



# SaveFarmington.org

## Community Meeting Q&A

April 18, 2013 - Farmington Community Center

### DECISION

**Exactly who will make the final decision? Will elected officials have any influence on the final decision? If so who?**

The final decision is made by the Federal Highway Administration (FHWA). They will publish a Record of Decision (ROD) with the selected alternative after the release of the Final EIS. The ROD is expected in early 2014. Because of its impacts to the environment, construction of the highway will also need to be permitted by the United States Army Corps of Engineers under the Clean Water Act. Elected officials do not have any influence on the decision of where to place the highway.

**Has UDOT been working with Senator Stuart Adams, former chairperson of Utah's Transportation Committee, to determine which alternative should be chosen for the Draft EIS?**

UDOT gives all political representatives regular updates on the progress of the project. However, representatives do not have a role in the decision making process.

**How much influence does Senator Adams have on which alternative is selected? Is the Glovers Lane alternative his preferred alternative?**

No elected officials or representatives have had a role in the decision making process of the West Davis Corridor. The final decision is made by the Federal Highway Administration based on research and recommendations by UDOT.

### EIS PROCESS

**UDOT claims they want to be/are transparent, but have withheld information from the public by not publishing developing findings and data for approximately a half of year. How can UDOT claim transparency while withholding all this data?**

The National Environmental Policy Act does require a proponent to release information to the public in the Draft EIS. Prior to the Draft EIS, the information is going through an extensive evaluation and review process and is preliminary and not ready for public comment. UDOT has shared an extensive amount of data prior to release of the Draft EIS including the purpose and need, alternative screening process, and preliminary impact information. UDOT is providing information to the public when it is ready for release.

**If UDOT wants to be transparent, can UDOT share with the taxpayers, who are paying the bill, the actual traffic model results, and what are the assumptions built into the model, and when those assumptions were last updated? How do we taxpayers get to validate the assumptions?**

The model results used for screening are including in Technical Memorandum 15 which is on the project website. It also includes information on what projects were included as part of the background conditions in 2040 and which version of the model was used. UDOT has shared the traffic model with several groups that have requested the information. Finally, the analysis contained in the Draft EIS will include the results of the model in the transportation chapter.

**Can you explain LEDPA (in layman’s terms) and how it affects your decision?**

LEDPA stands for least environmentally damaging practicable alternative and relates to 404(b)(1) guidelines of the Clean Water Act. To construct any project involving the fill of wetlands, or other waters of the U.S., UDOT must obtain a Clean Water Act Section 404 permit from the United States Army Corps of Engineers (USACE). UDOT must demonstrate to the USACE that the proposed alignment is the least environmentally damaging practicable alternative to the aquatic environment. The review of impact to wetlands also considers public interest review which evaluates impacts to food production, economics, and communities.

**Can you explain 4f impacts – what they are exactly – and how they guide your decisions.**

4(f) refers to Section 4(f) of the U.S. Department of Transportation Act. Section 4(f) resources include publicly owned parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places. 4(f) can also include public easements for trails or other recreational amenities across private land. Section 4(f) requires FHWA to try to avoid using Section 4(f) resources unless there are no prudent or feasible alternatives that do not use these resources. All Section 4(f) impacts will be identified in the Draft EIS.

**After the Draft EIS is released, during the 45-day public comment period, must UDOT respond to all public comment?**

Under the National Environmental Policy Act the public comment period is 45 day however for the West Davis Corridor project UDOT will extended the Draft EIS comment period to 90 days. Any official comment made during the public comment period will be responded to in the Final EIS. An official comment can be made the following ways:

- submitting it on the website ([www.udot.utah.gov/WestDavis](http://www.udot.utah.gov/WestDavis))
- sending an email to the project email ([westdavis@utah.gov](mailto:westdavis@utah.gov))
- mailing in a comment (466 North 900 West, Kaysville, UT 84037)
- filling out a comment card at an open house
- dictating a comment to a court reporter at an open house
- speaking at the public hearing.

**Can we request an extension on the comment period deadline? How do we do that?**

UDOT will extend the comment period from the 45 days identified under the National Environmental Policy Act to a 90 public day comment period. Any additional extension must be submitted to the Federal Highway Administration (FHWA) in writing to be considered. You may also submit a request to the WDC project team in writing and we will forward it to FHWA.

## **PUBLIC INVOLVEMENT**

### **What can we expect during/after the draft EIS (preferred alternative) is released? How can we participate?**

The Draft EIS will include UDOT's recommended alternative. This is not a final decision, but only a recommendation. When the Draft EIS is released, there will be an official 90 day public comment period. We encourage the public to voice their opinions, both for or against the preferred alignment, as well as their concerns during the comment period. An official comment can be made the following ways:

- submitting it on the website ([www.udot.utah.gov/WestDavis](http://www.udot.utah.gov/WestDavis))
- sending an email to the project email ([westdavis@utah.gov](mailto:westdavis@utah.gov))
- mailing in a comment (466 North 900 West, Kaysville, UT 84037)
- filling out a comment card at an open house
- dictating a comment to a court reporter at an open house
- taking a turn at the public hearing.

There will be three public open houses scheduled after the Draft EIS is released, one in the southern area of the study area, one in the middle area, and one in the northern area. The open houses will have informational displays and maps as well as members of the project team available to answer questions. Each open house will also have a concurrent public hearing in an adjoining room. Members of the public will be given 3 minutes each to make a comment about the project. The project managers will be seated in the front for the duration of the public hearing to listen to comments. They will not be responding to the comments during the public hearing. Comments made in the public hearing will be recorded by a court recorder and are considered official public comments.

After the official comment period, the WDC project team will continue to study the alignments and will review any comments made.

Once all comments have been reviewed and changes incorporated into the EIS, the Final EIS will be released, followed shortly by the official Record of Decision by the Federal Highway Administration. At that point, the alignment for the WDC will be final.

## **LEGACY PARKWAY**

### **Will the WDC have the same limits as Legacy Parkway, for example: 55 mph speed limit, noise reducing pavement, no commercial vehicles, no billboards? If not, why not?**

Currently, WDC is designed for a speed limit of 65 miles an hour and will allow for commercial vehicles. It should be noted that it is not anticipated that WDC will be a major truck route as it will only be servicing the local communities and is not a bypass for I-15. UDOT has not yet determined the pavement type or if there will be any billboard restrictions.

### **Do decisions, land negotiations from the Legacy Hwy have effect on this EIS/decision?**

No, the West Davis Corridor is a separate project and is not affected by decisions made on the Legacy Parkway project.

## **SOUND WALLS**

### **Since WDC passes so close to residential neighborhoods, will WDC have sound walls?**

A detailed noise evaluation was done as part of the Draft EIS process using FHWA's noise model and following UDOT's noise abatement guidance. Noise walls were evaluated along the entire corridor and the results will be included in the Draft EIS.

### **If so, at what locations and at what height would the noise walls be constructed? Although noise walls are used to mitigate the increased traffic noise that is generated they can't cancel out the increased noise. How much would noise increase in neighboring backyards?**

A detailed noise evaluation was done as part of the Draft EIS process using FHWA's noise model and following UDOT's noise abatement policy. Noise walls were evaluated along the entire corridor and the results will be included in the Draft EIS.

## **CORRIDOR PRESERVATION**

### **Then why not use the property set aside in the property acquisition?**

Some of the property that was acquired before the EIS began will be used for the WDC. The final alignment chosen will determine how many and which of the parcels can be used. Any parcels not used in constructing the WDC will be sold.

## **CONSTRUCTION**

### **When would construction begin?**

The EIS process must be completed before final design and construction can begin. Currently no funding has been identified for construction.

### **When will the freeway be built?**

Construction will depend on funding. Currently, there is no funding to begin construction on the West Davis Corridor.

### **Will the neighborhoods in the Ranches (specifically around Clark Lane) have truck traffic to build the road if the Glovers Lane option is chosen?**

Construction vehicles will be needed to build the freeway. The exact location of construction traffic will not be known until closer to construction.

## **BUSINESS IMPACTS**

### **What are the 3 businesses taken out on the Shepard Ln. option? You say that the Glover Ln. option doesn't take any businesses. Doesn't the Buffalo Ranch constitute as a business? (And BTW, UDOT has contacted me. We talked about condemning my home. I also have a business I run in my home & it will be impacted if you go to the Glover's option).**

The businesses impacted on the Shepard Lane and Glovers Lane options will be listed in the Draft EIS. UDOT has met with many potentially impacted property owners to discuss the study process and the potential impacts associated with the alternatives. Business impacts were considered when the

alignment directly impacted a commercial building. Home based business are considered as part of the residential relocation process as UDOT would compensate for the impact to the residential property.

## **PROPERTY IMPACTS**

**You have addressed evaluating “impacted homes” but is there a factor or study that evaluates overall residential impacts due to noise and seeing an elevated highway?**

Noise and visual impacts will be addressed for each alternative in the Draft EIS.

**In my backyard and on Prairie View Dr. we have wetlands for 75-80% of the years. Runoff will flood us out. How will that be taken care of?**

The movement of water from one side of the roadway to the other will be accounted for and engineered in the design of the West Davis Corridor. Flow will be accommodated under the WDC through drainage pipes and culverts.

**How many homes or businesses will be displaced or condemned for each of the options: Shepard Lane and Glover Lane?**

Our last update from October 2012 shows that 10 homes and 3 businesses will be relocated under the Shepard option and no homes and 1 business under the Glovers option. The Draft EIS will list the assumed residential and business relocations for all WDC alternatives.

**How close does a home have to be to WDC in order to be condemned?**

Relocations of homes will be determined during the right-of-way acquisition process. There is no specific distance and each case is unique. Since final design has not been completed for the EIS it is too early to look at each specific circumstance; therefore, we use a standard distance to ensure we have an equal comparison of alternatives. For the EIS process a relocation is considered only when a structure is directly impacted. If a structure is within 15’ of the right of way, or if access may be cut off, it will be identified as a potential relocation in the Draft EIS.

**Why aren’t the potentially impacted homes counted now? Why wait till the Draft EIS?**

Relocations of homes will be determined during the right-of-way acquisition process. There is no specific distance and each case is unique to determine before we have a final design. Once we have a final alignment and final design, the right-of-way team will look at each property on a case by case basis and decide if it will need to be a relocation.

**With regard to the Glovers Lane option, has UDOT already contacted some home owners or property owners about condemning or buying their property?**

No. UDOT has not approached any property owners about buying their property along the Glovers Lane option. However, owners have contacted us. For example, the owners of Buffalo Ranch started talking to UDOT back in 2009 about purchasing their property. From the time the EIS has begun, we have told them that we cannot give them an answer until the EIS is complete.

**How much impact do the 10 houses that would come out on the north (Shepard Lane) option impact the decision?**

Home impacts are one of many impacts UDOT is considering as it evaluates the alternatives.

**Every road added in West Farmington has acted as a dam for surface water, the water table raises with each road. How will UDOT consider drainage to the west in the narrowest part of Davis County and the possibility of flooding homes.**

Should WDC be built, any flood plain impacts would be mitigated and any run-off from the roadway would be detained at various locations throughout the corridor.

**How close will the road be to the new elementary school planned on Glover Lane and Eagle Bay Elementary. Also will there be off/on ramps near these schools increasing noise and traffic? If not now, in the future?**

While the exact location of the proposed elementary school near the Glovers Lane alternative has yet to be determined, it is estimated to be approximately ¼ mile away from the edge of the WDC right-of-way line. There are no local interchanges planned along the Glovers Lane alternative as part of the WDC project.

**How will Glover Option affect the recently approved Farmington High School?**

Neither WDC alternative would directly impact the proposed high school location in Farmington.

## **COST**

**How much will each option cost, Shepherd Lane and Glover Lane?**

Our last update on cost was from September 2011 showing Shepard at \$168 and Glovers at \$134 million. These cost estimates have been updated and will be included in the Draft EIS. A more detailed estimate will be provided with the release of the Draft EIS.

**How much has UDOT spent so far on the WDC project?**

About \$8.5 million

**What is the total estimated cost for WDC from planning to completion?**

The updated construction costs for the WDC alternatives will be presented in the Draft EIS.

**Per the most recent cost comparison on the UDOT website (December 2011), the Shepard Lane option includes both collector roads and flyovers, whereas the Glover lane option only includes flyovers. Why are collector roads not used/needed at Glover's Lane? This is a difference of \$47 million, nearly 1/3 the cost of the entire Shepard Lane option.**

The Shepard Lane alternative poses a few more challenges due to the limited amount of space along I-15 between Park Lane/US-89 interchange and Shepard Lane. There simply isn't enough room to incorporate traditional fly-overs ramps and the merge lengths on the Shepard Lane alternative, whereas near Glovers Lane there is enough room.

**What was the cost of building the 3 mile section of Legacy Highway (between Glover Lane and Farmington Station)? Shouldn't this cost have been included in the cost of the Glover Lane alternative as a "throw-away" cost?**

The 3 mile section of Legacy Highway between Glover Lane and Farmington Station is not considered a “throw-away” cost because it was necessary to continue the highway all the way up to Farmington Station, US-89, and to I-15 in order to make Legacy Highway effective and meet the highway’s purpose. Although the West Davis Corridor will connect to and allow access on and off Legacy Highway, it is a separate road rather than an extension of the Legacy Highway.

**Most highways cost about \$100 million per mile to build. What is UDOT’s average cost per mile of highway?**

The cost per mile to build any highway is dependent on the specific highway’s design and location. The construction cost estimate for WDC will be included in the Draft EIS.

**If UDOT chooses the Glover Lane option, will UDOT still create the Shepard Lane interchange? And if the Shepard interchange will still be created, why was it only included in the cost of the Shepard Lane alternative, and not the Glover Lane alternative as well?**

A local I-15 Shepard Lane interchange is currently a phase 1 (2011 to 2020) project on the Wasatch Front Regional Council (WFRC) long range transportation plan. Should Glovers Lane be selected, this local interchange could be built at some point in the future. This would be a separate project from the West Davis Corridor project and would have to go through its own environmental study. It would also be a much smaller interchange than would be required by the WDC. Because it is different than and separate from the West Davis Corridor project, it has not been considered in the cost estimates for WDC Glovers Lane option.

**What is UDOT’s cost estimate of each alternative?**

The construction cost estimates will be included in the Draft EIS.

**Because the Farmington Bay option is elevated, would the earthwork for the project be balanced?**

**There’s no way it could be with the length of elevated road proposed. In that case, what cost per cubic yard did you use in your cost estimate? Where is the dirt coming from? How has UDOT calculated cost without knowing the source? Without knowing where the dirt is coming from, you cannot determine hauling costs.**

The earthwork for the project is not balanced no matter which option is selected. Additional fill will need to be brought in. These hauling costs have been considered and factored in to the estimated cost of the options to be presented in the Draft EIS.

## **TRANSIT**

**Will WDC connect with any of the mass transit hubs, such as FrontRunner and UTA bus stations?**

No. However, the project will include park and ride lots at each interchange to promote ridesharing opportunities. WDC could also be used by UTA in the future to provide express bus service in conjunction with the park and ride lots.

**Several groups have united in forming a ‘Shared Solution’ Proposal that doesn’t build freeways but optimizes and maximizes existing infrastructure. What is UDOT’s opinion on this proposal and will UDOT consider this proposal in the draft EIS and if not why?**

UDOT did evaluate a shared solution alternative in the EIS. UDOT evaluated a transit only option as well as a combined transit and roadway or shared solution option during the alternative development process. The alternatives did not meet the project purpose and need and the transit ridership did not meet UTA's criteria for implementing service. The transit study will be placed on the project website with release of the Draft EIS.

Another shared solution proposal was just recently brought forward last week. At the time the proposal was presented to UDOT it did not contain enough details to conduct an evaluation. Due to the timing of this proposal and lack of detail, it will not be able to be considered in the Draft EIS, but over the next several months, UDOT will be working with several groups to outline specifics of the proposal so it can go through the same screening process as the other alternatives.

**In order to comply with Utah's Clean Air act, doesn't UDOT have to converge new freeways into mass transit of UTA according to the WDC charter of intermodal transportation and to promote clean air? Wouldn't this apply to WDC and tying into Station Park? And if not why?**

One of the secondary objectives of WDC is to improve connections between transportation modes such as automobiles, transit, bicycle, and pedestrians. The WDC project does include improvements to the trail system in Davis and Weber counties and does promote ride sharing by having park and ride lots at each interchange. WDC is not required to connect directly into transit stations. Finally, the West Davis Corridor Draft EIS will provide a detailed air quality evaluation of each alternative being considered. The project is not required to connect to any existing transit systems.

## **DATA SHARING**

**If UDOT claims they want to be transparent and keep the public involved, why has UDOT not created and made available to the public "three dimensional renderings" of the new interchanges and roadways? Even if the renderings were conceptual, they would make it much easier to visualize what the impact will be to the affected neighborhoods. Without having the full three dimensional views, it would seem to be difficult to fully examine the potential human, community, cultural and environmental impacts / concerns associated with the different alternatives.**

UDOT tries to ensure that all information released is correct and has been checked for quality. As such, we do not release all of our internal draft information during the study period as it is often preliminary and changes daily. A number of drawings have already been created and are available on the website. More visualizations are currently being created for the Draft EIS.

**What is the vehicle to capacity ratio for the entire length of WDC in 2040?**

During the alternative screening process, UDOT evaluated new two-lane and four-lane highway options for all of the new alignment alternatives. Results of the travel demand modeling showed that the two-lane highway option did not meet the purpose and need for the West Davis Corridor and thus was eliminated from detailed consideration. One of the primary reasons was that many portions of the two-lane highway operated at a V/C ratio (see below) that exceeded the roadway capacity (V/C ratio of 0.89 or greater). Of the new alignment options only a new four-lane highway met the project purpose of improving regional mobility.



V/C, or volume to capacity ratio, is an indicator of the amount of congestion on a roadway. When the capacity of a road is exceeded, the result is congestion, delay, and a poor Level of Service (LOS). LOS is represented by a letter “grade” ranging from A for Excellent conditions (free-flowing traffic) to F for Failure conditions (extremely congested, stop-and-go traffic). LOS B through LOS E describes progressively worse traffic conditions. Typically, in urban areas, LOS E and F are considered unacceptable operating conditions and LOS D and above are considered acceptable operating conditions. The LOS relates to V/C as follows: LOS A = V/C of less than 0.30; LOS B = V/C of 0.3 to 0.50; LOS C = V/C of 0.50 to 0.71; LOS D = V/C of 0.71 to 0.89; LOS E = V/C of 0.89 to 1.00; LOS F = V/C of 1.00 or greater. In transportation planning, for the planning horizon year (for WDC that is 2040) UDOT’s standard is to achieve an LOS of D or better (V/C 0.89 or less) during the peak travel period so that the road has a long operating life span and does not need further widen shortly after construction and/or the design year. This was the same criteria used on the Mountain View Corridor project and other urban type projects.

For the 2040 planning year, the WDC alternatives have a maximum V/C of 0.88 (LOS D) during the peak period which is at the upper end of UDOT’s goal of LOS D. For just the highway portion of WDC (does not include the arterial) the maximum V/C is 0.48 (LOS B) and almost LOS C. The WDC Team realizes that the V/C for the highway portion is not at maximum capacity but the team did evaluate a smaller two-lane facility which did not meet the project purpose and need as noted above.

## **WILDLIFE & WETLAND IMPACTS**

**Have you considered the flight path for the bald eagles between the trees and Farmington Bay where they rest and nest?**

The ecosystems chapter of the Draft EIS will describe the ecosystem impacts from the WDC alternatives.

**Farmington Bay & the Great Salt Lake are partially regulated by the Migratory Bird Treaty Act. Will you be consulting with international bird interests?**

UDOT has been working with various agencies and non-governmental organizations to identify wildlife habitat in the WDC study area since the beginning of the project. We continue to meet with them to discuss wildlife impacts.

**Is there a quality or ranking measure for affected wetlands (i.e. high quality – high wildlife use, recreation use)? If so, is that quality measure/usefulness taken into consideration & is there information available on quality & acreage affected with the option areas?**

A comparison of high quality, medium quality, and low quality wetlands are included and considered in the Draft EIS.

## **AIR QUALITY**

**Why is there no mention of pollution & public health in your evaluation of “purpose and need”? Are you aware of the many health studies that show freeways are corridors of cancer and autism.**

UDOT has conducted an in depth air quality analysis that will be included in the Draft EIS.

## **FOG**

**West Farmington is an extremely foggy and windy area. How have these issues been addressed and studied?**

The climate of western Farmington is similar to the other areas located to the east of the Great Salt Lake, Utah Lake or Willard Bay. I-15, I-80, and Legacy Parkway are closer to the Great Salt Lake, Utah Lake, and Willard Bay than the WDC would be to Farmington Bay or the Great Salt Lake. There are not any highway design considerations that would be different for WDC due to these factors.

## **PROFILE**

**UDOT published a land profile analysis showing that because the land is so low along this Farmington Bay route that they have to raise up the grade on average over 14 feet (not counting the flyovers at the I-15 interchange which are even higher). In your draft EIS how do you account for and plan to mitigate all the noise pollution you are going to cause throughout the whole Farmington bay area?**

From the time we started hearing this concern earlier this year, we have been evaluating lowering the profile. An updated profile will be posted on the website with the Draft EIS. The Draft EIS will include an analysis of noise impacts including an evaluation of mitigation.

**On the east side of I-15 where you impact the Farmington baseball park to create the flyovers in your I-15 interchange right west of the park, how do you account the park and home damages and noise impacts you will cause on the east side of the freeway?**

All impacts caused by the WDC including those east of I-15 will be included in the Draft EIS.

**You mentioned that Glover Lane will now go over West Davis. Have you considered having the trails go over West Davis instead of elevating West Davis?**

Yes. Having the trails go over WDC instead of dipping under was considered. However, in order to make the trails usable by many forms of transportation, including bikes, horses, pedestrians, skateboards, and other recreational devices, having a steep grade over an active highway was determined to be inadvisable.

**Glover Lane option: would the bridge flyover from N.B. I-15 to N.B. WDC going over the R.R. be one lane. Also it is estimated to be about 34 degrees high over the R.R. Windstorms are very strong in this area and that bridge would have no screening from the wind. How wide would this bridge have to be to accommodate for emergency vehicles to lift a possible over turn semi truck?**

Should WDC be built, all roadway and bridges would be designed to meet all safety standards.

## **PURPOSE & NEED**

**UDOT's third stated objective for building the WDC is to "Improve regional mobility by improving the connections between transportation modes such as automobile, transit, bicycle, and pedestrian travel..." How does the Glover Lane alternative meet this objective, considering it bypasses a major transit hub at Farmington Station?**

The West Davis Corridor has primary objectives and secondary goals. In order to be considered in the Draft EIS, and alternative must first meet the primary objectives. How well each alternative meets the

secondary goals is considered as each alternative is evaluated and weighed in the final decision. One of the secondary objectives of WDC is to improve connections between transportation modes such as automobiles, transit, bicycle, and pedestrians. The WDC project does include improvements to the trail system in Davis and Weber counties and does promote ride sharing by having park and ride lots at each interchange. WDC is not required to connect directly into transit stations.

**UDOT's fourth stated objective for building the WDC is to "Support the objectives of the adopted local land-use and transportation plans..." How does the Glover Lane alternative support Farmington City's adopted local land-use and transportation plans?**

The West Davis Corridor has primary objectives and secondary goals. In order to be considered in the Draft EIS, an alternative must first meet the primary objectives. How well each alternative meets the secondary goals is considered as each alternative is evaluated and weighed in the final decision.

**"Improving mobility" seems to be a very vague P&N. Can you be more specific?**

As described in Technical Memorandum 15, the WDC used five measures of effectiveness to see how each alternative met the purpose and need for the project. These five measures of effectiveness are: daily total delay, north-south road lane miles with volume/capacity ratios greater than 0.9, east-west road lane miles with volume/capacity ratios greater than 0.9, vehicle miles traveled in congestion ( $v/c > 0.9$ ), and vehicle-hours traveled in congestion ( $v/c > 0.9$ ).

## **PLANNING**

**If UDOT chooses the Glover Lane option, will UDOT still create the Shepherd Lane interchange?**

A local interchange at Shepard Lane and I-15 is identified in Phase 1 (2011 to 2020) of the WFRC long-range plan. The scope of that project as planned would be a new bridge with on and off ramps, much smaller than the Shepard Lane alternative. That project would have to go through a similar environmental process before construction could begin. Currently, no funding has been identified for the environmental phase or construction.

**If UDOT chooses the Glovers Lane Alternative, how would this impact Farmington City's plan for 1100 West?**

If Glovers is chosen, we would work with Farmington City and to discuss how this might affect their transportation plan and work with them during design.

**Is UDOT aware of the two schools planned off Glovers Lane?**

We are aware of these and will coordinate with the school district. Neither of the locations are affected and since there is no access in this area from WDC, no traffic impacts will result.

**If building the WDC through Farmington Bay was not part of UDOT's original plan, then what made UDOT later consider it as an alternative?**

When a city, county, or region sees a need for a road in the future, they do their best to plan for the future road. A need for the West Davis Corridor was recognized in the early 1960s as a way to relieve future congestion on I-15 and the various east-west roads leading to it, and various road alignments have been included on city, county, and regional master plans since then. When the EIS began, UDOT considered 46 possible alternatives to relieve congestion. One of the alternatives proposed was the

route through Farmington near Glover Lane. These alternatives were screened based on the purpose and need established for the project, and the route through Farmington was shown to be a viable option.

**If a road through Farmington Bay was part of UDOT's original plan for the WDC, then why did they spend millions of taxpayer dollars to build 3 miles of the Legacy Highway between Glover Lane and Farmington Station, only to abandon the road later (and thereby abandon a major transit hub)? That seems like an irresponsible and negligent use of taxpayer money.**

The 3 mile section of Legacy Highway between Glover Lane and Farmington Station was necessary in order to make Legacy Highway effective and meet the highway's purpose. If the highway had not been completed up to Farmington Station, US-89, and to connect to I-15, it would not have fulfilled the regional transportation need that it was designed for. Although the West Davis Corridor (either the Shepard Lane option or the Glovers Lane option) will connect to and allow access on and off Legacy Highway, it is a separate road rather than an extension of the Legacy Highway, and therefore when studying the possible routes and selecting an alternative, it is necessary to look at what alternative will best meet the regional transportation needs.

**If building the WDC through Farmington Bay was not part of UDOT's original plan, then shouldn't it have been? UDOT spends years and millions of dollars planning future corridors as far ahead as 10 – 20 years. Surely they looked ahead while building the Legacy Highway and looked at possible corridors for the WDC thru Farmington.**

The need for a system to relieve congestion through Davis County was recognized in the early 1960s. Since then, a number of planning studies have been performed by various organizations. These planning studies were considered when the EIS was considering possible alignments for WDC. However, planning studies do not have anywhere near the level of in depth study, research, and analysis that an EIS involves. When the WDC EIS study began, the study team generated as many alternatives as possible. Some of these possible alternatives did not even include a new highway through western Davis County. Through screening based on the criteria set forth in the purpose and needs, the study team has determined to the two current alternatives best meet the regional transportation needs.

**How long has the WDC been in state transportation plans?**

The WDC has been mentioned in local and regional plans starting in the 1960s.

**The Wasatch Front Regional Council recently updated its transportation plan. It appears to have moved the priority for a Shepard Lane interchange from the prior plan. Is this true? Does this interchange priority change change [sic] UDOT's views of which alternative could be preferred?**

WFRC does currently have a local Shepard Lane I-15 interchange as a phase 1 project on their regional transportation. This consideration will be included in the Draft EIS.

**In 2010 (or 2007 – I can't remember?) Farmington City hired an outside engineering firm to analyze 3 possible alternatives. Of the 3, the Glover Lane alternative was designated as the option that most poorly met the objective for connecting intermodal transportation. Did UDOT consider this information, and if so, how?**

UDOT reviewed all existing information when developing the WDC alternatives. The WDC project has performed more detailed engineering work for all of the WDC alternatives than any work that was done prior to the EIS.

## **OTHER**

### **Is there a maximum distance between interchanges?**

There is no requirement on maximum distance between interchanges. If the Glovers Lane option is selected, UDOT will work with law enforcement and emergency responders to identify emergency access points if they are needed.

### **Do you consider the disclosure of WDC some Shepard Lane residents received when they bought their homes?**

This is addressed in the Draft EIS.

### **What about the Native American Site on Tippets Lane?**

All known cultural resource sites have been researched and the cultural resources impacts are disclosed in the Draft EIS.

### **What is the UDOT website?**

[www.udot.utah.gov/WestDavis](http://www.udot.utah.gov/WestDavis)

### **What is the distance from the curve on Buffalo Ranch Rd & the curve on the new roadway?**

The approximate distance is currently 425 ft.

### **Mayor Harbertson—What is Farmington’s opinion on the information shared tonight and what is the city doing about it?**

[Mayor Harbertson responded to this question in the meeting. You may contact Mayor Harbertson at [mayor@farmington.utah.gov](mailto:mayor@farmington.utah.gov).

### **How up-to-date are your growth projections? When was the last time you evaluated/updated your growth projections?**

Land use data and projections is based on the best available information provided by the Wasatch Front Regional Council, Davis and Weber counties, and the cities in the WDC study area.

### **How/will UDOT consider how likely east side Farmington/Kaysville residents are to backtrack to Chase Lane in order to use WDC, as opposed to the Shepard Lane option?**

The WDC is a regional project, and was evaluated on how well it met regional transportation objectives. UDOT did evaluate how local circulation would be impacted by the project and the information will be included in the Draft EIS.

### **When I-15 was shut down due to the shooting recently, can you comment how that might impact Shepard Option and Glovers Option & is that considered in the EIS.**

The alternatives have been studied to determine how each would function in real world traffic scenarios. This analysis will be included in the Draft EIS.

**Can you explain in further detail the impact the Glovers Lane Option will have on Frontage Rd in Centerville/Farmington?**

The Glovers Lane option would require shifting the Frontage Road to the east between Lund Lane and 1470 South to accommodate the northbound I-15 to northbound WDC ramp. The connectivity and function of the Frontage Road would not be affected.