Intensive Level Survey Standards (ILS) as required by SHPO. Documentation will include a completed ILS Historic Site Forms, which will be based partly on title searches and obituary research, photographs of the exterior of the buildings, photographs burned onto a gold CD, a sketch map of the property layout, aerial photograph maps indicating the location of the buildings, and a U.S. Geological Survey map (scale: 1:24,000) indicating the location of the buildings. Interior drawings and photographs of the buildings are not required.


Properties ?2188 S. and 2198 S. Highway 10 are no longer adversely affected and will not require mitigation of effects. The remaining properties listed above will be documented as described in the Agreement.

SIGNATORIES:

UTAH DEPARTMENT OF TRANSPORTATION


Rick Torgersen, UDOT Region Director 9/10/17
Date

UTAH STATE HISTORIC PRESERVATION OFFICE

for 
P. Bradford Westwood, Utah SHPO 9/26/2017
Date