



WEST DAVIS
CORRIDOR

Shepard Lane Community Meeting

Q&A

May 1, 2013 – Endeavor Elementary School

50 East is the most commonly used walking path to Endeavor Elementary School. If the road is widened, the grass buffer between the sidewalk and road removed, and the traffic volume and speed increased, won't the safety of our children decrease?

The Shepard Lane option includes widening 50 East to restore connection. UDOT recognizes that it is a school route and will design the road to meet safety standards.

Will the Shepard Lane option cause a safety issue if there is an accident or hazardous materials spill along I-15?

Both the Shepard Lane and Glovers Lane interchange options have advantages and disadvantages. UDOT designs all roadways to meet current safety standards. Emergency situations are being considered as part of UDOT's analysis in the Draft EIS.

How does the expense of the relocation of the railroad and destroying more homes make Shepard Lane any kind of alternative?

NEPA requires that a range of alternatives be considered and all reasonable alternatives be studied. In studying the Shepard Lane option in the screening process, UDOT did not find any factors that make it an unreasonable option under the guidelines of National Environmental Policy Act (NEPA). Both alternatives have impacts and are expensive. NEPA requires that UDOT consider both.

If all the North/South highways merged into a very narrow (several hundred yards) corridor, wouldn't the possibility exist for a catastrophic event closing all N/S traffic including the rail lines?

UDOT understands this concern and considered this event in developing the alternative. UDOT designs all roadways to meet current safety standards. Emergency situations are being considered as part of UDOT's analysis in the Draft EIS.

How does UDOT weigh the opinions of "special interest" groups versus local citizens that are directly impacted?

UDOT reads and considers all input regardless of the source. The study team is interested in any information that can be provided. The EIS process is not a vote. In reviewing comments, the team looks for information or concerns that need to be addressed by the study. All comments are important regardless of who they come from.

How many homes will it take out?

There are currently 10 homes directly impacted on the Shepard Lane route.

Does it help to send the FHWA our comments after the draft is released if they've already seen our comments through the process?

UDOT has received many comments throughout process, including comments from FHWA. FHWA is the lead federal agency on the WDC project; UDOT is lead state agency. This means that UDOT is working on behalf of FHWA. UDOT and FHWA prefer that all comments are directed to the study team so that they are all collected and accounted for. FHWA looks at the same material as the study team, and sending it directly to FHWA is not any more effective and may result in lost or unaccounted for comments. During the official comment period, it is important that comments are received through official channels. Official comments can be made by submitting a comment on the study website, sending an email to the study email account, mailing a comment to the study team, submitting a written comment at an open house, or speaking to a court reporter at an upcoming open house or public hearing. The study team reads every comment and will respond to all comments in the Final EIS. The study team will look for information in the comments on changes that need to be evaluated in Final EIS.

About how long will it take to build the road? Will I still be able to ride my bike to school safely since I go to Eagle Bay Elementary? Age 11

Currently there is no funding for construction. The State Legislature allocates funding for construction. Funding may come all at once, or it may come in pieces, requiring a future corridor to be built in segments. Regardless of which alternative is selected, children will be able to ride their bikes to school safely.

Has UDOT met with the Army Corps of Engineers and the EPA to discuss the Draft EIS? And have they provided any feedback?

Yes, the study team has met often with both agencies throughout the process. Both USACE and EPA are cooperating agencies and have been involved in the study from the start. They have had the opportunity to review drafts of the chapters and provide comments.

The Draft EIS does not seem to include Public Safety Response for emergency first responders from Farmington City. Is this an oversight?

The Draft EIS will include safety and First Responder considerations. These will be located in the Community Impacts chapter. The study team looks at public and community safety to make sure local response agencies are able to maintain proper response times.

Is there a relation of how many houses per acre of wetlands you would take?

The WDC team does not make any decisions based on a ratio of houses per acre of wetlands. The number of impacted homes and acres of wetlands affected will be published in the Draft EIS.

If the announcement is scheduled for May 16th how much of the decision has already been made? Do you write the entire EIS in 10 days?

The WDC team has been working on the Draft EIS for the last three years. In 2012, the team determined they needed more information before moving forward and spent much of 2012 getting additional, more accurate information. This additional information required that the team go back and revise chapters of the Draft EIS that had already been drafted. The WDC team has been analyzing data and revising chapters of the Draft EIS since October 2012. The draft is currently in the final stages of approval and will need to be produced and printed in order to release it to the public. The Draft EIS will include UDOT's

locally preferred alternative. This is not a final decision, and has not been approved by FHWA or USACE. The WDC team will continue to study both alternatives up to the release of the Final EIS. It is critical that the public provide comments on the contents of the Draft EIS.

What influence do the planning and zoning commissions have on future growth? What were they doing 15 years ago that would allow developers to come in and build where the commissions should have known a future highway may need to go?

Prior to the beginning of the WDC EIS, there were many previous planning studies. Although planning studies do their best to plan for future corridors, they do not involve the same kind of detailed study and do not have authority to condemn property for corridor preservation. Planning studies have no way to prevent development. There have been corridor preservation funds created to purchase property from willing sellers along an anticipated alignment. There is no other legal way to acquire property until an alignment has been cleared environmentally and selected through the EIS process. Should a corridor be built, UDOT anticipates using as much of that purchased property as possible.

Which route costs the most?

The data from October 2012 showed the Shepard Lane alternative costing more than the Glovers Lane alternative. The Draft EIS will include updated and more detailed cost estimates.

There are laws against smoking within 25 feet of a public building's doorway. Is the air pollution from the freeway, which will be about the same distance as my back door, considered in the study?

Yes, the WDC team has studied air quality impacts in relation to the corridor. The team used EPA's latest air quality model to do this analysis. The Draft EIS will have an evaluation of air quality and how it compares to EPA standards.

What is the projected increase in traffic with the Shepard option on 50 East? If 50 East is connected to the south will it be elevated over Legacy or vice versa?

The Shepard Lane alternative would sever 350 East. North-south traffic that currently uses 350 East would have to either go east to go under the new corridor or go west and use 50 East to go over the new corridor. Traffic models project that there will be less traffic on 50 East than the traffic that is currently on 350 East. It is currently planned that 50 East would cross over WDC. The team heard many concerns about keeping the WDC as low as possible, and has therefore chosen to take the roads over WDC where it can.

The owner of Buffalo Ranch has offered to flood over 60 acres to create more wetlands if the Glover's route is chosen. Has mitigation been considered?

The owners of Buffalo Ranch started talking to the WDC team in 2009 and have been open about the fact that they want to sell their property to the project. However, as the team has consistently told all property owners, UDOT cannot move forward with property acquisitions until an alignment is designated. In areas where there is already only one alignment, UDOT has begun some limited property acquisition. If Buffalo Ranch were to flood part of their property, it would not affect the outcome of the study. Per the terms of the Clean Water Act, the WDC team must first consider ways to avoid or minimize impacts to wetlands before considering wetland mitigation options. Once a final alignment is selected in the Record of Decision, UDOT will work with the Army Corps of Engineers to identify appropriate mitigation for impacted wetlands.

Recently I-15 was shut down due to a police chase. Do I understand the routes correctly in that the Glover's Lane route would provide an alternative in a situation like this where I-15 is closed, and the Shepard Lane does not provide a true alternative to I-15?

The WDC team has heard a number of concerns about this issue. The Shepard Lane interchange does not merge all traffic directly onto I-15. Rather, it is a collector/distributor system to keep mainline I-15 separate from merging traffic. Emergency situations are being considered as part of UDOT's analysis in the Draft EIS.

Which option provides the "safest" route? The Shepard Lane option is right next to houses, within 2 feet.

The WDC team is aware that many people have safety concerns regarding a potential corridor. To ensure safety, UDOT requires an ample Clear Zone. This Clear Zone allows room for vehicles to correct if they stray outside of the lines, as well as providing an area for vehicles to pull off due to car trouble. In areas without a Clear Zone, there is a concrete barrier to keep cars from exiting the roadway. Whichever alignment is chosen, it will be built to UDOT safety standards.

If you go with the Shepard Lane option, will the accidents affect our neighborhood? (10 years old)

The Shepard Lane alternative is designed so that through traffic will not mix with neighborhood traffic. Safety barriers will also prevent WDC vehicle accidents from impacting private property.

Does the Glovers Lane route provide room for growth more than the Shepard Lane route?

Both alternatives have a 250 foot right-of-way width. Based on projected traffic needs through 2040, WDC would meet travel demands as a 4-lane divided highway. Because it meets these needs, future growth is not addressed in the Draft EIS.

Are you aware (and if not are you interested to know) the total of people destroying 10 homes would impact? Also—what would be the impact of losing these community members? Their professions, community contributions, etc. Thanks.

The WDC team is studying community impacts. These will be addressed in the Community Impacts chapter of the Draft EIS.

What happens if funding is not secured in a timely manner?

A completed EIS is valid for about five years if no work is done on the project, such as purchase of right-of-way, construction, etc. If funding is not secured and work does not begin within five years, a re-evaluation would be needed to determine if any circumstances have changed, and if circumstances have substantially changed, a supplemental EIS may need to be completed.

Could you address the rationale for the change to the frontage road in Farmington?

The Shepard Lane alternative interchange includes a new local interchange on I-15 at Shepard Lane. In order to make the interchange function properly, the frontage road would have to be redesigned to accommodate the spacing of intersections. This design provides a good way to minimize congestion at that location. This new design is shown in drawings currently posted on the study website.

What are the impacts to Oakridge Country Club and the surrounding neighborhood?

The Collector/Distributor roadway required as part of the Shepard Lane alternative interchange would require additional width along I-15 between Park Lane and Shepard Lane. This additional width would impact the 14th hole of the Oakridge Country Club and a nearby home. The WDC team has met with Oakridge Country Club representatives to discuss temporary and permanent construction impacts and possible solutions.

How many lanes of traffic will be on the Shepard Lane option if the Shepard option is selected?

The number of lanes of traffic on the Shepard Lane alternative vary depending on where you are in relation to the interchange. Overall, all WDC options in Farmington will have four travel lanes.

Which has the highest priority to UDOT? (1) Negative impact on wetlands on animals? (2) Negative impact on humans and neighborhoods?

The WDC EIS is required to follow a number of federally mandated requirements and procedures, including NEPA. NEPA requires that a potential project look at impacts to both the natural environment and the build (human) environment. Everything is important, and it is all given consideration in the process. Raw numbers are important, but the context of those numbers is crucial, and the WDC team takes context into account when analyzing the data.

Has UDOT figured out the ramifications of the letter they gave to Woodside Homes, which most of us saw before building, which said you wouldn't need more than the space between communities?

UDOT sent a letter to Woodside Homes before construction began on homes. The letter talked about a planned future corridor of 146 feet, which was preserved between Hunter's Creek and Quail Crossing. At the time the letter was written, UDOT believed there would probably be enough room to fit the corridor, but stated that a final decision would have to be made later. UDOT does its best with advanced planning, but they are not able to foresee all of the details that determine the final decision of an EIS process.

How will construction impact each option? Will it be difficult to get in and out of neighborhoods while under construction?

The WDC team has analyzed the anticipated impacts and will include them in the Construction Impacts section of the Draft EIS. Construction traffic in neighborhoods is always a concern, and UDOT will work with the contractor to keep construction off residential streets as much as possible.

Will the surrounding houses be affected by the road noise? Age 11

The WDC team has analyzed the noise impacts from the WDC and will include that information in the Draft EIS. The WDC team analyzes noise using noise models approved by the Federal Highway Administration. UDOT then follows specific guidelines on how those noise impacts are mitigated. The Noise chapter in Draft EIS will explain these impacts and mitigation measures.

Other than Glover / Shepard, what roads in Kaysville, Farmington, and Layton will intersect (off/on ramp) the new highway?

There are currently WDC interchanges planned at 200 North in Kaysville and 2700 West in Layton (Layton Parkway).

How concerned is UDOT with lawsuits similar to the ones that delayed the Legacy Highway?

UDOT does their best to insure they are following the process outlined by law. UDOT has no control over whether others decide to litigate. UDOT follows the process and makes decision based on solid, accurate data.

Has increased crime been looked at with the Shepard Lane houses being easy to get to and easy to get away from?

The WDC team has been studying community impacts and will address many in the Draft EIS. If you do not see the information you are looking for in the Draft EIS, please provide comments and the WDC team will evaluate the information provided.

How do you plan on expanding the corridor in the future as the community continues to grow if you choose the Shepard route? It would seem that the I-15 expansion section as well as the section between Quail Crossing and Hunters Creek would not be able to handle further expansion without significant impact, if it's even possible.

The WDC is based on projected needs of 2040. This is furthest out we are accurately able to evaluate and the planning date in the regional travel demand model. Both alternatives have been designed to meet the projected needs in the space provided for this time period.

Is UDOT prepared to compensate families that will have the highway in their backyard that may have to purchase triple pane windows to cut down on noise and pollution?

UDOT has studied the noise impacts of the WDC using the noise model approved by the Federal Highway Administration. They are then required to consider mitigation for noise impacts according to prescribed standards. This analysis and mitigation will be provided in the Draft EIS.

Is UDOT prepared to compensate home owners located directly adjacent to the corridor for the devaluation of their homes? The value of their homes will have a direct bearing on their value.

UDOT follows the provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act and the Utah Relocation Assistance Act when acquiring property for projects. The Uniform Relocation Act requires just compensation for property owners with property directly impacted by a project. Compensation is usually not provided for any devaluation of homes that are not directly impacted by a project.