

**Comments:**

We recently attended at mtg at DHS w/ many people including UDOT officials to hear discussion/Q&A on the West Corridor project in Davis Co. The mtg turned out to be mostly what my husband and I thought....almost an "in one ear and out the other" approach from UDOT. I realize it's probably "mandatory" to have such mtgs during the beginning stages of large projects like this. But honestly, why have a mtg at all? Most of the residents of Kaysville we've spoken to that also attended the mtg feel the same. There were no alternatives presented, just the same 3 proposals. No differences. No progress. No real willingness on UDOTs part to consider what it's already made up it's mind to do.

Kaysville Mayor Steve Hyatt spoke of how the city was clear on the 2001 'plan' and followed it...not putting house west, beyond that plan by UDOT. SO WHY PUNISH KAYSVILLE FOR DOING THE RIGHT THING??? Why punish the residents, the families, the communities, etc for "following the rules" so to speak? It's still so unclear as to why UDOT would honor a 1987 wetland "field guide" but not it's own "word"/proposal from 2001?

I said this in my last email. I'll say it again. Life is full of choices. Usually between a good and a better thing. Land/nature and animals/wildlife are precious. But PEOPLE are more precious!!! Choosing one the the 3 proposals that UDOT has presented in the Kaysville area destroys families, homes, neighborhood and communities. PLEASE CHOOSE THE BETTER OPTION!!!!!! And it will greatly impact the value of homes miles north and south of and including Kaysville! Middle american families will be forced to either 1) NOT be able to sell their homes 2) lose any equity they've built and in many cases, owe more than their homes will be worth at that time.

It's wrong. And the folks at UDOT know it. They know the negative impact this will have on 100s and 1000s of individuls and families. PLEASE DO THE RIGHT THING!

**Comments:**

I am highly opposed to the Shepard Lane Corridor and favor the Glover Lane option or further west.

There are many reasons I oppose the Shepard Lane route. The first is that when I built my home in Quail Crossing I was assured that the road running behind my house would be a two lane road connecting Hunter's Creek and Quail Crossing neighborhoods. Several months after I signed a document stating my knowledge that there would be a residential road behind my home I was told that the road may become a connector to Legacy but that it would not become the highway. I closed in May 2007. After closing I was assured that the road would not be any larger than a connector by Woodside Homes. As you are aware Woodsides had received a signed letter from udot stating the intention that the road behind my home be no more than a connector. I am dismayed that now udot has decided otherwise. I hope that you will seriously weigh this letter in the decision you make. We were made promises about our homes based on information obtained from udot four years ago. Other neighborhoods received reduced housing prices because they were told the highway would be near them. Our neighborhood did not receive price cuts and in fact was built during the housing boom.

I bought my home when the housing market was at its peak. Given the current market downturn if udot takes my home for the WDC it will take me years to recover financially. Many of my neighbors are in the same predicament. I will not be able to get into a home similar to the one I currently live in and will lose the little equity I have in my home. This will financially devastate myself and other families.

Our neighborhood has heard that the road may actually be wider than 250 feet. Anywhere from 317 to 450 in width. If this is the case there will be more than just 10 homes taken. In fact there could be up to 30 homes. Other options (namely the corridor following the DNRG tracks) have been removed as alternatives due to the high number of homes that would need to be acquired. I feel that the Shepard Option should be removed for the same reason. WDC will destroy our neighborhood by taking almost half of the homes here.

Either option will impact homes but the Shepard Lane option puts the highway just a few feet away from the homes in both Quail Crossing and Hunter's Creek. Whereas the Glover Lane Option has the highway several hundred feet way from the homes. It is irresponsible to build a highway so close to homes where there are families with children when there are other options available with far less impact. There are well over 400 children that will be impacted if the Shepard Lane option is built within 15-20 feet of their neighborhood.

The Shepard Lane Option will split three neighborhoods that currently interact daily with one another. The social impact can not be measured, nor can we as neighborhoods adequately express the enormous consequences this would have in our lives. As neighbors we have cared for each others children, helped each other through health problems, job losses, financial downturns, divorce and a myriad of other issues. All this has been done without regard to city lines or to neighborhood designations. We absolutely do not want a highway going through our neighborhood separating us from our friends.

Additionally, Randy Jefferies in a recent meeting with Kaysville residents and city counsel stated that udot had first to avoid the wetlands, then minimize and finally mitigate impact. I feel that it is time to look at minimizing wetland impact because avoidance is absolutely impossible and is not practicable. An alternative has been submitted that minimizes impact to both neighborhoods and wetlands. This alternative is south and west of the Glover Lane option. From looking at the maps it has less impact than either of the udot alternatives. It is my hope that udot will seriously consider looking in to this alternative as it is financially, environmentally and socially viable. Also, a reassessment of wetlands needs to be made. The data shown to use was dated and did not reflect our neighborhoods understanding of current wetlands.

After looking at the alternatives it seems that the Glover Lane option has more flyovers than are absolutely

necessary. There is no need to have flyovers to Northbound I-15 when people will be able to use park lane or even shepard lane. This has inflated the cost of the Glover option. Also the cost for building a shepard lane interchange was not factored into the final cost of the shepard lane option. Thus making the Shepard Lane option look more financially feasible than it is.

Randy Jefferies stated during the Kaysville meeting that udot did not look past 2040 in it's planning and does not consider safety during disasters. This seems extremely shortsighted especially when the Glover Lane Option could easily be expanded after 2040 and would be a true alternative to I-15. If the Shepard Lane Option is ever expanded it will be extremely costly and will not provide a true alternative for the people living in the north west.

Randy Jefferies also stated that one alternative paralleling I-15 was no longer an option because it was considered to close to I-15 and would not alleviate east-west traffic issues. If this is the case than that same logic can be used to discount the Shepard Lane Option. It will also parallel I-15 and potentially put traffic back on the freeway for several miles. Not only will it have a negative impact on east-west traffic but it will impact traffic flow on I-15 negatively.

I appreciate the time you have taken to consider this issue. I can only reiterate that I am strongly opposed to the Shepard Lane Option and I feel that Glover's Lane or further south and west are truly the only viable options.

**Comments:**

I would voice my concern regarding the Bluff Road option on the Legacy Corridor. I am totally opposed to this alignment for several reasons: It will cause an irreparable division in the city; it will greatly decrease the property values along the Bluff Road; I object to the noise and increased traffic it would cause; I feel that our city leaders are very mis-guided in their opinion that the Bluff Road alignment will increase business to the city. I think they are fooling themselves with this thinking. I would be interested to see if studies have been done in Centerville or Farmington regarding increased business/revenues since Legacy has gone in there, but regardless of this, the increased costs to the taxpayers to use this option do not make sense. Keep it out west to minimize the environmental, fiscal and public impact from this highway. Thank you for your consideration and hearing my opinion.

**Comments:**

<Submitted twice.>

To begin, I would like to knowledge and thank you for your service to our beautiful state.

I attended the Public Meeting on 03/22/11 at the Syracuse City office and was very disappointed and saddened with the way the meeting ended. When my husband and I purchased our home along 2000 W, we were aware that Legacy highway was planned along bluff road and purchased our land based on this information. Since that time, as alternate options have been discussed by UDOT I have closely monitored how their options would effect my land. I was extremely surprised when at the discussion swiftly turned to option C3 without what I felt being proper consideration given to options C4 and C5 as put forth by Syracuse or any options created by UDOT which would create less of an impact to homes and business and still give the desired interchange at Antelope drive. My husband and I moved to Syracuse 5 years ago shortly after we were married. We looked at many properties throughout Davis, Salt Lake, and Weber counties, and felt that Syracuse was the best place for us to begin our family since we would have land for children and horses as well as a close knit community around us. We have spent the past 5 years remodeling out home to prepare for children and are currently in the middle of the adoption process. The C3 option would GREATLY impact the home that we have worked so hard to create for our family. I STRONGLY support options A, B, or C as recommended by UDOT and I assure you that Syracuse City does not speak for my by recommending options C3 or S3. I was greatly concerned by statements made at the meeting which caused me to assume that UDOT and the City of Syracuse place wetlands over the their taxpaying citizens. I am also aware that when the homes were built along Bluff Road originally, homeowner were notified and ignored the possibility of Legacy running down that street. Legacy running through my home was never discussed until 2 weeks ago. I understand that moving parks, schools, and ponds would be expensive and difficult, but doing so would not displace myself and my neighbors from our homes. Either way, taxpayer funds will be used so I feel it is a better option to let us keep our homes. I plead with you all to find another alternative that protects our citizens and doesn't give preference to wetlands over people.

Thank you for taking the time to read my comments.

**Comments:**

I am opposed to the Shepard Lane/North route of the WDC and would like to see it go as far West and South as possible. My house could be destroyed if the Shepard Lane option is chosen. If it is not destroyed, my house would be 2040 feet from the WDC. Not only does this alarm me because of possible traffic hazards (like vehicles losing control, going off the road, and ending up in houses, not just yards), but there are also air quality issues. According to the Clean Air Act, it is illegal to smoke within 25 feet of a doorway. I think that I'm safe to say that having a freeway within 20 feet of a house is much worse than someone smoking within 25 feet of a door. If there is no law (which it seems that there isn't yet) regarding building a freeway within 25 feet of houses, there probably should be one implemented according to the Clean Air Act. Please take into consideration these things when deciding where to build the WDC.

Thank you.

## Comments:

To Whom it May Concern,

On behalf of the residents living on Equestrian Parkway in Kaysville I submit to you research on the adverse health effects associated with children being closer than 300-500 feet of highways. In the event the West Davis Corridor is placed East of the power lines in Kaysville it would surely be within the 300-500 feet threshold which dramatically increases the health risks detailed below.

Summary of key findings and their associated professional references:

- California Air Resources Board Recommended Policy: Sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities should not be sited within 500 feet of a freeway. (Ref. "Air Quality and Land Use: A Community Health Perspective." California Air Resources Board. April 2005)
- Reason for the Policy: Many studies show that living in proximity to freeways and other high traffic roadways leads to adverse health effects beyond those associated with regional air pollution. A number of studies that focused on children have found slower lung development and significant increases in the incidence of lung disease, such as asthma, bronchitis, and decreased lung function, in children who live or attend school near heavily travelled roadways. In addition to children, seniors, and people with heart and lung conditions are considered particularly sensitive to effects of air pollution. Residence in high-traffic areas has been shown to increase the risk of mortality within a cohort of male veterans. While significant adverse health effects were observed in children who lived within 1,500 feet of a freeway (Gauderman, 2007), the studies indicate a substantial benefit to a 500 foot separation (McConnell, 2006).
- Reduced lung function in children is associated with traffic density within 1,000 feet and the strongest association is within 300 feet of the roadway. (Brunekreef, 1997)
- Children living within 550 feet of heavy traffic have more medical visits than children who live further away from traffic. (English, 1999)
- Increased asthma hospitalizations are associated with living within 650 feet of heavy traffic. (Lin, 2000)
- Asthma symptoms increase with proximity to roadways and the risk is greatest within 300 feet. (Venn, 2001)
- Asthma and bronchitis symptoms in children are associated with proximity to high traffic in a community with good overall regional air quality. (Kim, 2004)
- Children living within 150 – 200 meters (~450 feet – 600 feet) of heavy traffic have higher rates of asthma than children living further away from traffic. (McConnell, 2006)
- Children living within 500 meters (~1,500 feet) of heavy traffic have significantly slower lung development than children living further away from traffic. (Gauderman, 2007)
- "...the State of California has largely prohibited siting of schools within 500 feet of freeways..."  
<http://www.ehjournal.net/content/6/1/23>
- Results from the East Bay Children's study helped support the passage of a School Siting Bill which amends the education code to ensure that new school sites are prohibited within 500 feet from the edge of the closest

traffic lane of a freeway or other busy traffic corridors  
(<http://www.arb.ca.gov/research/health/healthup/march07.pdf>)

List of youth living and/or attending school within the 300-500 foot threshold if the West Davis Corridor is placed West of the power lines in Kaysville:

- Number of children currently residing on Equestrian Parkway: 65
- Oquirrah Mountain School Enrollment:

o Current (as of 3/20/2011): 716 students.

O 2012-2013 School Year: Funding Established for 750 students.

If UDOT establishes the West Davis Corridor East of the power lines in Kaysville we believe there is an unnecessary increased risk to more than 800 children that currently live and attend school in the area. The number of children in close proximity will dramatically increase in the next 3-5 years.

It is our hope that you will seriously consider the health risks to our children as you contemplate where the West Davis Corridor will be placed in Kaysville. Moving the Corridor West of the power lines will reduce the health risks of being in close proximity to a highway. We strongly suggest you consider these studies and facts in your analysis.

#### References:

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Lipfert, F. et al. "Air Pollution and Survival within the Washington University-EPRI Veterans Cohort: Risks Based on Modeled Estimates of Ambient Levels of Hazardous and Criteria Air Pollutants." *Journal of the Air & Waste Management Association*. Vol. 59 April 2009, pp. 473-487.

**Comments:**

Dear Senator Adams, I am emailing you today to express my concern over UDOT's suggested alignments for the West Davis Corridor in Farmington. I am asking you to consider the damage done to the character of West Farmington, if the Glover Lane alignment is chosen. As UDOT has narrowed down 2 alignment choices in Farmington, I would hope that we can expect your support of an alignment that runs parallel to I-15 and would allow for some "negative" space in Farmington. Don't you think Farmington has given enough to transit with the FrontRunner station, the Wasatch Weave, Highway 89, Legacy Highway? Not to mention, with Farmington being the home to the County Seat...the jail, the sheriff's department, the courthouse, the fairgrounds and the Davis School District....don't you think we have contributed enough to developed spaces and deserve to preserve some open space? Are you aware of the Great Salt Lake Nature Center where 4000 kids come to learn about the 5 million birds that come to West Farmington every year? The Farmington Bay? The Bald Eagle nests, the bike trails, the pumpkin patches, the LDS church's LEEDS prototype called the "Eagle Shore" building, the 600+ families who moved here to enjoy the peace of the "westside" with a desire to stay away from the freeway. Have you noticed the small geographical area of Farmington and that it seems to be the pinch point for everything? Please can you support an I-15 parallel through Farmington by bringing the West Davis Corridor up through the Farmington/Kaysville border and allowing us to preserve some open space in Farmington?

**Comments:**

I oppose Route C in Syracuse.

I see less of an impact on homes, parks, schools, wetlands and the city in general by using option A or B. It takes about 3-5 minutes to drive from 3000 West to 4000 or 4500 West. I would still use the road if it was further west. PS I ride FruntRunner to work each day and love it!

**Comments:**

Udot,

I urge the department of transportation to reconsider the proposed route of the C-1, Shepard lane corridor. Our children walk to school between Hunters Creek and Quail Crossing and it would be extremely dangerous for school traffic and children to get back and forth from school. For us parent who have to work, we rely on the paths and sidewalks set up for our kids to follow to get to school. We can't leave work to go pick them up because a road is blocking the route and it will be too dangerous. Also, I travel to work each day using the freeway I-15 and it is already congested and backed up in the mornings and during rush hour. We don't need it getting any busier because of poor planning on your behalf. Go West and eliminate these problems and also save the homes for all the residents in Kaysville and Farmington.

## Comments:

A mitigation plan similar to that of the Legacy Highway could resolve the impact on people and still preserve wetlands. The public comment and outcry certainly suggests that this solution is the one preferred by citizens. UDOT should elect the Glover's Lane connector over the Shepard Lane connector for the following reasons:

1 Public Outcry matters and should be given very significant weight in favor of mitigation of wetlands. Obviously impacts cannot be avoided, and options to minimize will impact numerous people and properties along Shepard Lane and some persons and properties on Glover's Lane. Significant public outcry that has occurred clearly points to mitigation of wetlands specifically moving the freeway through wetlands as opposed to developed land, residences, etc. According to Federal Highway Administration representative present at the Feb. 9, 2011 Public Open house at the Legacy Center, occurring after the option of the Shepard interchange was identified with the "solid" line and the Glover's Lane with a "dashed" line he had not seen as large a gathering to comment as he did --suggesting huge public interest against the avoidance and minimization options presented --and hugely in favor of mitigation of wetlands. The freeway should be constructed through wetlands to avoid human impact and mitigation of impacted wetlands should occur to replace taken wetlands in another locale.

2 The large volume of public outcry and opposition matters. Certainly qualitative analysis of comments is necessary. The numbers of people who are clearly upset and angry about options is a qualitative factor, and not just a quantitative one. Interests of those who may be unrepresented or underrepresented matter. At the same time, the voices of those who are interested enough to comment and get involved should be given significant weight in favor of moving the freeway through wetlands as opposed to impacting people. People cannot be avoided, and options to minimize impacts on people will adversely impact large numbers of citizens who oppose both the Glover's Lane and Shepard Lane option. More people favor the Glover's Lane option. While UDOT consistently says it is not a vote, the fact that large numbers of people are commenting and involved in voicing problems over proposed avoidance and proposed minimization proposals reveal not just quantity, but a qualitative measure of large public outcry that should result in impact on wetlands and mitigation of wetlands as opposed to impacts on people and adversely impacting lives of citizens.

3. Litigation is inevitable, but the public outcry makes defending a suit by environmentalists for impacting wetlands over people makes the defense easy. Decision makers should not be fearful of making a decision that will result in litigation as either citizens whose homes are taken will file suit or environmental interest groups will litigate. The process of identifying the inability to avoid impacts, and the inability to minimize impacts -- clearly evidenced by the large public outcry --makes for easy resolution of any litigation filed by any environmental interest groups.

4. Farmington City's personal preferences should be outweighed by views of other public officials and the public including Kaysville City, Farmington and Kaysville residents, and state Senators and federal officials. Preconceived notions or personal preferences should be set aside in light of need for long term development as opposed to short term solutions or preference of Farmington City. Glover's Lane is the preference of Kaysville City, far more individuals in both Kaysville and Farmington prefer Glovers, and other elected officials including Senators Adams and Stevenson, and Congressman Bishop who describe the Shepard Lane interchange as a mess, shortsighted, and giving too much weight to lands designated wetlands.

5. Incomplete comparative numbers of residences to be directly impacted or taken between Shepard and Glover: the publicly disclosed documents fail to identify and compare residential property on the east of I15 impacts--single family residences, and apartments

6. Width of Shepard not fully considered. Shepard connector will require taking 18-24 homes compared to 1012 Glovers Lane residences, in order to have appropriate width of the connector. The width necessary will have more adverse impact than currently accounted for because the width has not been fully evaluated -- necessary width will take more HOA park and close off road access to residences in cul-de-sacs.

7. comparative property values between Shepard and Glover: Property values of homes to be taken by Shepard lane option are significantly more than the homes on the Glover's lane option.

8. Disparate impact on property values of homes in proximity:

Shepard lane will indirectly impact property values of hundreds of homes in Farmington and Kaysville. Glovers Lane will impact far fewer existing property values.

9. Incomplete Cost of construction for public comment: the cost of the Shepard Lane Connection has not been fully disclosed --particularly the impact on the east side of I-15 or redesign and construction to the existing interchange. No homes or the golf course on the east side are identified and those individuals therefore never have been provided adequate public notice for comment. None of this impact would occur with the Glover's Lane option.

10. Easy mitigation of Glover's Lane south end supposed wetlands. It is feasible to move the very southernmost end of the Glover's Lane connection just a few blocks to the south, avoiding the impact on Glover's Lane residences, and making the Glover's Lane option preferable. This avoidance, minimization, and then mitigation analysis is easy to take small area of wetlands to avoid nearly all residences for the glover's lane option, and then mitigate the taken Glover's lane wetlands by creating similar wetland areas elsewhere. This area south of Glover's lane was never identified as wetlands on any map, but identified as such verbally by UDOT officials and Farmington city officials in public and private meetings. First, if they are not wetlands, the Glover's Lane option is easily moved south. If it is actually wetlands, they are easily mitigated and replaced as a solution to change the comparative residence numbers from 10-10 to 0 or very few Glover's lane residences taken.

11. Existng Homes and people should be given far greater weight than possible planned platted land. The Southern Glover's Lane option would impact 10 sparse, rural homes along West Glover's Lane, and the Shepard Connection will destroy the value of hundreds of homes in at least 3 neighborhoods, as well as a chunk of the Oakridge Country Club. The supposed desire for future platted homes should not be given significant weight compared to existing homes.

12. People have made long term plans based on prior representations and assurances that the road between the neighborhoods impacted by the Shepard option would be a connector to Legacy, not legacy itself, and the width between the neighborhoods supports this idea of a road onto Legacy, not the freeway itself. Specifically letters between Woodside Homes and UDOT

13. Cost per mile is incomplete and the "preliminary cost range" comparison between Shepard and Glover options fails to fully consider the cost of having to remove and rebuild the current 89 interchange. According to Senator Adams, this is a significant cost that is not complete part of the current analysis.

14. The comparative benefits have not been considered and fully disclosed to the public --only the comparative costs. Comparative benefits should be published and provided to the public for comment.

15. The benefits of the Glover's Lane option include better long term development options, specifically transportation access for West Farmington. No West Farmington access will result in congestion to surface street traffic within West Farmington, especially if commercial areas near the Fronrunner station have only east of I15 freeway access and no access to the Western North Davis Legacy option in West Farmington.

16. The Shepard Lane option will result in more I-15 congestion. Glover's Lane will eliminate or better minimize congestion in an already congested interchange of I15 and Highway 89. The proposed Shepard option would create even more of a logistical and safety hazard mess --would result in a bottleneck of increased traffic congestion for those who live and commute to and from North Davis County --and the attendant economic, environmental, and safety / increased accident risk issues of bottlenecked traffic for all of these commuters.

17. More traffic pushed into the I-15 89 interchange by the Shepard lane option would create more risks of personal injury and fatality traffic accidents. Glover's Lane would better minimize this risk by diverting northbound traffic further south and reducing confluence of 3 highways at the same spot, thereby reducing traffic accident risk.

18. The supposed parks to be impacted by the Glover's Lane option also are not high on the popular parks list --or at least not recognizable to me as a lifelong Davis County resident.

19. Overall cost is a misleading factor --cost benefit per mile should favor the Glover's Lane option. The Shepard Lane option is much shorter --and the Glover's Lane option will thereby necessarily have more wildlife and wetland impact because of it's length. The cost benefit per mile is a better measure, and given the fact that the Shepard Lane connector provides no long term development benefits for West Farmington, and that Glover's Lane provides long term development benefit and better traffic flow benefit, the cost benefit per mile should favor the Glover's option --as opposed to an overall cost consideration alone (not to mention other concerns that overall costs are not completely being considered like east of I15 and impact on existing interchanges per Senator Adams) The longer road will provide greater benefit per mile by reducing congestion at the most congtested interchange in Davis County.

20. The ideas of a draftsman should not be a substitute for actual engineering studies.

21. Self-interest of public officials and whether they have personal interests or interests of family members

should be disclosed to the public for consideration and comment.

22. A significant purpose of the North Davis Legacy should be to provide an alternative to I-15 in the event of an accident, natural disaster, etc. The Shepard Lane option is antithetical to the entire purpose of the Legacy Highway --the Shepard option significantly follows or is in proximity to such a large section of I15 that it would defeat this purpose --and the Glover's Lane option much better fulfills this purpose. Shepard results in no alternative arteries in the event of a problem at the I-15 / Highway 89 interchange. The Shepard option puts I15, Legacy North, freight railroad lines, and a passenger rail commuter line in very close proximity to each other, with Highway 89, the only other viable north-south road, at the same interchange. In the event of an accident, natural disaster, etc. resulting in any kind of a problem at this area of the I-15 Hwy 89 interchange, there will be no alternative artery. Funneling all traffic into one very small corridor causes major safety concerns and is contrary to the entire purpose of the Highway. The Shepard Lane connector would create this problem. The Glover's Lane connector would solve this problem.

23. Increased risk of fatalities and serious vehicle accidents. With north-south traffic (car and rail) funneling into one very small corridor, this causes major safety concerns, as has been mentioned before. Interestingly, no commercial motor vehicles are allowed on the Legacy Highway. At this single point, passenger vehicles and commercial motor vehicles will meet in what is essentially a traffic confluence. Requiring traffic from one freeway to merge onto another freeway in such a congested single area is a recipe for disaster and increased risk of vehicle accidents which will inevitably result in serious injuries and death. The Shepard Lane connector would create this problem. The Glover's Lane connector would solve this problem. 24 A complete, honest cost analysis and comparison should be undertaken and disclosed to the public for comment.

25. In the event of a hazardous materials spill or other event that closes down access to the Highway 89-I-15 / proposed Shepard Lane interchange, then there will be no artery to transport commuters between Salt Lake and North of Farmington. From the perspective of a disaster or accident at the location of the Shepard Lane option, all 3 arteries I-15, Hwy 89, and Legacy North, would be impaired. The Glover's Lane option is much better from the perspective of ensuring that in the event of a problem such as a hazardous materials spill or accident or need for access between north and south, the Glover's Lane option is a much better option.

26. Mitigating wetlands solves all of these problems. The current Legacy Highway is 14 miles long and impacts 119 acres of wetlands. The current West Davis Corridor proposal is 24 miles long, yet it only impacts 36-54 acres of wetlands. This is an incredible difference. It is obviously feasible to mitigate the amount of wetlands that would be impacted by North Davis freeway. Public comment certainly justifies it. The weight given to wetlands over people and quality of life is contrary to public policy in light of the significant public outcry and comment on the existing proposals.

26. Children matter more than wetlands. Wetlands can be mitigated and "replacement" wetlands for those impacted created given the vast amount of land available west. Children having to be uprooted, find new schools, friends, etc., and families having to integrate into a new social network by being uprooted is a far more problematic social impact than the mitigation of wetlands.

27. Glover's Lane option does not bisect Farmington. The Shepard Lane option bisects a prior LDS Ward. The Hunters Creek and Quail Crossing neighborhoods are connected, and because of having been one LDS , with friends and family members on either side, the Shepard connector would bisect far more than the Glover's Lane option. The Glover's Lane option would be south and west of 99% of all of Farmington, and not bisect anything. The vistas west would not cease to exist because of the road.

28. History of negotiations should be set aside for future. Circumstances have changed. The increased impact on people who are voicing their concerns should take precedence over past preconceived preferences of prior city officials.



**Comments:**

I would like to subscribe to link re: the west corridor. I am curious however, if someone can please give us more specific information. I find it unfair that we must sit in Limbo for two years waiting to see what is going to happen. However, since that can not be changed, I find it only fair that you let those of us who wish to know if option A will include our house in the acquisition process. This allows us to either continue to make home improvements or not. In this economy it is not fair that we pay out money to make those improvements only to find out later that we will not longer be living in our home. On the same hand if our home is not one on the list that would need to be acquired, then we could move forward.

**Comments:**

Please do NOT accept Syracuse City's recommendation of C3 or S3. Instead, please choose UDOT recommendations of A, B, or C routes. The UDOT routes have less impact on the families and homes in the neighborhoods.

It is unconscionable to completely disrupt and divide a community the way the C-1 option proposes to do. I am strongly opposed to the C-1 option as it will destroy 20 homes and negatively impact well over 200 additional homes in my neighborhood alone. Furthermore, my children will be kept from being able to access sidewalks and roads to their schools during construction and possibly forever after construction. I have a daughter with special needs who must attend school in Kaysville as schools here in Farmington are not equipped to handle her level of need. Choosing the C-1 option will severely hamper her access to a fair and reasonable education.

I instead favor a revised A-1 alignment as it does NOT impact as directly or severely communities and homes.

Please know that my vote is your alternative B

**Comments:**

The best options for Syracuse are A or B. They both take the noise and air pollution away from the more populated areas. They don't affect the golf course. They don't affect the bluff walking trail system that my family and neighbors use everyday. They don't have a busy intersection near the school. Finally, A and B will have the least amount of negative impact on home and property value.

**Comments:**

I believe Alt. B is the best choice.

**Comments:**

Please do NOT accept Syracuse City's recommendation of C3 or S3. Instead, please choose UDOT recommendations of A, B, or C routes. The UDOT routes have less impact on the families and homes in the neighborhoods.

**Comments:**

I think the current options are all terrible options. I think it's completely insane to pretend that a corridor was already in place. The cities and the county along the Bluff Road corridor have worked very hard to keep that corridor open, even to the extent of utilizing public funds to purchase some properties. It will be a huge waste of public funds and time to even consider other options.

**Comments:**

I vote for Alternative B. I believe it's the one that affects the least other people.

My pick is option B. Thanks.

**Comments:**

I prefer an alignment that most limits impacts on wetlands near or around the Great Salt Lake. Presumably then an alignment farther east.

**Comments:**

Please ignore Syracuse City's recommendations C3 or S3 and choose UDOT recommendations A, B or C routes, as this will cause the least disruption to homes and families.

I moved to Syracuse last fall because of the nice quiet atmosphere. It is such a wonderful haven, and I have an amazing life here. Syracuse City's recommendations, will not only displace many of my neighbors and friends (financially destroying them), but it will take away the quiet atmosphere everyone here loves. I know that if the either of the Syracuse City recommendations go through, people will lose their reason to want to live here. PLEASE, choose any of the UDOT recommended routes over Syracuse City's recommendation.

**Comments:**

Please ignore Syracuse City's route recommendations C3 and S3. Please use any of the UDOT recommended routes A, B or C.

Putting C3 and S3 through Syracuse will destroy the nice quiet neighborhood we have. It would be just like living next to Bangerter with constant noise and air pollution.

**Comments:**

In reviewing options A, B, and C I feel like there really isn't a clear choice. All routes would displace a large number of residents or agricultural properties. Is this road really necessary? The theory of "if we build it, they will come" certainly comes to mind. As a resident of Weber County I really don't want more development west of the I-15 corridor. The reason many of us live in this part of the county is to avoid the congestion and traffic associated with living near a highway. As air quality is always an issue, one would think that rather than invest more money in building more and larger highways, money should be channeled into making our railway system more accessible and affordable for residents in the outlying county. Park and ride lots, subsidized user fees, and improving existing roads should be a higher priority than building a road that would facilitate greater pollution and destruction of resources.

I vote NO on any of the proposed West Davis Corridor options.

**Comments:**

As a concerned homeowner and resident of West Kaysville, I just wanted to comment again, before the deadline, on my strong objections to the proposed corridor being built east of the power lines in West Kaysville instead of the original plan of running west of the said lines. I know you have heard the concerned voices of concerned citizens and homeowners, so you know where we stand and how we feel. Please consider the alternative of staying west of the power lines and let us preserve our homes and the future we have planned in these homes.

**Comments:**

I live on the west side of Wellington Drive and I will be directly impacted by any decision that is ultimately made with respect to the North Legacy Highway.

My family and I (XXXXXXXXXXXXXXXXXXXX) consider ourselves extremely fortunate and blessed to have been able to build what we consider our dream home in West Kaysville. We chose this specific location for a number of reasons, that include: the neighborhood; lot size; view; for our children to attend Davis School District schools, specifically Davis High School; and ironically because I, and my two daughters have asthma (we specifically moved to this area in Kaysville so that we would avoid the very thing that now threatens our home – heavy trafficked roads/highways).

In meetings with UDOT, we are being told that the decision to move is to Avoid, Minimize, and Mitigate the impact to federally protected wetlands. Aside from the fact that I don't agree that wetlands should be given precedence over the impact of displacing families, I'm curious why this action is taking place on land that the federal government doesn't even consider wetlands. It is my understanding that the only map, and organization, that considers these areas wetlands is UDOT. If this statement is true, which I assume it is because it has been conveyed to many residents directly from UDOT, then why are we Avoiding, Minimizing, and Mitigating this area?

Furthermore, Randy Jefferies had indicated on no less than 2 occasions, that the soil samples will only be performed on the area of the current proposed location (east of the power lines). I wouldn't it be prudent to perform the soil samples on the area that are being avoided to 1) ensure that they are indeed wetlands; and 2) because the initial 'survey' of a vegetation and topography analysis is clearly insufficient to confidently deem these areas wetlands.

While I may not even be in complete favor of that decision, I do indeed understand the need to accommodate regional expansion in surrounding areas. I just know that the accommodation can be made while lessening the impact to the communities that actually the construction of these roads. My hope is that UDOT more carefully recognize the significant and wide-ranging impact this decision will have on families (financially, personally, emotionally, and physically) if the implementation of the current plan proceeds, and let that be an important driving factor for this decision. I sincerely hope this highway be built where in the corridor that the city of Kaysville had initially allocated for this project.

**Comments:**

I feel that saving the homes of families and not disrupting their lives and dreams should be foremost. Moving the highway to the west just a little would make a big difference in many lives. 200 North in Kaysville is the most logical exit. Too many homes and families disrupted with the Shephard Lane exit idea. I this the plan last has impact on the least amount of people should be the plan.

**Comments:**

I very much prefer Alternative B.

Thank You.

**Comments:**

I reviewed your plans and I pick B.

**Comments:**

Two of the routes will go right thru the middle of our property, leaving no access to the lower part. Right now we have enough land to be in the green belt, what happens if our land is taken? What about back taxes? Too much farm land is being taken, we think the original plan of following the bluff is where the road needs to go. It has been planned and set aside for years for this new road. We know this road is needed, but not thru all the farm lands ,business and homes.

**Comments:**

I have been alerted to the Syracuse City Council's resolution to recommend alternatives "S3" and "C3" to the current "C" option recommended by the UDOT. As a concerned citizen, I must urge the UDOT to de-consider these options, and move ahead with the original "C" proposal. Thank you.

**Comments:**

To Whom It May Concern, I am pasting a note I sent to the Mayor of Farmington as a comment on my support for which alternative route I would prefer followed with additional comment and a question:

"Dear Mayor,

I wish to comment on the proposed West Davis Corridor route. Unfortunately, I have previous work commitments and will not be able to attend the special public meeting tonight in the Farmington Community Center.

First, I applaud the city for officially endorsing via proclamation the C-1 option last month.

Obviously, considering my home address in the city, I can endorse that decision.

I understand that it would not have mattered which route the city would have underwritten -someone's home would have been impacted by the route decision. No one wants a freeway running through their back yard or close to their neighborhood. That is the emotional reaction that I believe everyone generally has in common along the various proposed routes. The more logical approach has to be which route will impose the least amount of overall negative impact and, especially in these economic times, which will cost the least to build. Assuming it absolutely must be built.

As I understand it -the South or A-1 option would involve 90 plus homes and 14 miles of build in close proximity to and through some very sensitive areas. It would completely circumscribe along with the I-15 and current transportation corridor over 2000 present and planned homes into an island surrounded by freeway. This would create, I believe, an area of isolation within the city already divided once east and west by the current I15 corridor. This can't be a positive forecast for city leaders or potentially impacted residents.

On the other hand the C-1 option to Shepard Lane would involve, under current UDOT design, approx. 10 homes and only be a build of 2.5 miles. I have seen variations to UDOT's design where it might only involve just one home with more restrictive rights of way. It would not encircle or isolate a large part of the West Farmington Community -does not pass sensitive land areas. This option would contain most of the transportation impact in an area already used for such purposes and again, as I understand, would be much less to build. It also would be significantly less in on-going landscape and maintenance costs to the city. Hopefully, that would help contain future tax increases which also impacts the entire community -not just those along proposed routes.

Obviously, per the Farmington City Council meeting with UDOT/WDC study group some of my statistics and assumptions are incorrect. However, over philosophy on building the route with the least amount of cost and over all impact still makes the most sense. From the meetings I have attended the would still be the C-1 or North Option.

In the March public meeting at Farmington Community Center UDOT officials stated that 19 million would need to be added to the cost of the North C1 option because of the plan to build an inter-change at I-15 and Shepard Lane. They stated that the inter-change is approved and would be built regardless of which route chosen for WDC. If that is the case then shouldn't the 19 million stand alone? Why encumber the North option specifically if the interchange will be built regardless? Unless the 19 million is just for the flyovers to enable the northbound connection mandated by the Feds?

**Comments:**

I prefer option C, I am more than a little upset with my Syracuse city council for not supporting UDOTs alternatives with all the expertise that UDOT has. UDOT has all the tools, and experience in the regulations pertaining to the construction of this new highway.

**Comments:**

<See attachment.>

Dear UDOT:

I would like to go on record as saying that NONE of your proposed alternatives will work in the Kaysville area as currently shown on your maps/diagrams. I would like to share some specific reasons as to WHY we feel this way.

Having been a resident of West Kaysville for 5 years, all previous communication from UDOT indicated that the road would run WEST of the powerlines. Before we built here, we inquired with Kaysville City, Davis County, our builder (Benchmark homes), and our developer. ALL OF THOSE ENTITIES TOLD US THAT UDOT WAS INDICATING THAT THE ROAD WOULD GO WEST OF THE POWERLINES. Kaysville City and Davis County even told us that the county had purchased land west of the powerlines in preparation for a future highway, and Kaysville City told us that they had zoned to an area just EAST of the powerlines in order to keep the West side land open for the future highway.

We also reviewed the information on UDOT's own website before we built our home in West Kaysville. All of the information that was available indicated that a future highway would indeed go WEST of the powerlines. We even got a copy of an aerial photo/diagram that indicated a WEST construction would be the plan. See that photo/diagram attached herein.

So bearing all of this in mind, WE DID OUR HOMEWORK on the future highway with as many sources as were available when we moved to Kaysville 5 years ago. We had absolutley NO PROBLEM SUPPORTING UDOT in its plans to construct a future highway. However, all of that changed completely when UDOT suddenly announced that it was moving the highway EAST of the powerlines and will now be destroying homes and entire neighborhoods in the process. This sudden 'about-face' by UDOT has completely undermined public confidence in UDOT's planning processes, and it has created all sorts of chaos for homeowners in the Kaysville area.

IF UDOT INSISTS ON MOVING THE HIGHWAY EAST OF THE POWERLINES IN KAYSVILLE, THE FOLLOWING ISSUES WILL FACE HOMEOWNERS IN THE ROAD'S PATH:

1. Consider the plight of those who are underwater in their mortgages now wondering if/when they will lose their homes and whether UDOT's compensation to them will be a FRACTION of what they owe..... Those people would be in financial RUIN if UDOT were to offer them less than they owe, and based on the current declining market values of homes it doesn't bode well that UDOT would or even COULD be able to offer many homeowners as much as they paid for their homes several years ago. If a family paid \$500,000 for a home 3yrs ago and current market value and comps are showing \$350,000 for the same home, UDOT will financially RUIN that family..... Thru no fault of the family!!!! With open space WEST of the powerlines, there are indeed alternatives that UDOT can consider in place of destroying homes and running the road East of the lines. Wetlands, wildlife habitat and everything else CAN be dealt with. (UDOT did it before with Legacy.... Don't keep giving us the pitch about it not being a viable option in Kaysville)
2. Anyone living in the possible home destruction zone effectively has little to NO home and property value as of the announcement to move the road EAST of the powerlines. We have 2 families in the Wellington street area who have been offered new jobs out of state..... Those families have NO CHANCE of selling their homes for a remotely fair value now, and all because of the UDOT announcement to move the road EAST of the powerlines. One man in particular had to decline a job offer in Virginia for this very reason. UDOT Project





**Comments:**

I would like to give my input on the upcoming route thru Syracuse. I would like to see it stay at the original site along the Bluff Road. The other routes will impact our precious farm ground, especially impacting the families where the ground has been farmed for more than 100 yrs! It will greatly impact the only Dairy Farm left in Davis County as well! Please stay with the original plan along the Bluff

**Comments:**

Please save the homes in Syracuse City and choose UDOT A,B or C routes.

**Comments:**

With respect to the entire proposal, First we would like to comment generally.

1) When we moved to this area, we did so to be out of the traffic and chaos of SLC and the increasing development of the Wasatch front. We did due diligence in finding out what was in store for Kaysville and surrounding area. We were not able to uncover this corridor proposal, even though it has been on the books for several years. I find that very disturbing. That building permits were given to areas you plan to destroy for a highway. I also find it very disturbing that this information was not readily available to consumers in this county.

2) The addition of the corridor, while it looks as though some homes will be spared regardless of the alternatives, destroys the very peace and calm many residents invested in the area in the first place. I wish our home was on the path of destruction actually--at least this offers us a reasonable alternative to move away from a highway corridor. Unfortunately, it does not offer any alternative of this kind in Kaysville. Therefore, what mitigation is afforded those of us whose property values will go down due to this new development? What is going to be done for the loss of wildlife areas, trails, wetlands, parks, etc. How you as government, take responsible action to those citizens that have already invested in this area, pay substantial taxes, with an expectation for a quality of life that is now proposed to be destroyed? We are devastated by this development and would like to know how will the people of Kaysville most impacted by this corridor be compensated for their losses?

3) Maintaining a healthy environment is key to maintaining healthy people. There is increased threat to our health, due to increased proximity to emissions that was not present before this proposed development. There is now an increased threat to the Great Salt Lake Shoreline, and risk of damaging critical habitat and wildlife with this development. How will this be mitigated?

4) We note that there will be an interchange at 200 North. Is there any guarantee there will be no other interchanges in this region? Interchanges increase traffic and noise--what will be done to mitigate this?

5) Will semi-trucks be allowed on this corridor? We believe this should not occur especially due to the proximity to wildlife;

6) Will a trail be developed with access from the neighborhoods impacted?

7) What will be done to control air pollution?

8) What will be done to mitigate noise?

9) What will be done to protect wildlife that currently migrates within the area proposed? Fencing?

10) While the excuse given is to accommodate growth, what is being done to control growth while maintaining a quality of life for those here? It seems as though government benefits from growth and development, with increased tax revenue, but what about the people already here? When does it become too much and when does quality of life take precedence? '

11) Why are only some churches marked on the map? We have one at the end of our street which is not identified?

With respect to the Alternatives, as mentioned before, the health of our environment is key to the health of society--therefore chose the alternative least impactful on the wetlands, which appears to be Alternative B. As we have noted above, we believe this is a very bad idea overall. We believe the more we encroach on quality of life, divide neighborhoods with a swath of traffic, the less human we all become. We are extremely disappointed in government and the powers at be for not bringing this to light when the decision was made to go forward --which our understanding is many years before we moved to this area.

**Comments:**

I am a home owner were the Bluff meets XXXXX. When we built our dream home on the century family farm, we knew there would be a freeway in front of our home. Now rumor has it that the homes around glen eagle golf course are going to stay, and they are going to take are home out. Our family were some of the very first settlers in Syracuse and now I may have to move some where else, when i thought I would live in this very home for the rest of my life...

**Comments:**

The only acceptable corridor is the 2001 corridor. These wetlands will not be preserved whether or not the road is built here. Instead you propose to go through much farm land which will destroy many farms and also much feeding ground for migrating birds. Never have I seen any wildlife on the narrow strip proposed for the 2001 corridor. It is just a low spot where everyone runs waste water, creating a great place to raise mosquitoes! Sometimes the AB route is fogged in much of the Winter as well. AB route will actually hurt the real wetlands to the West as farming irrigation will be reduced or curtailed. Why O why can't UDOT, Army Corp of engineers, and whoever sued you for 400 million sit down and work out something that will mitigate the 2001 corridor wetlands to somewhere where they will actually be preserved? This would make everyone happy including the birds. Instead you hold fast, fearfully, to your book of guidelines that allow you to ruin farms, homes, and lives. Your approach would make some sense if you or others planned to buy up the land in the 2001 corridor for wetland preservation. NO? It must be the most expensive, valuable land around, more valuable than the farms, homes and lives destroyed by this road! Use some sense and do what it takes to get back on 2001 corridor or don't build at all!!!!!!!

**Comments:**

I live in North Salt Lake and use Legacy Parkway every day and love it. I drive to the most westerly end of Antelope drive 1 to 2 times a week. It seems to me that the plan that was originally on paper was just below the Bluff Road. I owned property just below the Bluff in the 80's and 90's in Syracuse. This is a good place because it allows those in the area to go either West or East to exit and shorten their time comuting. Why have they continued to issue building permits along this area? When they knew that it would be the most reasonable alignment for the corridor? I sold my property in 1998 primarily because of these plans. It serves very well the residents both below I-15 and those above and below the Bluff very well. I suppose that is why the original plan was chosen.

Thanks for asking our opinion.

**Comments:**

I live in Syracuse. I don't really like any of the options, I don't like the farmer's land being taken away from them. I think the road should go through the wetlands. The option I am really against is what the city of Syracuse is suggesting. I think they call this C3. This option will go past two schools, and impact many homes that are built.

**Comments:**

Legacy haiku:

Our Road to freedom  
Kaysville's sad All  
others rejoice

Dear UDOT and FHWA Officials,

I am COMPLETELY OPPOSED to the Shepard Connector Option (C-1). Option C-1 is flawed and should NOT BE CONSIDERED. Not only am I opposed to the C-1 Option, but I am appalled that UDOT would consider destroying people's homes and displacing entire communities instead of taking the WDC out west of the power lines and sewer plant where there is plenty of open space. The only acceptable location for the WDC is away from homes and communities – west of the power lines and around the city of Farmington to the south.

I would like to point out what I perceive to be another flaw with both the A-1 and C-1 Options. Both options go through a large area (~80 acres) of PEMA and PEMC wetlands directly west of the Quail Crossing subdivision in Kaysville. I would like to know why UDOT has not identified these wetlands and why UDOT is not concerned about encroaching on these wetlands that lie directly in the path of both the A-1 and C-1 Options? I have attached several pictures that illustrate not only this disregard for National Wetlands Inventory (NWI) designated wetlands, but also the pond and the PEMFh (~2 acres) wetlands that lie in the path of the C-1 Option east of Quail Crossing and Hunters Creek.

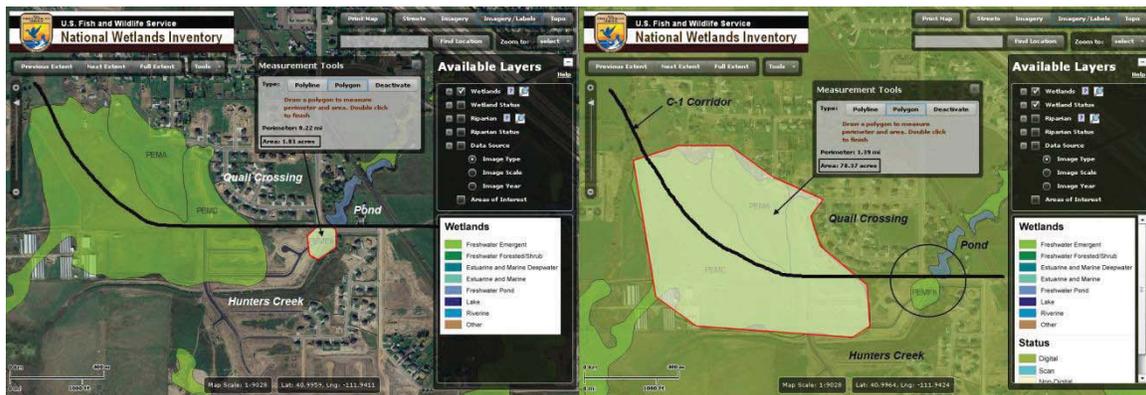


Figure 1: Wetlands Near Quail Crossing and Hunters Creek Affected by C-1

I would also like to know why the importance of the wetlands in southwest Farmington seems to be elevated so much higher than other wetlands that would be affected by the WDC? The Farmington environmentalists and even Farmington City officials keep talking about the impact A-1 would have on wetlands south and west of the Farmington Ranches without a single mention of any other wetlands that might be affected by C-1. This seems very closed-minded and suggests that Farmington City really has other motives that overshadow the protection of wetlands. The latest wetlands map from the NWI shows that most of the wetlands in southwest Farmington are south of Glovers lane and would not be affected by the A-1 Option. I would dare say that the amount of affected wetlands in southwest Farmington is less than the amount of affected wetlands near Quail Crossing subdivision.

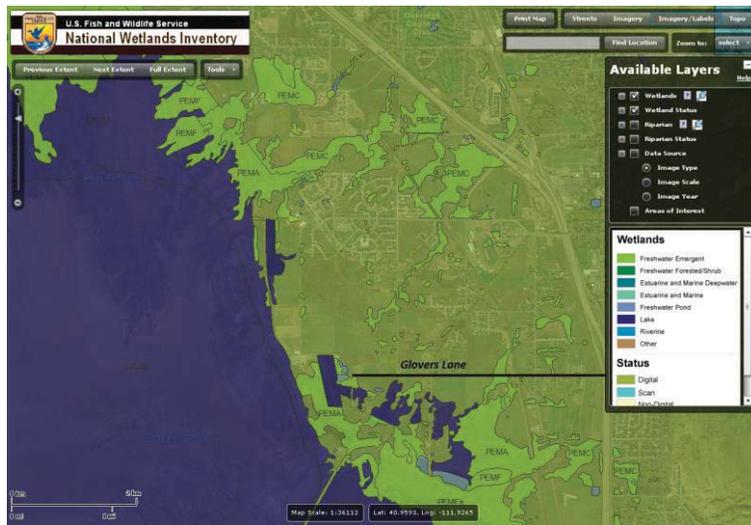


Figure 2: South Farmington Wetlands are Primarily South of Glovers Lane

I have seen a proposed Revised A-1 Option from a Kaysville resident that affects a negligible amount of wetlands and does not require the removal of any homes. I would like to know if UDOT has considered this revised A-1 Option? I have attached a comparison table from the aforementioned revised A-1 proposal to show that this option destroys less homes, affects less homes, disturbs less wetlands, disrupts less businesses, etc. than either the currently proposed UDOT C-1 and A-1 options. Since this public comment period is a time for UDOT to consider alternatives from the general public, I request that UDOT give ample consideration to the revised southwestern A-1 option as it has much less impact than the options UDOT has proposed.

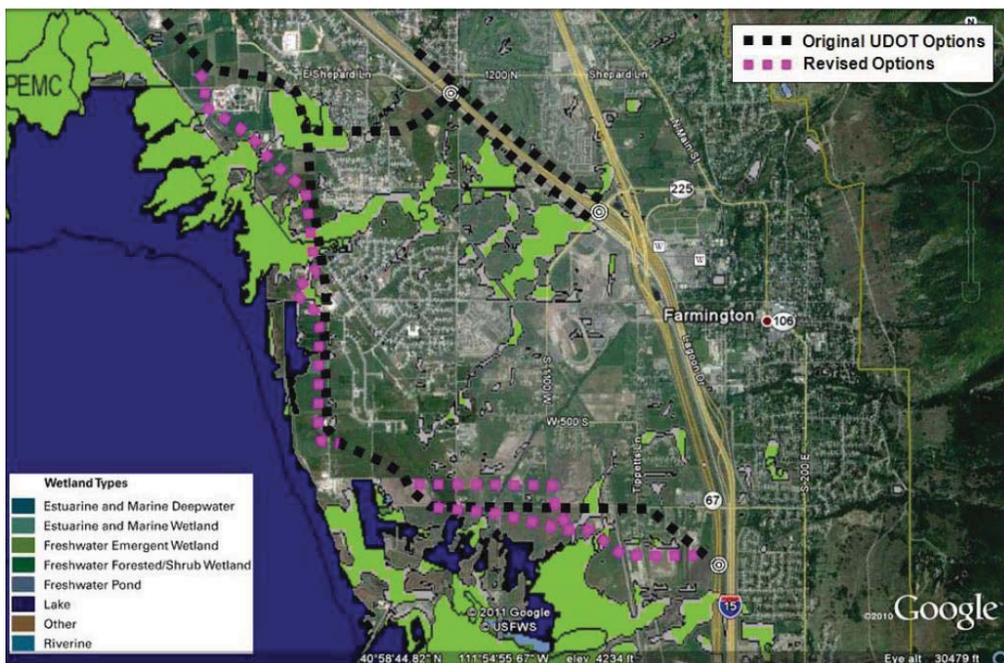


Figure 3: Revised WDC Southern Option

**Table 1: Comparison of UDOT North and South Options to Revised Southern Option**

<b>Item</b>	<b>North option</b>	<b>South option</b>	<b>Revised option</b>
Homes destroyed	10	10	0
Homes affected (0.25 mile radius)	829	514	339
Acres of wetland	14.4	25.6	10.6
Businesses	1	3	0
Parks	1	1	0
Trails	2	3	3

UDOT and the Federal Highway Administration have a responsibility to equally protect wetlands wherever they are found. UDOT and the FHWA also have a responsibility to minimize the impact of major highway projects on the lives and property of taxpayers. If UDOT and the FHWA are truly concerned about doing the right thing they will realize that a revised Southern Option makes the most sense from a social and environmental standpoint. It also makes more sense from a logistical and traffic flow perspective, allowing motorists alternative methods for travelling north and south through Davis County. Sandwiching a major highway (WDC) between adjacent subdivisions and through wetlands is a breach of UDOT's and FHWA's commitment to protect the general public and the environment – government agencies do, after all, exist to protect the people they serve. Instead of creating dangerous situations for homeowners and unnecessarily destroying selective wetlands, UDOT should avoid the Quail Crossing/Hunters Creek area completely and connect the WDC directly to Legacy Parkway south of Farmington near Glover Lane, creating a true alternative route to I-15. As shown in Figure 3 and Table 1 above, a revised Option has far less impact on homes and wetlands than the two options proposed by UDOT.

There is no reason to route highways through neighborhoods when adequate land is available west of Kaysville/Farmington and south of Farmington. As you can see with the proposed Revised Southern Option the WDC could be constructed far enough away from homes in southwest Farmington creating a win/win situation for all. The only option that makes sense is to run the highway west of the power lines and around the south end of Farmington as originally planned. In my opinion the WDC Shepard Connector Option C-1 for the should be abandoned by UDOT altogether as it does not adequately separate the WDC from neighborhoods and wetlands.

Sincerely,

[REDACTED]  
Taxpayer and Concerned Davis County Resident

[REDACTED]  
Kaysville, UT 84037

[www.savekaysvilleandfarmington.com](http://www.savekaysvilleandfarmington.com)

**Comments:**

I am writing to voice concern about the proposed route for the Legacy Highway expansion through Kaysville, particularly along Wellington Drive. I accept that the highway will go through the area, I am concerned that the proposed roadway is too close to homes and ask you to consider moving it farther west.

As the line is currently drawn, the highway will run right up against the backyards of an entire road (when not taking out yards and houses). While the impact studies indicate that no negative impact can be found when highways are right against homes, I believe this is ridiculous. Who would purposely move next to a highway? Who would pay the same price for a home against a highway as a house adjacent to open land? The homeowners in this area paid premiums for the lots they are on because of the open space behind their homes. That value will be lost. This is not something to be taken lightly at a time when the country is in a downturn.

While the road is a highway and not a freeway, we cannot pretend there will not be a significant noise increase. Again, who would choose an area to live where there is a loud roadway rather than a quiet neighborhood? People moved to this area for the peace and quiet. In a suburb, excessive noise decreases the value of a neighborhood. Placing the road farther west would at least reduce some of the noise.

Also, my understanding is that the road will be raised 10 feet. As with all roads, I assume there will need to be some drainage. Where is that water going to go? Right into the yards of the people living next to the proposed highway. In an area that already has a high water table, we don't need extra drainage being poured into our basements. A road farther west would allow the drainage to go across the ground as it more naturally would. It would also allow for the potential of wetlands between the road and the homes.

I am concerned about safety issues as well. Accidents where drivers go over barriers is not uncommon, and having the road so close to homes where there are many children could lead to even more road fatalities. Building the highway within the power lines is even more incomprehensible. What if there is a problem with the lines? Does the power company shut down the road so they can get to them? In the event that semi trucks are allowed to use the road, could a fully loaded semi topple a highpower line? What would the effect of this be to the Salt Lake Valley? What if an accident occurs and lifeflight is called. Can a helicopter land without catching its rotor blades in the high powered lines?

As I said, I accept that the road will go through. I am simply asking that you consider moving it farther away from homes to protect home values and the serenity of the area, decrease flooding risks, and consider safety issues. I have been disappointed that there has been no chance for negotiating on this issue. There is only one line drawn, and it is the one that will provide the most disadvantage to the residents. Is there not something the community can do to provide more wetland area elsewhere, if that is truly the issue?

**Comments:**

Please do NOT accept Syracuse City's recommendation of C3 or S3. Instead, please choose UDOT recommendations of A, B, or C routes. The UDOT routes have less impact on the families and homes in the neighborhoods.

**Comments:**

To whom it may concern: I just have one last question. Would you tear down your own house to build a freeway? I don't think so. Maybe you shouldn't tear down my parents house, either.

**Comments:**

I live on the option C route. Of course I don't want to lose my home and that is my primary problem with route C. However, I also feel like it would really cut through the heart of Syracuse and take away the reason why people have moved out here. Route C would go right next to Jensen Park, the Art Academy and fire station. It would take out the running trail. I know it would be replaced but no one wants to run next to the freeway. People moved out here to get away from all the noise and congestion and route C would change the whole feel of the community. Go a little further West and maintain the community of Syracuse. Please!

**Comments:**

XXXXXXX residing at XXXXXXXX, Kaysville, UT 84037 are making known the impact that the West Davis Corridor will have to our home and family. Please take into consideration the following as you determine the best route to place the West Davis Corridor. Above all, if the corridor is to be constructed EAST of the power lines, we plead with UDOT to purchase our home.

1) Our position is that if the road is to be constructed EAST of the power lines as shown in UDOT's initial proposed routes then the road would require that UDOT purchase our home to have sufficient space to construct the road. In other words, BOTH sides of View Crest Ln need to be purchased by UDOT to allow reasonable space between the road and homes. Based on measurements from the power lines, there is not enough space to preserve a 250' wide space and build the road EAST of the power lines. If power lines were to be moved further west to create enough room, we do NOT want our home to be first in line with this road with very little, if any, space between our frontage road and this new corridor. We would be looking outside our front door at this new road and it would become a dangerous situation with children nearby.

2) If UDOT were to purchase our home, we want UDOT to understand the impact. We owe substantially more on our home than what our home will appraise for. If we were only given fair market value then we would not be able to pay off our mortgages. In this scenario, our credit would be destroyed and we would be in a much worse situation not being able to purchase a home. We purchased our home when prices were at their peak. As time has passed, we had no option but to stay in our home until values rebound enough to where we can sell. We realize this could take many years for prices to rebound. If we are forced to sell to UDOT when upside down on our home, we would hope that UDOT would do the right thing by making certain that we are able to purchase another home similar to our current home.

3) We have two home-based businesses that are both documented with tax returns, business licenses and registered with the Utah Department of Commerce. XXXX has operated a preschool in our home since 8/5/2009 which is documented with a business license and tax returns. The business name is XXXXXXXXX. The majority of her students reside within 1/3 mile of our home. If we had to relocate in the middle of the school year then that will cause her to lose significant business for that year. Students come to preschool because of the reputation and convenience. If we were to relocate, we would have to re-establish the business in another neighborhood which would require significant effort to build the trust of our new neighbors to be able to enroll a full class (or classes). The preschool class is taught in our bonus room and our finished basement with a separate entry is also used at times. We would need another home that could have these same accommodations. XXXXXX operates a tax practice from our home and has been in operation since 1/5/2007. The business name is XXXXXXXX.

4) If UDOT determines it needs to purchase homes for this project, we would expect UDOT to compensate our Homeowner Association so that the remaining homes are not left to support the increased financial cost that would be needed to maintain our HOA. We currently have 52 homes in our HOA that pay \$35/month for maintenance of some common area. If we were to lose homes from our HOA then that would be unfair to have the remaining homes pay more to cover necessary expenses.

We want to thank UDOT for taking public comment and hope that these items will receive consideration. This information should help you understand the impact to our home and family. If UDOT purchases our home, we want to make sure we can purchase another home given the fact that we are currently have mortgages that exceed the value of our home. We also want to ensure that Lori's preschool can continue which will require that we are placed in another home that allows for a separate basement entry and dedicated room for preschool class.

**Comments:**

Please accept our comments re: West Davis route options.

The least desirable of the 3 routes is C.

It will divide the city into a West and East. It only makes sense to wrap the corridor gently around the west rim of the city, giving motorists a view of Antelope, the lake, a view that too few people get to enjoy. There are many more opportunities for recreational and tourism development by selecting the westerly route. Think about 10 years from now, when the city's population has again doubled or tripled. Don't make the same mistakes that the city has made in failing to plan (recent examples: Arts Academy and Antelope widening, horrible traffic and safety problems). And wouldn't construction/maintenance be far less complicated out west?

The lost cropland yields on the 24 mile segment that would result from choosing the westerly route equates to 4.5 acres of Iowa cropland. (cite Davis FSA farm cropping records, NRCS soil suitability, and USU Extension average yields.) As stated by Commissioner Blackham, 77% of Davis County prime soils have been lost for production. In other words, Davis County does not contribute to the nation's ag production, considering low productivity (half the production that corn belt), population growth and urban encroachment. To eliminate the westerly options because of the impact on food production, is not a valid argument. The density of homes in the fragmented farmland to the west is far less. The only option that makes sense, is the one that affects fewer homes and displaces fewer people. Many families on farms can rebuild on their farm and remain 'home.' Families in the city who lose their home, move to another city, lose neighbors that became family. And consider the age of those who are displaced.....The people on bluff have been there for generations, and don't have the option of rebuilding.

There are ways to mitigate ag land loss. NRCS Programs are available, but not utilized, resulting in the return of millions of dollars to USDA --over 1 million last year, and another 1 million this year(cite NRCS Organic Initiative, Season High Tunnels, Orchards/Vineyards, Small Acreage financial programs.)

Demographic trends clearly depict the future -ag land will be converted to non-ag use ANYWAY. Kids are not returning to the farm, and when they do, they convert the farm to non-ag. To minimize the conversion of ag land is expected, but common sense must prevail.

We heard that the City added a 4th route. To place the legacy ON Bluff road is the worst idea of all! We are hearing from the city, that "well, 30 years ago that was the plan." 30 years ago, the population of Syracuse was 1/5 what it is now. It's time to take that option off of the table, and for UDOT to clearly articulate that to the city, and to minimize the in-fighting that is starting to escalate.

**Comments:**

I support the UDOT routes over Syracuse City's recommendation of C3 and S3. The UDOT routes have less impact on residential dwellings in neighborhoods.

**Comments:**

The objective of the email is to request that option C (as proposed by UDOT) be adopted and NOT the options proposed by the Syracuse City. I believe it is important to:

Maintain the wet-lands along buff road.

Maintain the walk-ways along Bluff road.

-Minimize the cost of the project by selecting a route that has less impact.

Thanks you.

**Comments:**

Before finalizing the West Davis route of Legacy Highway, please consider all other options in the Syracuse area other than the city's recommended C3 path. People's homes are at stake. Please prayerfully consider your decision before moving forward. I would hate to see my friend's home demolished if a better alternative was available.

**Comments:**

Please do not use C3 or S3 plans for Legacy extension but instead implement A, B, or C routes, so as not to displace families with children! Thank you for your consideration.



# Davis County Commission

*Commissioners:* Louenda H. Downs, P. Bret Millburn, John Petroff, Jr.

March 24, 2011

Randy Jefferies  
UDOT Project Manager  
West Davis Corridor  
466 North 900 West  
Kaysville, UT 84037

Re: Davis County's comments on West Davis Corridor EIS

Dear Mr. Jefferies:

Davis County appreciates this opportunity to submit this comment letter on the Environmental Impact Statement (EIS) process pursuant to the National Environmental Policy Act (NEPA) in regard to the West Davis Corridor project. We recognize the substantive public involvement Utah Department of Transportation (UDOT) has accomplished in regard to planning for the transportation needs within Davis County through the West Davis Corridor planning process. Through this process, UDOT initially identified 46 transportation alternatives during the Level One planning process. These alternatives were reduced to 14 alternatives in the Level Two planning process. After reviewing the parameters of the Level Two alternatives, UDOT identified three action alternatives to carry forward into the EIS process. We understand that UDOT is accepting comments that will be taken into consideration in the alternatives development and screening process. With the public comments, UDOT will initiate work on the Draft EIS (DEIS) that is scheduled to be released later in 2011.

Davis County understands the importance of identifying feasible transportation alternatives to be considered in the DEIS. However, we do not believe that UDOT has taken all relevant County concerns into consideration in the planning process. For instance several of the cities within Davis County believe that the identified alternatives do not meet the transportation needs in their area of jurisdiction, or do not take local interests fully into consideration. We believe that UDOT should work more with each city to more effectively understand their concerns and expectations on alternative alignments. These expectations and concerns must be taken into consideration during the EIS process.

Further, it appears that the alternatives being considered for the DEIS disproportionately focus on wetland impacts and less so on neighborhood and community impacts. We appreciate UDOT's preliminary disclosure of impacts to a variety of important parameters including: agricultural protection areas, air quality, archaeological sites, businesses, community and historic resources, homes, parks, trails, and wetlands. However, we expect UDOT to fully address the Clean Water Act (CWA) Section 404(b)(1) guidelines when evaluating the action alternatives.

When applied objectively and by intent, these guidelines facilitate the identification of the “least damaging practicable alternative.” A practicable alternative is one that is “available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes.” An alternatives analysis should be accomplished using the following five criteria to identify the least damaging practicable alternative: 1) physical availability of an alternative, 2) technical feasibility of an alternative, 3) cost of an alternative, 4) environmental and human impacts of an alternative, and 5) the ability of the alternative to allow the project to perform its intended purpose. For an alternative to be found to be the least damaging practicable alternative, impacts to businesses, neighborhoods, and home/land owners, among other parameters, must be considered just as important as the avoidance or minimization of wetland impacts. Preliminary information disseminated during the public involvement process suggests that avoidance of wetlands is the most important parameter of the planning process. This is not consistent with the intent of the 404(b)(1) guidelines since such requires full disclosure of all impacts to both the natural environment (e.g., wetlands) and the human environment (e.g., homes and businesses) in identifying the least damaging practicable alternative.

Further, we understand that the preliminary wetland impacts disclosed for each alternative are based on a reconnaissance-level of detail. This level of detail does not take into consideration site specific conditions or confoundment of conditions. A more robust wetlands determination procedure should be applied that takes such confoundment into consideration, such as the problem area and atypical methods as described in the Corps of Engineers Wetlands Delineation Manual. Only through the application of these methods can an accurate identification and delineation of wetlands be accomplished. Such accurate delineation is required by both the NEPA process as well as compliance with the CWA Section 404(b)(1) guidelines and determination of the least-damaging practicable alternative.

Given the importance of identifying a feasible alternative that best meets Davis County’s needs, we expect UDOT to continue to work with the County and Cities to better identify alternative alignments through their jurisdictions that are fully consistent with the above referenced federal regulations. We will be reviewing the accuracy of data used in identifying and comparing alternatives as well as degree of compliance with the pertinent regulations. We expect UDOT’s DEIS schedule to accommodate our concerns as we focus on these important issues.

Should you have any questions or comments about this comment letter, please do not hesitate to contact us.

Sincerely,



Louenda H. Downs

P. Bret Millburn

John Petroff, Jr.

**Comments:**

I would like to thank UDOT for their willingness to listen to the public in this process.

I am a resident of Syracuse. After attending Syracuse City's meeting regarding the WDC on March 22, 2011, I understand that city officials are taking their own customized option to UDOT as opposed to supporting UDOT's designated routes A, B, and C. The city has created options "C2," "C3," "C4," and "C5." The city voted on recommending "C3" to UDOT without what I feel was enough discussion on the specifics and impacts the various sub-C routes would have. If UDOT is going to consider these proposed routes, I would urge UDOT to look closely at options "C4," and "C5." These options seem to have far less of an impact on residents and the environment vs. "C3." Please, please, please ignore option "C2." This route would have a huge negative impact to our community. By the way, I would not be directly impacted by this route, I just feel a free way along where the current Bluff Rd between 3000 W and 1000 W would be very detrimental to the community we enjoy.

If UDOT is going to ignore Syracuse's sub-C options, I would still support UDOT option C. I would be even more supportive of C if the "1/2 mile wiggle room" could be used to avoid as much farm land as possible.

Thank you.

**Comments:**

As hard working residents of Hooper / Weber County, we are very disappointed with all 3 alternatives proposed under the EIS for West Davis Corridor. Alternatives A, B & C proposed for Weber County, starting in Hooper go right in the middle of numerous brand new subdivisions. They negatively impact the quality of life all us residences have worked so hard to develop. Additionally, because they run right in the middle of current housing developments they leave no room for commerical growth surrounding the corridor. This is not good economic development. This creates an environment where travellers go right through our county without stopping or spending their money because there is no commerical options to be developed along these alternatives. We recommend moving the corridor further west to the original recommendation of 5900 W. This provides alternative transportation for the increasing population out west, allows for commericalizationand ecnomic growth, and has a lessened impact to housing communities and desired quality of life we as residents have worked so hard for our entire lives. We appreciate you allowing for this feedback. We look forward to being involved as this process continues.

**Comments:**

I live on the west side in the Ranches sub-division and I am in favor of the southern-most western route. I am very disappointed that the mayor (due to the expense place on the city for maintenance costs for a westren route) has chosen UDOT to help pay for the city interchanges by choosing an I-15 alignment. This was popular in the 1990's, but a lot has changed since then. I hope UDOT and the mayor can do the right thing for the majority of citizens that will be directly affected by this highway and choose the western route. It appears from the recent survey activity all parties have made up their minds and have not been listening to the citizens who will be most affected by the I-15 alignment -what good then is an EIS study? Money is not everything -people matter.

## Comments:

### Introduction:

As a lifelong resident and agri-businessman of western Weber County, I would like this proposal to be considered as a viable solution to the current traffic issues and ensuing proposals that have been presented recently. At this time I feel that there is a far greater need for an all-encompassing plan for true east -west traffic movement, rather than north -south movement. Having stated that, this document assumes that the north -south congestion in western Weber County will have already been addressed by an expansion of the 4700 West Street facility, which is desperately needed at present time. It also assumes that in the near future 1200 -900 South Street and 5600 -5500 South Street will be expanded to larger more capable facilities.

### Purpose:

This document is intended to provide rationale for consideration of a westerly extension of Hinckley Drive to facilitate the movement of east -west traffic from western Weber County to downtown Ogden. It should also be considered as an alternate to the currently proposed UDOT proposal which consist of three routes heading north of a terminus which is at approximately 4000 South or at the north end of the divided portion of the proposed highway henceforth referred to as West Davis Corridor (see <http://www.udot.utah.gov/westdavis/maps>). I am offering several optional proposals for consideration which blend with some of the current UDOT proposals and be less invasive on agriculture, the residential and business community and the environment.

### Proposals:

1 Extend Hinckley Drive west from Midland Drive in a manner that is north of most existing homes through the current open space (approximately 3400 South) proceeding to an intersection or interchange at 4700 West Street (which for this proposal is considered to be an expanded facility from its current state). Then proceed southwesterly from the south end of 4700 West Street to the proposed terminus with the West Davis Corridor as proposed by UDOT Alternative B Arterial (see referenced map). This would not require 4000 South Street to be expanded to more than a three lane facility.

2 Extend Hinckley Drive west from Midland Drive in a manner that is north of most existing homes through the current open space (approximately 3400 South) proceeding to an intersection or interchange at 5100 West Street. Then proceed south (only) from approximately 3400 South with an accommodating facility to the proposed terminus with the West Davis Corridor as proposed by UDOT Alternative A Arterial (see referenced map). This would not require 4000 South Street to be expanded to more than a three lane facility. Also, 5100 West Street north of approximately 3400 South could remain as it is without potential through traffic to 1200

(900) South Street which would accommodate the agricultural business operations in this area of western Weber County.

### Conclusion:

These proposals also provide proper north -south spacing between the other (already existing) true east -west facilities (1200 -900 South Street and 5600 -5500 South Street). These already existing facilities provide (at a minimum traveling eastbound) access to Interstate 15 and beyond. Therefore, it only makes logical sense to provide east -west travel to it maximum potential.

### Going Forward:

By submitting this proposal, it is my sincere intention to help with a solution for western Weber County that will accommodate the means to an equitable compromise for the issues that surround the current Alternatives that were generated by the UDOT Environmental Impact Study and submitted to the public which has resounded in much discontent within the community.

**Comments:**

To whom it may concern; We have lived here in Syracuse for over 70 years and love this City. We appreciate the service that our City does for us, but at that City meeting that was held on March 22, 2011 discussed with two options, 1 the original Bluff Road option and 2) down Gentle and out west option. The public comment portion of the meeting closed and the discussion quickly turned to a third option (C3) was talked about. There was 3 City councilmen that did not want to vote on these issues until further information could be presented, but the Mayor stated that it must be voted on tonight. If you go with C3 it would run into our property. We built down here to have our horses in our backyard and was able to go out and have our animals right there. We have worked hard all of our lives to accomplish our dream and have retired and still loving it. We would concern that you use the routes that you have chosen so that it would not effect so many people. Anyway you go no one will be happy but please do not accept Syracuse City's C3 route. Thank you

**Comments:**

Please add a alternative proposal that is west of the power lines in Kaysville. I live on the next street east of Viewcrest Lane. I own 29 rental properties in Davis and Weber Counties. My real estate people tell me that my property value for my home will plummet by at least \$100,000 should either of the existing proposals be adopted. This even takes into account reduced values because of the current market.

PLEASE ADD AN OPTION WHICH MOVES THE CORRIDOR WEST OF THE POWER LINES IN KAYSVILLE.

## Comments:

To Whom It May Concern,

I would like to comment and say that I am highly in favor of the C-1(Shepherd Lane) option and think that the A1 (Glover Lane) option would be a huge mistake on UDOT's part. It seems to me that three of the biggest topics in the news recently are 1. Budget crisis and misuse of government funds and taxpayer dollars, 2. Energy Crisis and 3. Environment. In my opinion the A-1 (Glover Lane) option is a bad decision on all three of these topics.

First is budget and misuse of funds. As a tax payer it greatly concerns me that the A-1 option is even being considered just for the fact that it will cost \$70 to \$100 million more than the C-1 option and that doesn't include a more costly interchange than the C-1 option and the time and money that will be spent fighting environmentalists like the Sierra Club and the duck hunting lobbyists. The money saved with the C-1 option could go to so many more useful purposes.

Second is the energy crisis. We are always hearing about ways to conserve energy and how every little bit can help over all. The A-1 option is 3 miles longer than the C-1 option and although 3 miles may not seem like that much, over the lifetime of this road and the millions of cars that will drive that 3 extra miles it eventually adds up to a huge misuse of our limited energy resources.

Third is the environment. I read on the UDOT website that under the Clean Water Act the 1st requirement is to avoid wetland impacts. If that is the 1st requirement then why is A-1 even being considered since it impacts 8.6 acres of wetlands and the C-1 only impacts .7 acres of wetlands? Also according to section 4(f) of the DOT Act, the FHWA and UDOT cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges unless "there is no feasible and prudent alternative to the use of land". Wouldn't you agree that the C-1 option is a feasible and prudent alternative? Again why is A-1 even being considered as an option? Not only does A-1 impact more wetlands but also more wildlife habitat and the Farmington bird refuge which is home to many Bald Eagles for a good part of the year.

Not only will the A-1 option be a bad choice considering money, energy, and environment but it will also impact more homes, more businesses, more parks, and more trails. Also how will it affect Station Park and its future businesses if you route a good portion of traffic out and away from it? I also fear that if A-1 is chosen UDOT will put an on off ramp on Clark Lane to provide access to Station Park resulting in a huge increase in traffic on a quiet neighborhood street right in front of an elementary school that many children walk to.

I think that Legacy was a huge costly disaster and ask why UDOT would want to repeat that by choosing the A1 option and spending more money and taking it through more wetlands and a bird refuge. I see this as a chance for UDOT to redeem themselves by making a wise financially sound and environmentally responsible decision by choosing the C-1 (Shepherd Lane) option. Although I live in West Farmington this decision does not really have a bad impact on me personally since I will be moving out of the area in the future. I just want to see a government agency like UDOT making responsible choices. Please make a wise decision that will be best for all over time not based on those who have the most influence, money, or loudest voice. The C-1 option just makes more sense in every way.

Thank you for your time in considering my concerns.

**Comments:**

I was able to comment directly in February. I will reiterate briefly what I wrote then.

First, I am not in favor of smashing through existing neighborhoods. I would like alternatives that skirt them, and avoid new neighborhoods.

Second, I am not sure why alternatives in Kaysville and Farmington did not go farther West. When we studied it ten years ago, the proposals put forth then made sense. And yet now, we put a large roadway through a \$700,000 a house neighborhood a mile East of the power lines that it should have gone West of.

Third, I would like to create comparable wetlands for very one that we have to take. To consider a few options in this category would at least develop some alternatives that might avoid a tragedy for either the home-owners or the wildlife.

Fourth, I think anyone whose property is taken needs to be paid full value. Otherwise, we are asking these people to sacrifice their future for our convenience. The least we owe them is to help them relocate to a home and neighborhood of comparable value. How could they relocate if we use a lesser value because they are in the path of a roadway we need? \$500,000 would not buy a \$700,000 home. Condemning a ten-foot wide strip of property will not get them the serenity of a neighborhood away from an arterial road, either. It could chain them to it. As Utah citizens, we need to be fair.

**Comments:**

While I am not happy about any road coming to Syracuse I realize the reasoning behind it. My vote would be for

A. The further west we go the better. I do not support Syracuse City in their remote thought of it going down Bluff Rd. With the Art School, trails, Jensen Park that have been definite improvements to the overall look and feel of the city. I think that UDOT has the same opinion... It makes no sense at all to go down Bluff and the impact that it would have. Furthermore I travel quite extensively throughout the country and would not be opposed to a road that goes right over the great salt lake. Regardless, my choice is A, but know that I will support a decision that has the least amount of impact to homes and the displacement of people. Thanks

**Comments:**

To whom it may concern-

I have a question regarding the letter dated July 9, 2007 written by Cory Pope of UDOT to Woodside Homes. In that letter you stated that "although, the preserved width of the 146 feet will limit the type of trail systems and aesthetic treatments within the future highway corridor, the operational needs of a future North Legacy Highway can be achieved. Current projects suggest that a two-lane facility (one lane each direction) would serve the needs of the North Legacy Highway for approximately 20 years."

I realize that in the letter you stated that a formal environmental study needs to be completed before details can be considered final, however, I find it difficult to believe that a department of transportation, that is supposed to be experienced in this sort of matter, could make this sort of statement, and then a mere 4 years later say that 2 lanes won't be enough through this area, and that at least four lanes and nearly double the amount of space will be needed.

If you can't give accurate projections even 4 years out, how can we have any confidence in your ability to plan 30 years in the future? What if in 4 more years you then say that it won't be sufficient for future traffic, and that it needs to be expanded to 8 lanes?

I suggest that you completely remove the C1 option from consideration of the WDC. There is not enough room for the true need of the freeway that is being proposed, and it would destroy 2 neighborhoods by taking more than the suggested 10 homes and ruining the value of any homes that remain in the neighborhoods. The A1 (Glover lane) option is a much better choice for the needed freeway. There is plenty space, and if you go just South of Glover lane, and all the way west as originally planned, the need for destroying homes is removed, since you can completely go around any current homes and businesses. The A1 option provides the ability to accurately plan for the space needed for the 30 years that you are planning on, and will provide the ability for you to plan for a successful highway the first time.

Thank you for your time and consideration on this matter-

Farmington City Resident

**Comments:**

<See 7 attachments.>

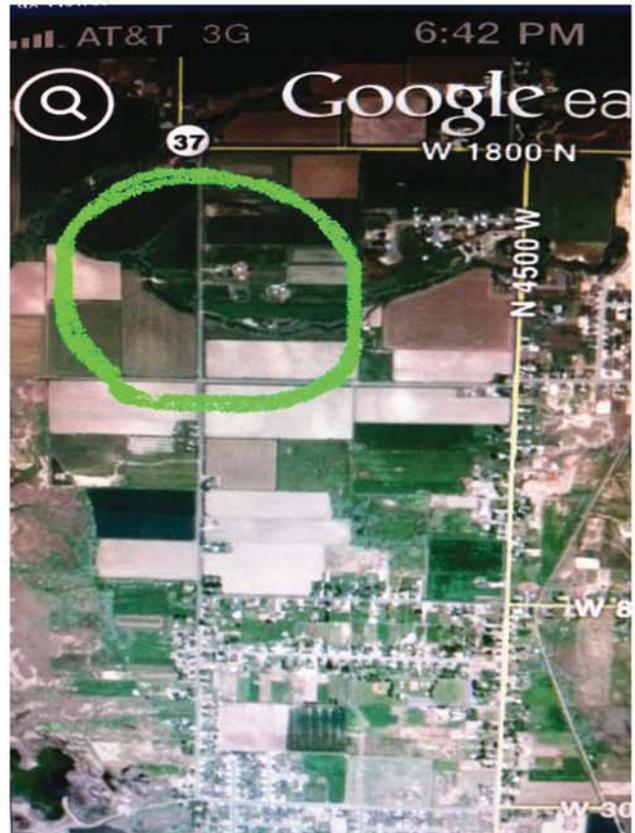
Mr.Urbanic,

I have a question about a piece of property that wasn't identified as delineated wetlands on 5000 West between 1800 North and 1300 North in West Point. On the West Davis Corridor Level 2 screening map 3 of 4 there is a slough that runs east to west that isn't marked wetland until after it crosses 5000 West. My concern is that the 2 properties are identical in every characteristic and that the property we own on the east side of 5000 West isn't delineated wetlands. Our side of the street has become an alternative route for the highway. I would like to know if there is any reason or justification for this since this oversight may be the reason our 100 acre farm is about to be destroyed by UDOT. I know it is getting late in the game to address this but I feel like our family is losing everything and we are willing to do what it takes to save our farm.

I have attached pictures taken of the property this week. You will see that the slough on the east looks more like wetlands than the slough on the west side of the road. Here is a link to the UDOT map.

[Http://www.udot.utah.gov/westdavis/uploads/map/Maps\\_Level2Screening\\_AlternativesABC\\_3of4\\_SyracuseClearfieldWestPointClintonSunset.jpg](http://www.udot.utah.gov/westdavis/uploads/map/Maps_Level2Screening_AlternativesABC_3of4_SyracuseClearfieldWestPointClintonSunset.jpg)

If you could please take a few moments to look in too this it would be greatly appreciated.





**Comments:**

<Attachment is a movie file and not included in this document, but saved in report archive >

I am sending this to accompany an email sent from XXXXXXX.

**Comments:**

Greetings... Upon studying the various corridor proposals, it appears to me that the Option B would be the best route for future use. Impact, cost effectiveness, and future population growth, adapts well into the future needs of all areas that will be serviced. As of 3/24/2011; I am opposed to all additional options provided by the Syracuse City council (C3-5). These routes appear to impact wetlands and show no rational cause or gain for the corridor, especially, with the proposed C option located below and in a straighter transit. Thank you for your time.

**Comments:**

Dear WDC Team,

I am 68 years old, retired, living on a fixed income and my new home is located directly in the proposed path of the new highway.

**Personal Impact**

I moved here 3 years ago from the East Coast. I chose this lot for my house because of the quiet family neighborhood and open spaces. Also it is located corner to corner with the yard of my daughter's home. I can look out my back windows and watch my grandson play basketball in his yard. My daughter and her family have been a great help to me with yard maintenance and many situations that arise. Having them in close proximity is very comforting and allows me to maintain my independent living arrangements.

I live in a custom home with features that will accommodate my aging. The move and my new home are the investment of nearly all my retirement savings and I planned to spend the rest of my life here. To have to give up my home at today's market value would be a financial disaster for me. I will have lost all of my investment and more. Without an adequate down payment, I would have difficulty qualifying for a new mortgage and probably could not afford the anticipated higher interest rates anyway. It would very likely mean the end of home ownership for me. At this point in my life, this would be very hard to accept since information about a potential highway nearby was not forthcoming at the time I made the decision to leave my friends in Connecticut and move here. I definitely feel blindsided.

**Route Preference**

My first choice for the WDC route through Kaysville is to use I15 and branch out to the west further north. I15 could be modified as needed -widened, general use of HOV lanes, etc. Even here at the western-most point of Kaysville, we are only a few minutes from I15 and have no need of an additional highway. Clearly the proposed new highway is not for our benefit.

My second choice for the route through Kaysville is far to the west, along the side of The Lake or overlooking it. When visitors come to this area, they want to see The Great Salt Lake. The WDC presents an opportunity to have a scenic drive by the lake for that purpose -something like Lake Shore Drive in Chicago or others.

If the new road is close to the power line (even on the west side of it), it will make my property undesirable both for living here as well as for resale. I would no longer want to live here.

Please consider my situation as you make what I know will be a difficult decision on how to proceed.

**Comments:**

To Whom It May Concern; I am writing to say that I oppose options A, B & C for the West Davis Corridor in Syracuse. I was thrilled when our city leaders took a stand and said that they won't support options A, B, or C. Instead, they support their own plan which is similar to the original Bluff Road plan. Our leaders see the great need to keep what little farmland we have left in our city unharmed from the West Davis Corridor. I would respectfully ask that you reconsider the Bluff Road option. I have been a lifelong resident of Syracuse, and my family has been here for many generations now. In fact, my great-great-great grandfather walked from South Weber and plowed the first furrow in what is now Syracuse. I am asking that you keep and preserve what little farmland is left here in Syracuse. Currently, all three options would destroy good, productive farmland in our city. These farms are all Agricultural Protected Farmlands. I would ask that you please do all you can to protect this farmland. As you make your decision please remember that homes can be rebuilt, businesses can be relocated, wetlands can be redistributed, all within our city, but good, productive farmland cannot be replaced. As you contemplate a viable & usable transportation route, I would ask that you take into consideration 1 -the need to have open space, and preserve what little farm ground we have left, 2-The long established route along Bluff Road; and 3-the importance of keeping our taxes low by encouraging traffic to (and near) our current businesses and business center. The Bluff Road option would satisfy these three important things. I know that the Syracuse Arts Academy is in the way of the Bluff Road option. Right now the Arts Academy has caused many traffic issues in our city. It should have never been built where it is located in the first place. Moving this school and having an interchange here would benefit our city in many ways. It would put the exit close to our city center. It would alleviate the traffic problems we have now. It would give an exit closer to the wonderful Antelope Island. Again, I ask that you please reconsider the Bluff Road Option. In my opinion, it is the ONLY option.

**Comments:**

To who it may concern:

Let me start stating that we do appreciate our city of Syracuse, but when they want to do another route and present it to you it really concerns us. During the council meeting Tuesday night, March 22, 2011, there was a lot of discussion on Option C1 and not with other options. Then after several hours of discussion, the City council proposed option C-3 that runs down Gentile and then across 2000 West and taking out several homes. There was 3 three Councilmen that did not want to vote on this due to looking for further information about these before voting but they where told by the Mayor that it needed a vote tonight. City council stated it would only take out 4 houses but looking it over it will take several houses. We moved to this area so that we would could have our animals in our back yard and beable to ride in our yard instead of going to other places. We were raised in Syracuse and have always wanted to stay here. But by putting Syracuse optional route C-3 in would push several people out of Syracuse and split the City in two separate citys.

We would preferred you go with alternative Alt A or B but not with Syracuse C-3.

Thank you

**Comments:**

The Shepard Lane connector has many problems that should make the logical choice for the corridor be the Glover Lane connector. I honestly don't believe that the magnitude of these type of problems presented against the Glover Lane connector option.

1) Sheppard option would make it unsafe for school children. We live in the Hunters Creek subdivision and I have two children that currently attend Endeavour Elementary and two more that will be attending within the next five years. We are not alone as there are over 500 children in the immediate area around us that are in the same situation. With only one access road to get them to their school, and the proposed corridor being proposed to go right between us and the school, it would put their safety at risk. Based on the questions and answers release that recently came out we are supposed to be satisfied that this is being considered without any clear answers being given in relation to this. Please don't consider that this question is even remotely addressed with the release. This is a major problem that directly affects the many children that have to walk to and from school every morning and afternoon. I don't think a crossing guard is going to do the trick. By selecting the Glover Lane connector option you remove the hazard completely and no alternative routes would need to be created.

2) Shepard option would have higher home impact. In looking at the preliminary concept of the Shepard Lane connector it appears obvious that the existing corridor or even a 250 foot corridor will not be large enough to build the new road. This is going to destroy a lot of the homes along the way. I personally don't see how the lost homes will not exceed 10 and more realistically be around 20. I realize that there are going to be homes and families impacted with either option. However, there is a major difference in the level of impact when the Glover Lane connector is within several hundred yards of some homes along that route and there are numerous homes along the Shepard Lane connector route that would be within a few feet of the proposed route. There will be fewer families impacted by the Glover Lane option than potentially would be with Shepard option. By selecting the Glover Lane connector option it will reduce the short-term and long-term impact of the families.

3) Shepard option would add a bottleneck to I-15. I realize that a lot of modeling is being used to make this decision. However, logic has to come into play. If you add a large amount of cars from the new corridor onto I15 as their only option to get to Legacy there will be significant slowing. Then you add in people from I-15 going south that have to get over to the Chase exit and you add more to the slowing. By selecting the Glover Lane connector option it will give travelers direct access to Legacy without ever having to join onto I-15 at any time.

4) Shepard option would have difficulty fitting onto I-15. The Shepard Lane connector will require a force fitting onto I-15 with Oakridge Country Club, the railways being closer to the freeway north and south of this point, and the immediate subdivisions having to be dealt with. Back when Farmington was originally developing their master transportation plan they were told that it was not possible causing them to select the Glover Lane option on their latest master transportation plan. What has changed since then that makes it the better option? As I look at the Glover Lane connector preliminary design it looks so much cleaner. There are far less homes and businesses surrounding the proposed location and half of the connector is already built. By selecting the Glover Lane connector option it will impact far less people and businesses around the actual site as the area is basically empty already.

After reading through the questions and answers release it was obvious that all the items being addressed were arguments being presented against the Shepard Lane option. If there weren't any arguments against the Glover Lane option presented that needed to be included in this release shouldn't that indicate that Glover Lane is the better option? I would encourage you to not attempt to force a square peg into a round hole by selecting the Shepard Lane option.

**Comments:**

Comments/Question: I live in the Syracuse area and understand that the city is trying to get UDOT to re-look at the Bluff Rd option. I am totally apposed to that option due to the fact that it will impact way to much as far as homes, parks, wet lands as well as several thousand people that live in Syracuse in the area of that option plus it would be a much more expensive option than the others. With the addition of the intersection that the city wants at Gentile and 1000W that would be a very negative situation as to the increased traffic and truck traffic that would be caused by that on 1000W which would not be good for the people that live in the area.

More than one of the other options is much better overall with much less impact on all the things that are looked at and for sure much less cost involved to make any of them work versus the Bluff Rd option.

**Comments:**

As we all know this is a difficult decision. As a former City Councilman we talked this position through when Legacy was coming through Farmington. The best decision for Syracuse businesses and residents is to come along Bluff Rd. It has been planned for by setting asided land for years. Let's persue that direction. Syracus needs the growth from businesses and to put the road anywhere west will destroy the heart and future business growth of Syracuse. We need easy access with an interchange at Bluff and Antelope. Even the pedestrian tunnel under Antelope was planned with the future interchange at Bluff and Antelope. Let's persue that direction with all haste.

**Comments:**

Dear Senator Adams, I also support these views being a resident in West Farmington. Option c1 makes more sense.

“I am emailing you today to express my concern over UDOT's suggested alignments for the West Davis Corridor in Farmington. I am asking you to consider the damage done to the character of West Farmington, if the Glover Lane alignment is chosen. As UDOT has narrowed down 2 alignment choices in Farmington, I would hope that we can expect your support of an alignment that runs parallel to I-15 and would allow for some "negative" space in Farmington. Don't you think Farmington has given enough to transit with the FrontRunner station, the Wasatch Weave, Highway 89, Legacy Highway? Not to mention, with Farmington being the home to the County Seat...the jail, the sheriff's department, the courthouse, the fairgrounds and the Davis School District....don't you think we have contributed enough to developed spaces and deserve to preserve some open space? Are you aware of the Great Salt Lake Nature Center where 4000 kids come to learn about the 5 million birds that come to West Farmington every year? The Farmington Bay? The Bald Eagle nests, the bike trails, the pumpkin patches, the LDS church's LEEDS prototype called the "Eagle Shore" building, the 600+ families who moved here to enjoy the peace of the "westside" with a desire to stay away from the freeway. Have you noticed the small geographical area of Farmington and that it seems to be the pinch point for everything? Please can you support an I-15 parallel through Farmington by bringing the West Davis Corridor up through the Farmington/Kaysville border and allowing us to preserve some open space in Farmington?”

**Comments:**

To whom it may concern,

I understand that the wound of the legal debate and time and money lost between UDOT and environmental groups is still fresh and that the avoidance of a repeat is probably the top concern among UDOT officials. It is frustrating that such third party groups who will not be directly affected have so much leverage with a decision that affects the rest of us so personally.

That said, in regard to the Farmington options, I believe that whichever option is most beneficial to the existing infrastructure and ability to access both I-15 and Legacy Parkway is the right choice.

In regards to the Kaysville section of the road, where it would personally affect my family and my immediate neighbors, I see no rational explanation as to why the road should be build on the East side of the power lines. It is not in my opinion wetlands directly west of Wellington. There are horse and cattle pastures and even a couple of homes have been built quite a bit west of the proposed corridor. To put the road east of the power lines in my opinion is a cope out to the environmentalist groups ignoring the homeowners because they will put up far less of a fight.

I would love to see this road built. Having commuted to Salt Lake City from Davis County for over a decade I recognize the need. Even though I live and work in Kaysville at this time I see the rationale. I would hope that UDOT will propose a fair compromise with environmental groups that will speedily built the road while still regaining at least some of the buffer zone between our homes and the corridor.

Knowing Mr. Jeffries personally I do not envy the position he is in but believe he is fair and honest and will fight for what is best for all involved.

Good luck.

Thanks

**Comments:**

To Whom It May Concern,

I live in West Kaysville and I wanted to voice my deep concern regarding the proposal of putting the West Davis Corridor on the East side of the Power Lines. I am very concerned about the health of those who would have to live within 200 meters of the WDC. I have read studies that show that pollutant levels increased five fold within the first 30 meters of a major highway. Other studies show that ultra-fine particles (those most likely to be inhaled) condensed and grew larger at 90 meters. These studies use healthy people to gage these results. I am aware of many people in this area that have asthmatic tendencies and many elderly people with health concerns, and am very worried that a road so close to homes will put the lives of many people in jeopardy. I think that as a health impact study is done, you will see that the health risks and repercussions of a road so close to homes far outweighs the benefits.

Also, I live next to the Davis County Sherriff and he has stated that as homes are bought out by different entities, the home owners leave and before the houses are demolished, transient people move in and the crime rates in the area skyrocket. This would lessen the safety of our homes and would depreciate the value and the living conditions of the entire neighborhood.

I ask you to please be sensitive to the incredibly powerful impact that putting the WDC on the East side of the power lines would have on the health and safety of the people here in West Kaysville. I would propose that many of the homes out here are already built on wetlands, and to tear down our homes, families, home businesses, and farmland in order to build a road over our existing wetlands would be a shame, when simply the better alternative would be to build the road further West on unoccupied wetlands.

Thanks for your consideration.

**Comments:**

As a citizen of West Point, I urge you to consider Plan A or B for the proposed freeway. Plan A or B makes more sense to me as it is farther from present homes and does not impact the golf course. The golf course is one of a few sources of revenue for West Point City.

Sincerely,

**Comments:**

I have reviewed the proposed routes and I vote for Alternative B.  
Thanks.

**Comments:**

I don't think any of the 3 routes thru west haven are good but the least is c the route following the canal I think we would be better served if the road went closer to the salt lake thru hooper people will go west to use it and less impact to homes etc.

**Comments:**

I am writing in support of any of the 3 plans for the West Davis Corridor. I am concerned that the Syracuse Mayor has given support for an additional interchange along with an alternative route. With her suggestion I would suspect that this could potentially increase costs substantially and increased concern of safety redirecting traffic through residential areas. Hopefully you will take that into consideration as UDOT make their final decision.

**Comments:**

I do not support any of the three listed routes. It makes no sense to go through residential areas and to chop up farm land. We need area for families and crops to grow without added air pollution noise and congestion. Out west close to the lake would give a dike effect for the lake if it were to ever flood Or run it alone I15 Don't tear up homes and farms. The Route following the canal may be less impact but west by the Lake would be the best choice

**Comments:**

My family friends and neighbors all have a great deal of concern with this project. First and foremost, I feel that you were not allowing the citizens in whose back yard this is being placed to be informed, or attempting to "sneak it past" us. Not one of my neighbors or myself received the notice on the public meetings. I heard about it from friends in another city. After talking with one of your representatives at the West Haven meeting, she sounded surprised that we were omitted from the mailings. I sincerely hope that this problem will be rectified and the source of the problem rooted out. Here it is weeks later, and I have yet to receive the mail notice, or any information regarding the meetings or planning sessions that have or will be held. This was in Hooper on 4950W. Is this a problem with your organization, or with the city? Either way it was a very poor thing to attempt. Why is the road needed? I am still not convinced that it is of vital importance, and that we should be spending our money on a road project that is neither wanted nor needed. We should be spending our monies on education and other programs that will improve our State. How about first maintaining the existing roads, before we spend millions of dollars for a new road? There are many concerns as to why this is being placed so close to I15, such as: This will do no good in the event of a natural disaster. Why isn't it being placed further west utilizing the existing west loops that are already the alternatives for traffic from Davis to Weber counties. i.e. 5900 W in Weber County (5000W in Davis County)? If the purpose is to provide traffic flow and pull away from I15 and other main arteries then it makes no sense to have the roads so close. The growth that will come in the future will be further west. Place the road where it will be of use. Placing it near our schools is not a wise option. That will add expense because a majority of the children that are within walking distance will now have to be bussed for safety. Where will the increase in education funds come from to support that. Will the project provide that continuing financial support? The Quality of life in West Davis / Weber county and their communities are based largely on Agriculture. Ways of livelihood will be disrupted or wiped out. These people will not be adequately compensated in this down economy. We all realize that property values will recover, and you are attempting to "steal" it away with little thought for the families or their financial wellbeing. We moved from the large cities, from the noise, pollution, and lights. Now all of the items that were important for us in our communities will be torn from us in one fell swoop, by people that do not care or understand our needs. The big picture isn't the cars; the big picture is the citizens of our great communities. You would have us deprived of our way of life just so the contractors can develop new commercial areas. This project will result in wiping away our homes, our way of life. The Project will decimate our communities, all for profit, and not to offend the extreme environmentalists. Placing our life style, our families and our values entombed under concrete and asphalt. The road and project seem to be driven by a few individuals and not by the people. This should be placed on the ballot to determine if it should be pursued. There seems to have been no interaction to seriously look at this project and determine that it is not necessary. I can understand that several people will rely on the project for years to come for income. Their talents would better serve our State and Community by developing better methods of handling traffic on existing roads. Widen a few of the main arteries to one lane each direction with a center median. Split the load on 3 or 4 routes. Not just 1 eyesore.

**Comments:**

We own a home in Syracuse and are very unhappy with Syracuse City's recommendation to put Legacy Highway down 2000 West. This will have a greater impact on our community than any of the other three recommendations. Please ignore Syracuse City's recommendations for routes C3 and S3 and go with any other UDOT recommended routes A, B or C.

**Comments:**

Please ignore Syracuse City C3 or S3 recommendations and choose alternate B from the UDOT recommendations.

**Comments:**

The further west the better for the legacy highway.

**Comments:**

Please don't follow Syracuse City's recommendation of C3 or S3. Choose UDOT's recommendation for A, B, or C routes because these routes will have less of an impact on homes and families in the area.

**Comments:**

It makes more sense, it seems, to take one of the options other than C-3 so that no houses and less wetlands are disrupted.

Dear Farmington City Official,

I would like to voice my opinion, comments and questions about the route you support and the position you are taking concerning the extension of Legacy Highway north. I understand there is much division in Farmington as to what route is less impacting towards residents and businesses. I honestly do not support any of the proposed routes and would like to see all of Farmington and the rest of Davis County unify towards one route that is less impacting on everyone.

I feel very strongly that a new route should be offered in which it moves west bound into the designated LOW GRADE wetlands and utilizes the land already purchased for a future road on it. The wetlands need to be reassessed and labeled what they really are currently, not wet! If all of Davis County would unite to fight against the federal wetland protection agency we might have a chance at doing what is REALLY BEST for every neighborhood, home, family and business.

The understanding is everyone agrees on moving the proposed routes west and not destroying homes and neighborhoods. Everyone seems to understand why the routes have not yet been proposed to go through wetlands as well. It is now time in this process to unite in large numbers and fight for are right to have the wetlands assessed and show the need for the route to go through them.

I hope you can see that dividing Farmington is not going to be beneficial for you in any way and that all the other cities are already united as one. As city officials you should care deeply about every citizen in your boundaries and not just selfish financial gains for the future business in Farmington. The residents are the BUSINESS! They are the customer spending the money! Putting the road through the Hunters Creek and Quail Crossing neighborhoods completely cuts off business to Smiths. Residents are so hurt and betrayed by their city officials that they will boycott all Farmington business and go south to Centerville and Bountiful. You are actually loosing city revenue by not considering everyone's view point.

The meeting you have scheduled should be held immediately to try to bring your entire city together to support one route like other cities have already done. Causing a civil south / north war is not helping anyone. Farmington officials must realize they have forgotten the northern part of their city and have sold them out for money! No matter what route is chosen, the city must try to unite before it is too late. If a current route cannot be agreed upon, the fight for using wetlands would be. Unified numbers is the key to at least attempting this route as an option instead of not trying at all.

Thank you for your time and consideration in this matter,

XXX

**Comments:**

Dear Senator Adams -I understand you are not in favor of the C-1 route for the West Davis Corridor. I do not understand this. It is fiscally irresponsible to put the corridor anywhere else. The other option appears to be at least 3 times as long and negatively affects a much greater area of Farmington. Also, since protected wetlands would be affected, there is likely to be excessive litigation expenses brought on by conservationists. With the shortfall in our economy, choosing a more expensive route would be an egregious misappropriation of the power you have been given by the people. On that fact alone, the C-1 option should be the only choice. Obviously no one wants a freeway through their neighborhood, but since it is a necessary result of population expansion, the C-1 option affects the least amount of people with the least amount of cost. Why would you choose any other option?

Please make the sensible choice and choose the C-1 option for the West Davis Corridor.

**Comments:**

Just "calling" to say that you all should ignore Syracuse's recommendations for Legacy.

Choose UDOT recommendations A, B, or C.

**Comments:**

Vince, Randy, Kris as the period for public comment draws to an end, I would like to personally say thank you for engaging in the public discussion. I eagerly await your responses and actions per the many comments, suggestions and calls for more detailed studies.

More importantly, as a taxpayer in the state of Utah, I would ask that as your discussions continue that you will make recommendations by considering options based on their merits. Families in the Davis county are praying for you to be men of honor, and to ignore calls for your favor by means of political, financial or means of other persuasion. Ultimately, this decision will always be your legacy, and one by which your professional reputation will be shaped.

Our prayers for you will persist as you continue this work.

Thanks again for all your effort and for listening to one's opinion in what is a very difficult task.

**Comments:**

I want alternative A to be the rout for the West Davis Corridor.

**Comments:**

I ask you to please reconsider your current plan for the extension of the Legacy highway. Please move it to the west--beyond the power lines (and where UDOT initially told Kaysville and Farmington the highway would be placed). Placing Legacy according to the current plan will disrupt too many people's lives, especially those who have homes that will have to be demolished and those who will have homes adjacent to the highway.

As you consider legitimate environmental concerns, please also consider, and defer to, human needs and concerns. Many of those who would be forced to move are already struggling because of the downturn in the economy--their homes are worth less than they paid for (and mortgaged for) them.

Also, moving the highway to the west will save the taxpayer millions of dollars in monies that would otherwise be paid to homeowners whose homes would be demolished.

Please move the highway west--to the other side of the power lines.

Thank you for your kindness in taking the time to listen to and seriously consider my concerns.

Sincerely,

**Comments:**

I would not like Alternative C. I live in Syracuse and feel the park/trail system to be an important benefit of our city. It also appears to be the most expensive as well as impacts the most wetlands and residences. I am against Alternative C.

**Comments:**

Hello,

These are a few comments from a resident of Davis County concerning the west Davis Corridor.

First of all, I'm opposed to the construction of the West Davis Corridor and also the extension into Weber County to the north. My reasons are as follows:

1 Road construction is not the best land use. Pitting farmland against wetlands is not a wise decision. Some day, individuals living along the Wasatch Front will need those farms to grow food locally. As for the wetlands, well I like the "place where the frogs and the birds live". I read in the March 24th Standard Examiner where an individual stated we can mitigate for wetlands but not farmland. I don't believe you can obtain a piece of ground which is already considered a wetland and give it to some conservation agency or dig a hole somewhere and fill it with water and consider that mitigation. You still have a net loss of wetlands. Buying farmland somewhere else and giving it to those affected is still a net loss. I don't know of anyone being able to create new of either wetlands or farmlands. As for the homeowners in the path of the highway, I feel sorry for them.

2 More roads for more traffic with higher fuel costs is not the answer to our poor air quality which reaches the red level stage within one or two days after a storm in this valley. This past winter while driving south bound on I-15, the traffic monitor sign stated poor air quality, drive less. I don't believe we need high speed traffic lanes for the imagined electric cars of the future. I realize that one reason for the more road thing is to alleviate congestion and in so doing it will supposedly reduce emissions from slow moving vehicles. But more highways also encourages more driving. An example is the crowded 101 thru 105 system in the Los Angeles area.

3 The 1/2 billion dollar construction estimate will probably double by the time constructions begins. We have a history of the actual expenditures far exceeding the estimates. Case in point would be the first leg of Legacy with its wetland issue delay and subsequent construction costs. And don't blame the environmentalists, if the laws had been followed the Court would not have delayed it. Second, the I-15 reconstruction in Provo with its settlements between contractors and pending lawsuits. Politics and contractors seem to mix well. Take the money and make mass transit easier to use and affordable.

**Comments:**

Hello-

I live in West Kaysville. I am extremely concerned with the decision to build the West Davis Corridor on EAST side of the powerlines, instead of 1 mile West, as was originally planned (and promised). My home is approximately 425 feet from these powerlines and will be directly affected by the placement of a highway. Either my home will be demolished or I will have a noisy highway for my backyard.

I am upset with this decision as I feel I am now stuck in this house and will receive no return on my investment. My family was hoping to move on in a year, and now with UDOT's plans up in the air, how can we sell (already hard in this economy) to another family with the possibility of it being torn down? The highway in the back sure makes my home's value plummet. Either way, I am at a loss. Would you buy a home in this situation?

I really want to know why the East side is such a better decision rather than the West. Is it really because UDOT wants to avoid the environmentalists?? Because tearing down homes is much cheaper than paying for lawsuits? Well, what is more ethical? Appease the loud minority (who don't even live here) and tear down people's homes?

To me, I feel it is only fair and RIGHT that the residents are taken care of. From what I have learned, the said "wetlands" are even really wetlands -no organization (governmental or private) has categorized that land as wetlands. I don't see how acre's of weeds, mud and mosquitoes are much more important than the citizens who live here (and pay UDOT's salary).

I urge you to please do what is in your power to move the building of this highway not only West of the powerlines, but 1 mile West -as originally planned and promised. Please don't fund this project until these changes are made.

**Comments:**

Farmers are always up in arms about their lands -often saying that they won't develop them. But they are the ones that leave. Homes almost always stay. Impact as few homeowners as possible everywhere, by keeping the highway as far west as possible. The further west you go, the fewer homes and people are impacted. Note that farms will go. They will end up selling. Maybe not now, maybe not in ten years, but farms in city boundaries will end up being developed. Evidence is based on developments in our city (Syracuse) and cities who have already been where we are -very few farms remain around city boundaries. Developers buy farms. The farmers don't complain when that happens. Let us save schools, children, homes and residents.

I just wanted to make my voice heard concerning the Davis West Corridor options in Syracuse Utah. I believe that the Option C route would be the most logical route because it is close enough to downtown to provide an alternative road for residents wanting to travel North or south, without having to travel too far west just to access it. Also I think this route would be more desirable because it has limited impact to homes and to wetlands. Also, with respect to Syracuse City requesting that the Bluff Road route be reconsidered, I would like to say that I agree with UDOT's decision to not consider the Bluff Road Route. I believe that there would be too much of an impact to the trail system, parks, and schools that are in direct alignment with the previously proposed route. A main corridor would ruin one of the best gems we have in our city; Not to mention the safety and traffic implications that would occur at Bluff Road and Antelope Dr. Thank you for considering the ideas of the residents of Syracuse.

## Comments:

To Those Who Are Listening:

After attending the Kaysville City Town meeting on March 17th, I came away feeling no better than when I arrived. Mr. Jeffries, the UDOT Project Manager, made a presentation about the process and how they came to the three alternatives, which is really only one alternative for my neighborhood. He kept saying that they wanted our comments, which I am pretty sure that everyone affected have already made, and that he wanted solutions suggested. Then he would contradict himself by saying that they "had to follow the law" which is to first avoid the "supposed" wetlands (as determined by a biologist hired by UDOT) This is my response to that:

- How can UDOT "follow the law" if they are also going to consider our suggestions of continuing with the original plan of placing the corridor "WEST"? In my mind, you can only do one or the other. This indicates to me that this whole presentation that UDOT puts on, as well as the "request for public comment", is merely a "dog and pony show", or a formality that must be done so that when UDOT does what they want to do, they can at least show that they solicited public comment (even though the overwhelming response from the public is to KEEP IT WEST).

- If UDOT really does want a suggestion for a solution to the problem with the "supposed" wetlands, I would suggest that we fight to have the legislation that protects "wetlands over established human beings" revised so that it actually makes sense. Whoever wrote the legislation didn't have enough foresight to accommodate a situation like the one we are now facing. I can see where wetlands would be protected from people obtaining permits to build on them in the first place, but we are talking about removing families and destroying homes that have already been established. That doesn't MAKE ANY SENSE! Let us do what is necessary to change the law so that it does make sense.

- Finally, I have something to say regarding what this announcement for an "east alternative" has done to all potentially affected in our neighborhood. This has caused so much unnecessary stress and turmoil for myself, my neighbors, and the citizens of Kaysville. The uncertainty that this announcement has created in so many lives is appalling. Imagine if you were unable to make decisions about your own life, for, at the very least, two years, because your home, which is probably your greatest financial obligation, was being "held hostage" by UDOT. Because of this stress, there has been a rift created between many neighbors. There are at least three home businesses and three "special needs" children on Viewcrest Lane. These families are especially stressed, wondering how they might be affected in terms of safety and clientele. Others wonder if they will recover financially. At least two families are retirement age and planned to stay here for the rest of their lives. They don't have time or money to recover from something like this. When people feel this kind of stress, they do and say things that are "out of the norm". They do and say things that they may later regret. Born from this stress was a letter drafted by people who thought they had so much at stake financially that they were willing to offend their neighbors. I will not take up issue with the motivation of those who supported this letter, which I am sure you have a copy of, but rather I want to address some of the elements of the letter with which I disagree. First, the letter was signed "Residents of Viewcrest Lane". I want it known that the letter is NOT representative of all on Viewcrest Lane, and is certainly not representative of all affected by the proposed "east alternative". Second, the letter states that those on Viewcrest Lane are most affected by this decision. I would argue that that statement is very short sided, and simply not true. Assuming that these residents are able to obtain the monies necessary to go rebuild a comparable home in a comparable neighborhood (which I seriously doubt), then they escape the problem that the corridor presents, whereas those remaining still have the problem of decreased property value, decreased standard of living, decreased safety for children, etc. With that in mind, I would argue that those remaining are the most affected, long-term, even though there is no compensation for this. For this reason, it is my opinion that those left to deal with the consequences should have more weight allocated to their opinions. Overall, my stance is as it always has been; that the WEST option causes the least amount of impact on all involved due to the fact that the corridor where the power lines are located acts as a buffer between the WDC and the homes surrounding it. Please respectfully consider and carefully weigh my opinion as you have said you would do. I am willing to answer any questions regarding my feelings on this matter.

**Comments:**

The city of Syracuse will be cut in half if the option C and the options presented by Syracuse City are used. I cannot accept that either of those options would be best for the city. The best options are A and B which is the area where the future growth will be. Isn't that the reason for the highway in the first place? We have much better information than we did 20 years ago to make these decisions with and the area around the Bluff Road has been developed to the point that it is unreasonable to put in a major highway. Please do not consider the recommendations made by Syracuse City Officials who are unable to make decisions based on intelligent and educated information.

**Comments:**

I find alternatives B and C completely unacceptable.

Alternative A isn't great either.

**Comments:**

Please do NOT accept Syracuse City's recommendation of C3 or S3. Instead, please choose UDOT recommendations of A, B, or C routes. The UDOT routes have less impact on the families and homes in the neighborhoods.

**Comments:**

I am in favor of the Glovers lane option and opposed to the Shepard Lane option! I have heard there is a good chance the road will be anywhere from 317 to 450 feet in width. If that is the case, how many more homes in the Shepard Lane area will be demolished? (UDOT said if the home is within 15 feet of the retaining wall it would probably go). How does this compare to the amount of homes that will be demolished on the Glover route option? Given that UDOT decided against the DNRG railroad route in part due to the high amount of homes (24) that were going to have to be taken out, how can UDOT/FHWA justify the stark difference in how many homes will be destroyed if the Shepard Connector is chosen, especially given the fact that a proposal has been submitted to UDOT that would take no homes on the Glover route? I am also concerned with having Legacy come directly next to I-15. If there were an emergency or some natural or other disaster, it would be so much safer to have a road that is truly an alternate!

Not all costs have been added into the Shepard option, including the need to rebuild the current Shepard bridge. I would like to see true costs!!!

I have also heard there is a strong potential of the Shepard Connector likely needing to be raised off the ground as it comes into our neighborhoods. How does this impact everything – from pollution, to noise, to safety? Is this true? That would be a sad destruction to a very nice area with MANY homes and children! I hope you will take the huge negative impact the Shepard Lane option would have on people into consideration! Thank you!

I am in favor of the Glovers Lane option and opposed to the Shepard Lane option!!! I would like to request a current wetland study be completed looking at the wetland impacts on the Glover option. Please also include the impact on the new proposed Glover route submitted to your office last week which takes out SIGNIFICANTLY less wetlands and less homes as well! I really feel like the impact to people and also home values should be taken into consideration! It should not just be houses that are taken for the road that matter! There are many many homes near the shepard option that would be massively effected!!! Also there are many children who go to school on the opposite side of the road. Plus the safety of the many young children and babies that live in the Quail crossing and Hunters creek neighborhoods would be in jeopardy. I realize that there are potential human impacts either way, but there is a major difference in impact when the Glover route is within several hundred yards of some of the homes down there, and many homes along the Shepard route are within a few feet of the proposed route here. In addition, you are dividing 3 contiguous communities of hundreds of people (including children) here and this significantly raises the impact level! Please associate human impact levels appropriately. Also please consider going farther south than Glovers and then west with the whole road! We are not asking for you to go clear out by the Great Salt Lake, we just want you to go out past the power lines. Just this little change would have significantly less impact on the existing homes here. And if you go south of glovers you can avoid taking any homes. Please don't destroy our amazing neighborhoods!

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I am also concerned that there is no room for more growth in the future without destroying even more homes in the Shepard Lane area. Please consider the option over by Glovers Lane that was recently submitted! It would demolish NO homes!!!!

Please consider the negative effect that the Shepard option would have on so many homes and people!!! Thank you!

**Comments:**

I choose Alternative B as the lesser of 3 evils.

**Comments:**

My dad recently purchased a lot in Farmington Ranches to build a new home so that my grandmother could live with us rather than alone in Nevada, provide a place for my mom's horse so she would be able to see it everyday, give me a big yard to play and practice my sports and provide him a place to grow the garden and fruit trees he always wanted.

If the residents of Hunter's Creek and Quail Crossing are allowed to bully UDOT into changing the road from the path planned for it along the I-15 corridor since 1996, it will likely end up in our back yard. The people living in the two subdivisions knew in 2002 before building their houses that a road was planned to go through the neighborhoods. It was clearly labeled on the development plat, but they chose to build there anyway. That is why there is a large right-of-way currently in the location of the proposed highway. The cities of Farmington and Kaysville had purchased that land to account for the road going through the neighborhoods. They already have fences bordering the right-of-way so the road wouldn't be much of a visual impact.

My dad spent a lot of time researching the highway before deciding to buy the property, only doing so when he felt sure it wouldn't go behind our house. If the path is changed to the western alignment our land will be noisy, unsafe for our animals and make the land nearly worthless since our property is already in a flood zone. Who would buy a flood prone property with a freeway behind it? No one. I really enjoyed the quiet, great views and relaxed feeling when I first visited the lot. That would all be gone with a road in my backyard. I wouldn't enjoy living there.

If there aren't any other better alternatives, please keep the corridor going on the route favored by Farmington City which is parallel to I-15, which unfortunately but not as a surprise would also go through the two subdivisions.

**Comments:**

I am writing in to say that the plan to take the road down Glovers lane is NOT an option. I am an avid road cyclist and runner. I use the roads and trails in this area year round. I see the wildlife out there, and it is beautiful. There is a very large cycling community in Davis county that uses this as one of their safer bike routes. I am asking you to please not take the new road down Glovers.

As I understand things it would cost infinitely more money to do so.

The legacy trail is an asset to many communities and people. Cutting a road across Glovers would make the northernmost portion of the Legacy trail pointless. The money was spent to make this a great place for runners, bikers and cyclists. I ask you to preserve the Legacy trail

All of the business plans and development at the farmington train station would be for not if the road goes down Glovers. As a farmington resident. I believe it would be financially devastating to our city to lose the potential revenue that will come when it is completed.

Please do not take the road down Glovers Lane.

**Comments:**

Please do not use option C3 (S3) voted on by the City of Syracuse. UDOT recommendations A, B or C would be ok and not cause a significant impact on residents.

**Comments:**

How about picking the route option for the Legacy Highway that does NOT have us losing invaluable wetlands or knocking down homes? Please ignore the Syracuse city recommendations for S3 or C3 and go with alternate A B or C as outlined by UDOT??

**Comments:**

<See attachment.>

Dear UDOT,

Recently a new document was posted to the WDC website that discusses the estimated costs of the WDC options in Farmington. (Technical Memorandum 16: Level 2 Screening Alternatives Costs Estimates).

This document and the estimated costs appear to be dated and exclude vital new data or changes to the Shepard Option.

1 -It shows that only 2 lanes of I-15 expansion is needed for 1.53 miles. However, the maps shown to residence, Farmington City and Kaysville City (also posted on-line) indicated that there will be 6 lanes extended for at least 1.53 miles. It appears that the extension of Legacy Parkway past Shepard Ln that appears on all the new maps is missing. This is the "collector" discussed in all the meetings. I've added these costs as "missing costs" to the attached file using the same estimates to expand I-15. These estimates would be low, since a "collector" would likely be raised and require more engineering and have higher costs.

2 -UDOT represented at the Farmington City & Kaysville City Council Meetings last week that there was a federal requirement to merge WDC back to I-15. This requirement would be to also do a new Shepard Ln to I15 interchange. This also does appear to be missing from the cost estimates. Since it would be required, splitting these costs to a separate project would be misleading.

I used the existing estimates provided in the Technical Memorandum 16 (Appendix A) to add these costs. As you will see, the missing cost are almost equal to the original costs estimates disclosed to the public. I find it unfortunate that such a large difference exists between what the public is commenting on and the actual estimated costs. I understand that the purpose of the estimates were to capture "the big items" as commented by UDOT at both city council meetings. Unfortunately, these are clearly "big items".

I look forward to a response,

## Shepard Lane Option - Estimated Costs

### Sections Above "Engineering Data" Totals

#### Engineering Data:

	Cost Per Units	# of Units Needed	Extended Costs
I-15 Interchanges Reconstruct	\$30,000,000 EA	0	-
I-15 Structures to widen/reconstruct	\$2,500,000 EA	0	-
Miles of I-15 two-lane widening	\$6,000,000 MILE	1.53 Miles	9,180,000
Miles of two lane existing arterial widening	\$11,000,000 MILE	0	-
Length of new four-lane freeway	\$8,000,000 MILE	1.1 Miles	8,800,000
Length of new five-lane arterial	\$10,000,000 MILE	0	-
# of rural interchanges	\$19,000,000 EA	0	-
# of system-to-system interchanges	\$30,000,000 EA	1	30,000,000
<b>Total Costs Per UDOT</b>			<b>53,786,433 a</b>

Agrees to Technical Memorandum 16: Level 2 Screening Alternatives Costs Estimates, Appendix A - Cost Estimates

#### Missing Costs:

(Note: Modifications to the Shepard Option have occurred that will change the cost estimates)

1) Legacy parkway will now be extended with 4 lanes on the East Side of I-15  
 Miles of I-15 two-lane widening 18,360,000  
 (Legacy Extension to the North is 4 lanes) 1.53 Miles x 2 \$6,000,000 MILE

2) New requirement to also do the Shepard Ln to I-15 interchange to allow for WDC to connect to I-15 (fed requirement)  
 # of system-to-system interchanges 30,000,000 EA 1  
 (Requirement to now do I-15 Shepard (not WDC) Interchange)

#### Total Missing Costs

18,360,000

30,000,000

**48,360,000 b**

#### New Cost Estimates for Shepard Option

**102,146,433 a+b**

**Comments:**

I strongly oppose the plans that are being proposed for the West Davis Corridor. I understand the need for a corridor to get from north Davis County to Legacy Highway but this route does not benefit the area nor does it bless the lives of the people who will have to tolerate it. It divides the homes, creates more costs for education as students will have to be bused to get to an elementary school that they could have easily walked to, decreases our property values, and was never part of the Master Plan when we built our homes. It seems that this road should be located farther west where it displaces fewer families, where the noise and pollution won't impact the environment of people's lives, and our area will continue to be a place where people will want to raise their children.

**Comments:**

I think whoever decided to run legacy through view crest instead of going west of the power lines are inconsiderate selfish chickens. I understood the home owners were told it would be west of them when they built. Who's the genius that changed that. Those six foot tall weeds and dirt sure look like pristine wetlands to me. FOOLS

**Comments:**

A friend of mine's home is going to be effected either way because of this highway. After looking at the map (that was given to the homeowners AFTER the meeting last night)-I would strongly encourage any one of the Udot plans to go through instead of C3 or S3. Not only would she loose her home, but would have a hard time finding another home where her horses could be. Also, she is trying to adopt-and has been working on the process for several years. She has made numerous improvements to her home. Having to purchase a new home and make the necessary adjustments to be ready for adoption will only prolong this lengthy process. She has know for some time that a highway would be built by her home... but the decision to plow through her home without even knowing this was up for an option is not right.

Please chose one of the 3 options outlines by Udot. Thank you.

**Comments:**

Regarding Senator Adams: I got a response directly from him after a few attempts via email. See attached document *[no attachment included in email]*. Senator Adams is working directly with the Protestors of Shephard Lane group. XXXXX has posted in our Yahoo groups Adams' email to XXXXX, the president of their HOA. I posted the minutes from the Farmington City meeting in the groups a while ago. Senator Adams is on the Transportation Commission and according to the Sierra Club president, wants to expand Legacy Highway even further. Anyway, we need to comment on this on UDOTs website and put something about this on the savefarmington website, too, I think. Maybe once we all get some more back and forth from him and can show that he's not adequately representing the majority of Farmington residents.

Your map lists three alternatives to comment on except through Farmington. There are two dotted lines diverging along the Northern Border of Farmington. The impacts of the A, B, & C alternatives are listed in the map key. Where are the impacts listed for the two, diverging options through Farmington City? Why aren't these options given a name on the map?

Thank you,

**Comments:**

To Whom it May Concern; I feel that I have to make one more plea for you to make a decision to move the highway west of the power lines as was the previous plan. We have a beautiful home on View Crest Lane, we have invested so much work, money, love and effort into making it a place for our family and friends to gather often. Our plan has been to live here until we die. We have finished the basement, put a deck on the back, landscaped the yard, furnished and decorated, until it is perfect for us. We love our neighbors, we love the peaceful, quiet surroundings. It has been very hard to have our dreams and plans crushed by the declaration by UDOT that our beautiful home will be destroyed so that a highway can be built on this spot. Surely, a highway will be needed in the future, we are not against growth and progress. However, from our deck we can see acres and acres of land that would be a much better place for the road to go. My husband did some research about land that the environmentalists would like to add to their collection. He wrote suggesting that for less money than it will cost to destroy our homes, our environments, our social structures in our neighborhood, land elsewhere could probably be purchased and traded to make the environmentalists happy. Fremont Island is the area that was suggested, check it out. They want donations to purchase it. It seems ludicrous for us to have to pay off anyone in this manner when we are the taxpayers. It would be better than losing our homes, and probably less expensive monetarily as well. We get it that life is often not fair, and certainly the government and it's conservancy district have the power to do what they choose. Everyone I talk to is appalled that the government can take our homes in this manner. We plead for your consideration of the useless damage that has already been done to so many good citizens. Please make the decision to move the road west of the power lines and make that decision now, for the sake of our friends and neighbors as well as ourselves. I am still waiting for my question to be answered regarding a human impact study--is there a plan to conduct one? For the impact has already been huge!!! Thank you for your consideration, I'm pretty sure that somebody might care, but it doesn't feel like it.

**Comments:**

Dear officials,

Anyone who lives in the area you are considering putting a parkway, are amazed. We don't even have traffic lights out here, save one or two. We don't need them. The only time we have a traffic jam is the Hooper Rodeo, and we love it. we have part of Ogden where Roads are in need of repair, other parts of Ogden that need infrastructure support. Let's rebuild the areas we already have.

With the already planned widening of 1800 N (Clinton Rd) and better use of the aterials of 4000 South, 3100 South (Hinkley Drive), and other East/West surface streets, we can move our citizens east and west with little problem. Sooner or later we have to realize that we need to not always build someti\hing just because there is money, or because it can be built. Just like we tell our kids with Drugs, Just Say No.

Please, NO NEW ROAD. Upgrade the use of those we have. We don't want to be the little towns that got swallowed up by an express way. I lived in one of those before, it is a town called "Centerville."

March 22, 2011

Dear Ms. Park,

The Following is the letter you requested on my background and experience with past planning and actions that are associated with the "Legacy Corridor." First let me thank you for your interest in my concerns and your willingness to take your time to talk to me.

I have lived in Syracuse, Utah for over eighteen years. When I first built my home here our population was approximately 3,500 residents, now the population estimate is around 25,000 residents. During this time of extreme growth I have been very involved in planning issues for Syracuse City, both as a private citizen and as a member of the Syracuse City Planning Commission. I served a four year term on the commission in the late nineties, serving as commission chair my final year. At this time the Corridor Alignment Process started in earnest.

During my time on the commission UDOT and the Wasatch Front Regional Council (WFRC) approached us, and asked us to provide information and input for a study that they were going to ask the legislature to fund. The study which became known as the "Western Transportation Corridor Major Impact Study" (WTC-MIS), was to provide an impact assessment on multiple issues that would arise due to establishing a major express way corridor on the west side of Davis and Weber Counties.

Syracuse City was asked to present to UDOT and the WFRC a Transportation Plan. We were also asked to provide input as to a location for the "Corridor" that would be the most desirable to the city. They also asked us for an interchange location that would be feasible and prudent. UDOT asked us to consider both the benefits and impacts that such a "corridor" and interchange would have upon the City proper and our citizens. I would like to address each of these issues.

UDOT gave us the following parameters. They asked us to consider both a westerly route and the traditional "Bluff Road". They also told us that because of engineering and construction cost, along with the major impact that occurs with an interchange that we should plan on only one interchange.

Syracuse City did not have an adopted Master Transportation Plan (MTP) at the time. There were issues on the table that needed to be addressed as we were realizing tremendous growth. We used this opportunity to make and adopt a MTP, (Last revised and adopted 22 August 2006), and to make our recommendations to UDOT and the WFRC. Extensive work was done by the City Staff and City Planning Commission. We also worked extensively with UDOT, Clearfield City, Layton City, and West Point City to ensure our recommendations were congruent and feasible with the other city plans in order to facilitate a regional plan. The Planning Commission also held public hearings for the MTP as well as for the corridor alignment and interchange.

I would appreciate the opportunity to show you in person what has come about through this process. For the comment purposes I will summarize our findings.

To the issue of the Western Hi-way alignment public opinion was mostly split between the "Bluff Corridor" and a westerly route, divided mostly by where people lived and how the alignment would

affect them. Both the city staff and the Planning Commission recommended that an alignment close to the “Bluff Corridor” would be most advantageous to the city providing the best access to our then proposed business district, city complex and to our largest business RC Willey.

To the issue of the interchange, UDOT preferred an interchange at 1700 South (State road 127). As we studied the issue we realized that any road that was near to or connected to the interchange would need to be at least a 110 foot easement. We looked at 2700 south. The problems there were that since it was not a state road it would not be cost feasible to widen it to the needed elevation. Also, there was a five way intersection at Bluff Road, 2000 West and 2700 South, that would need to be addressed. Subsequently, we have put a round-about at that intersection and that is no more a concern.

We seriously looked at 2000 west. This was actually from a transportation and economic standpoint a very desirable possibility for the interchange. 2000 West would provide immediate access to RC Willey, and straight access to the city complex and the proposed business district. It is also a State Route (108); hence the cost of needed elevation improvements could be passed along to the state. 2000 West would also be a natural secondary corridor for the western Wasatch Front, running north from the interchange at Legacy, SR 108 would proceed from Syracuse north through west Davis and Weber Counties to SR 126 with parallel access to US89, I-15, and I-84. From 1700 South, northward the elevations and construction for a major arteriole was already in place or was planned by UDOT. Our overwhelming concern was for 2000 West, South of 1700 South. Many homes would be disrupted and possibly have to be destroyed for the easement to be workable. My personal opinion is that this interchange option would be the second best option for Syracuse City and the best regional option for the WFRC goal.

We looked at the 1000 West option, but this option had many concerns. 1000 West was designated as a residential collector not an arteriole. Recently the citizens of 1000 West paid to have curb, gutter and sidewalk put in at a 72’ elevation. To upgrade 1000 West again to an arteriole elevation would be very expensive and disruptive, and homes would possibly need to be removed. Where 1000 west was not a State Route this would have severe financial consequences for Syracuse City. 1000 West would have no immediate access to RC Willey, the city complex or our proposed business district. In addition at no point did 1000 west have an arteriole designation or elevation. 1000 West also Terminates in Clinton City so this option would offer no extended regional benefit or offer any extended secondary transportation corridor.

The other interchange option we found desirable and feasible was a possible interchange at 500 West. This is the Syracuse City border with Clearfield City at 500 West and Layton City at 3700 West. This area was largely undeveloped at the time. In working with Layton City we felt that this would be a possible option to secure another interchange that would benefit Syracuse and Layton Cities. We still had the option to develop an arteriole corridor without disrupting current or planned development. This would greatly benefit desperately needed east west traffic. In a manifold effect 500 wests would collect traffic and provide east and west connection to Antelope, Gordon, Hill Field Road, Gentile, and possibly the Legacy Hi-way. 500 West would also provide an arteriole route from the Freeport Center to

the Legacy Corridor. The plan was that if not on the original Hi-way plan, perhaps this would be a possible interchange option should the need arise in the future.

Syracuse, Layton and Clearfield Cities entered into an agreement to preserve the 500 West corridor with an arteriole elevation and to develop it accordingly. This corridor and the possible interchange with the Legacy Hi-way are currently on each of the respective cities transportation plans and 500 West has been developed accordingly. The arteriole corridor still actually exists!

Conclusion: My perspective is that UDOT and the WFRC has shown great vision and leadership over the years in helping cities plan for their individual transportation needs. They have also provided the resources to form a regional transportation template. It is, and has been, extremely difficult for cities to plan for and to maintain any type of corridor for a Western Transportation Corridor. The window of opportunity is closing quickly. The expense of the project is going to increase for UDOT and the individual cities the longer the Corridor remains without pavement. The options for everyone involved will continue to be eliminated.

Recommendation: UDOT should move forward with the existing three options, including pavement alignment and interchanges. The process has been fair and sound. Keep the integrity of this process in place. Move forward, participating entities should be encouraged to make suggestions on the existing alignment proposals and discouraged from making new ones.

Please, I believe UDOT should look for the timeliest, most cost effective, least impactful, and contiguous corridor possible based on a regional perspective. I support Alignment "C" as constituted.

Thank You.

XXX

**Comments:**

I attended a public meeting on Tuesday, March 22nd of the Syracuse City Council and was shocked to find out that the Council Members voted for an Alternative option C3. Since I live at XXXXXXXXXX., this option will deeply affect our neighborhood. After reviewing the map, this option will impact twenty-one homes and four family owned businesses. My husband and I cannot understand why they would choose an option that so deeply impacts one area.

After talking to all of my twenty-one neighbors, whom I am sure that they will hear from, we are quite disturbed that option C3 was immediately decided on, while the other options were dismissed, with little discussion. We are mystified as to how the council came to the C3 conclusion so quickly with no discussion of C4 or C5.

I am asking UDOT to ignore the recommendation of Syracuse City.

I am supportive of UDOT original Alternative C.

I also feel that taking out the new Arts Academy at the intersection of Bluff Road and Antelope is not a good decision. We have many friends who have children that attend the school and they are adamantly apposed to this displacement of so many students. UDOT is right to conclude that placing an intersection at this location is not feasible.

In conclusion, I believe that bringing Legacy Highway through Syracuse at all is a big mistake and would divide our city. I support the three options originally proposed by UDOT. They are the experts and understand that any other routes would too deeply impact schools and homes.

Thank you for your time and consideration.  
Sincerely,

## Comments:

I previously attended one of the local open houses held on the West Davis Corridor. I put in comments available then on the laptops provided. Since then I've continued to research more of this project and also done some deep thinking. I continue to come to the same conclusion as before. I live in West Haven, where either the 5100 West option or 4700 West option will severely impact the life of my family and neighbors. The life we moved out here to have. We basically live smack in the middle of the two options. I've sat on my front porch recently imagining this Legacy Highway type road and only get a pit in my stomach. My family and I moved out to this area from closer to the I-15 corridor and SLC to get what we have now. Peace and quiet. We have a love for this area as do 99% of the people that live out there. We all moved out for similar reasons. I commute 45 minutes to work each way 5 days a week. Although the commute grinds on my nerves at times, I wouldn't trade it for a shorter commute and a major highway system basically right through my neighborhood. Instead I'd rather see other options explored where I see the everyday problems in my commute. The problems I see are not west of 3500 west (or in Davis Co 2000 west). They are east of that. Once you go west of those roads, you have no traffic problems! Why are options for using the existing roads and adding additional lanes to get east to I-15 not being considered, and subsequently expanding I-15 as done on in South Davis County. The expansion to I-15 south of Layton has improved the commute 150%! Why not continue that progress north to Weber County, add an additional lane on either side on 5800 So and 4800 So, and 4000 S. Places where the roads are already wide enough in so many places just to redraw the lines and add more lanes, even keeping the speed limit at 35 and 40 to keep it neighborhood friendly. Options like these, I believe, would alleviate the problem I see, which is all the congested traffic between 3500 west (weber county) and I

15. THAT'S where the traffic problems are! Not out here in quiet farm country.

Right now we have a diverse but good balance to living options here in this valley. There's the downtown lifestyle of SLC. The feeling of being close to the mountains with living on the benches of the Wasatch Front. Then if you don't like the hustle and lifestyle of SLC, but still want convenience, entertainment, high populated areas, etc., you have places like Layton. If you prefer a smaller scale version of SLC living, you have Ogden. Or again the benches in Ogden for the "closer to the mountains" living. Then there's us out west...the farm country with access to city conveniences. I never would have imagined I could own 3/4 of an acre of land, and still have a decent commute to my work close to SLC. I never imagined I could live in a neighborhood where 1/2 my neighbors have horses on their land. Just around the corner are cows. We live a short distance away from our butcher who we buy our organic grass fed beef from 2 times a year, home grown, keeping the spending of our resources right here in our own state, and my own city! Who knows how many farms will be destroyed by any of the West Davis Corridor options! The food in a grocery store has to come from somewhere. Right now out here in the west, we have those farms that provide so much of that food! If the Corridor is built, so many of those farms will be gone or downsized. And even if some survive, more pollutants will be brought out here from this Corridor.

I often make comments about how the air is different at my home than my work. I don't mean it rudely or having anything to do with the people. I really do mean the air. If this Corridor is built...we are only adding to our carbon footprint and pollution problem.

Last but not least...the economy is already not that wonderful. Do we really need to remove people from their homes and force them to move. When the majority of people out here do not even want this road built! I for one do not. When I moved to my home, which we built 3 years ago, we had no idea of what the possibilities were for this Corridor. It's saddens me to think of my neighbors down the street who would lose their newly built homes. It saddens me that I imagined myself growing old in the house I'm currently in. Opening my windows at night to hear nothing but cows in the distance and the crickets. To one day know my children would run around this neighborhood, with no major roads, highways or train tracks near by. If this Corridor is built, these dreams I had for my current home are gone, as they are for many many many citizens, young and old

Please do not build this Corridor. If people complain of long commutes, let them make their own decision to move closer to the city life. But for those of us who will continue to love our 45 minute commutes so that after 5 pm we can come home to our serene, quiet, peaceful and relaxing lives in the west side of this valley....I beg you please...do not ruin my dreams of living in this home in this area, just the way it is for years to come.

You can obviously see my favorite option would be for this road to not exist. However, if it must, I urge you to consider an option much much farther west, where less residents will be impacted. I hate to think of anyone being impacted and forced from their home....but my overally preference would be, if it has to happen, please do the option of impacting the least amount of people!

**Comments:**

Why do you have to destroy families, when you have others options for your corridor. These families bought their homes after being told the corridor would not affect them. Why not go a little further west. It would not hurt your cause any. Let these families enjoy their lives and not uproot and displace children. How would you feel if it was you.

**Comments:**

After attending the open house you held in the West Point city hall my wife and I drove the Bluff road corridor. The route is mostly still clear, as it was the preferred route by all interested parties until UDOT changed their mind recently. Why do we bow to the interests of those who think saltgrass (a sure sign of wetlands?), is more important than homes, farmland, and businesses. UDOT should stand up for the interests of UTAHNS, not the SIERRA CLUB. I would appreciate seeing the Bluff road corridor as the historical option it has always been. Show some guts and put it back on the board.

**Comments:**

I am writing to express my comments on the West Davis Corridor. I am a Farmington Resident and so would like to comment on the 2 options (A-1 and C-1) options of how to connect the freeway in Farmington. I'll keep this short as I know you have tons of these to read but I have a few clear points I'd like to express that make the decision of A-1 or C-1 as it pertains to the Farmington portion of the freeway fairly simple in my mind.

1 COST-Clearly in any project cost is a large consideration. I think the lower cost option should always weigh in the decision. Clearly it's not the only factor, but it is a large one, especially as all levels of government are squeezed for cash. I've seen figures that option C-1 is as much as \$100 Million cheaper. (This analysis leads me to suggest that C-1 down Shepard Lane, will be much less costly than option A-1 down Glover Lane).

2 Environmental-Another large impact is environmental. I appreciate all the work that the committee has done in this area. It looks to me like there is clearly more damage to wetlands and impact on the bird refuge in option A-1. I understand that the wetlands affected in option A-1 are not very high quality wetlands, but they are a part of the natural habitat we've all grown to love and will also make the engineering more complicated in the A-1 option.

3 Ease -Ease of access. The corridor near Shepard lane is already set aside for a roadway, the only question is will it be a 4 lane road (which is the C-1 option for the West Davis Corridor) or will it only be built a 2 lane road and still take out the same number of houses. As I understand it each option will take out 10 houses so this part seems to be a mute point, however I'd guess that the value of the houses in the A-1 option are much higher than the value of the houses near Shepard lane which again speaks to the costs in point #1. We in Farmington already have great access to the Legacy Highway, it seems silly to give us two access points, especially since one will simply circle around the existing access points.

4 Frontrunner access-How will these two options affect the great new frontrunner line that all of Davis County is now enjoying. It seems as though the C-1 Option will need more high traffic overpasses including for the frontrunner than option A-1 would need.

Please seriously consider these 4 key points as I think they all point to 1 option and that is for option C-1 as the Legacy connector near Shepard lane in Farmington.

**Comments:**

Fellow residents and opponents to the West Davis Corridor. I would like to pose some ideas to begin "our" campaign against the corridor.

Folks, I have to point out the obvious. The corridor is an unnecessary development. This is not a question of which proposal is better or worse. The matter at hand is to stop a development that will have devastating impacts on our communities. We can most certainly expect drastic changes if it is built in any of the proposed routes. Consider higher density residential zoning, commercial zoning in former residential and agricultural areas, increased traffic flow, pollutants... the list goes on and on.

It is in our division that we will fail. If we do not stand together we will not be successful in our effort! We must be unified in our opposition. That will take all of us, in each community standing up for one another.

Make no mistake, there are powerful interests at work who support this development. We must meet them with equal or greater opposition.

There is much to do and very little time relative to the task at hand. Please begin by sending any information or contacts you have that may be of benefit.

Get this email address out to friends and neighbors and ask they send their contact information so we can begin to collect names and contacts for future petitions. I am working on finding any interest groups that may provide resources to our cause. In time I hope we can mass a substantial interest group with representatives to meet with state and local municipalities.

I would also like to see a sign in every yard of every resident and in every business window who opposes the corridor.

Kaysville and Farmington have mounted a strong unified effort opposing the corridor. If anyone has contact information of individuals leading that cause please forward them to me.

In closing, I will put every effort I can to contribute to this campaign. Any assistance is most welcome and greatly appreciated.

Thank you, everyone.

**Comments:**

We are very concerned about the alternates. While looking at your updates and maps, we noticed that the map for our location is at least 5 years old and does not include additions and detached structures. We are wondering about other changes, not just in our housing area, but in other areas for this alternate. We back up to the canal, and this would take our home and our fathers home. This is our dream home, only 5 years old, upscale neighborhood and backs up to the wetlands. We just can't imagine having to walk away from this, especially adding over \$100,00 in detached buildings, and realizing that all these beautiful homes on our block would be destroyed. Please take a better look before you make a decision. With the housing market down, and the fact that this area is one of the considerations, we couldn't even put our home up for sale, and we would be out everything, even with the 70% market value you would give us. Please really think this important matter over.

**Comments:**

Please move the planned West Davis Corridor to the west side of the existing power lines in the Kaysville area for the following reasons:

1) Health Impact to residents from close proximity to a large 4 lane highway -further west is better for the residents. 2) Sewer Impact -taking the Central Davis Sewer District land will eventually raise costs for all residents serviced by this entity because they will need to develop new technologies to dispose of the waste. 3) Because it is the right thing to do.

Thanks for listening to the residents that will be most closely impacted by this new road.

**Comments:**

Please don't listen to Syracuse City! Go through your original plans for the highway. If it goes where they want it takes out my house!!

Thank you,

**Comments:**

To Whom it May Concern, 15 years ago we moved out to Hooper because we had the need to build a home to suit our handicap son who was born with cerebral palsy. At the time of purchasing our lot, the land owner, in good faith, told us Legacy would be built on 4700 W. So we purchased the lot and started building. Things that we needed to build into the house included a lift system, wider hallways and wider doors. This would then accommodate a wheelchair. Around the year 2000 we were then told that the route would be along 5100 W. This was closer than we would have liked, but we could live with it. Hooper City then designated 5100 W as it's corridor that they would preserve. This made us fairly confident that this is where the highway would run. So we proceeded to add a hoist and rail system that allows us to move him from bedroom to bathroom. The cost of all of these needed changes have cost nearly \$20,000. Now the route has changed again and it appears that our land and home could possibly be in jeopardy. We have heard that we would receive enough for our property to find an existing home to buy. Where will we find a home with these improvements needed to care for our son? We don't understand why when a city sets aside land for such a project that you can change routes and skirt around the preserved corridor. Also why would you take away homes and change families lives vs taking away some of the animal habitat? With a Federal Bird Refuge close by I'm certain these animals would have a place to live. Also, what about the all of the farmers livelihoods you are affecting by routing through open farm land? Please include these items in your decision making process,

March 24, 2011

On Tuesday March 22, 2011 Syracuse City had their Public Meeting and I must say I am very disappointed and disheartened by the way it ended. Assuming that the discussions were centered around two options, 1) the original Bluff Road Option and 2) the Gentile and out west option. When the public Comment portion of the meeting was closed and the discussion quickly turned to a THIRD option (C3) I was SHOCKED and felt very BETRAYED.

I live at [REDACTED] and the C3 option would take out my home, barns and everything my husband and I have been working for the past 11 years. We built our home in 1999 when it was the two of us and now we are a family of 6. This home is EVERY child's dream. We have 4 acres that our kids use to ride their motorcycles, horse's and bicycles on. They get to go out on the property and get away from "City Life" and see things that most kids don't in a lifetime. We have farm animals that they must take care of daily; most children don't have any responsibility at all and that is sad to me. Every year the same geese come and make their nests and we get to see the new baby's and watch them grow as a family. We built this home on this piece of land because I wanted a place like this when I was young and wasn't able to have it, to me this is a dream home. We have worked very hard to accomplish this dream and now in a matter of days we may find out it will all be taken from our family for a highway.

We have always felt like we were the last to get the snowplows, the last to get pot holes fixed, we have never had repaving and the street sweeper has never been by our homes, however it may be our fault for not speaking up. Well now we are speaking up and we are going to fight for our homes and our livelihoods.

I am very frustrated from three standpoints:

- 1) The emphasis placed by UDOT and the City of Syracuse on the protection of Wetlands over the impact of all families both Farmers and non-Farmers. I believe a further west option should be explored. The attraction of Antelope Island and the east beach of the Great Salt Lake. This would be an option that would benefit the State of Utah with all the people the new freeway would bring to the Island.
- 2) The movement away from the ORIGINAL Bluff Road plans because some people refused to hear and made choices to ignore the possibility and now are crying foul. I heard back in 1999 when we were building our home that there was going to be a highway coming down Bluff road and I felt fine about that. I am NOT fine with a highway in my yard.
- 3) The apparent concerns over moving or eliminating current structures such as New Schools, Parks and Ponds which built with the full knowledge of the potential Bluff Road plans. Moving these structures and land designations would not involve displacing families and their homes.

I strongly urge and PRAY that the City of Syracuse and UDOT consider some of the alternatives that protect the homes and farms of its citizens. We also would hope you wouldn't want to split the City in half creating an East and West Syracuse and give preference to Wetlands and its inhabitants over the lives of citizens. We STRONGLY support the option that UDOT has recommended for this highway.

Sincerely,

[REDACTED]

Syracuse, UT 84075

**Comments:**

The problems: The current plans for the West Davis corridor in West Kaysville WILL have a significant detrimental impact on all homeowners in the area.

There are homeowners up to 1/2 mile from the proposed location that are already having trouble selling their homes because of the West Davis Corridor.

There are already homeowners in the area who have had closings fall through as a result of the current placement of the road. Housing developers are changing their development plans because of the road. Rainey homes owns a significant portion of undeveloped land. They were planning on large homes. Because of the road, they are changing the plan to smaller homes --further devaluing the existing homes in the neighborhood. This is just a small sample. The current road plan WILL devalue MANY homes in the area --especially during this transition phase between now and when the project is complete. Homeowners are already struggling. This will have a negative impact on city, county and state governments by lowering their tax base. Of course, this also means a heavy impact to the Davis School District by devaluing many homes in the area and reducing the amount of taxes that can be collected. This, all at a time when schools are struggling to make ends meet. Classes are overcrowded. Staff is being cut. What would appear to be a matter which only impacts 17 homes is actually a matter which has a very negative ripple effect on the entire local economy, including the education of our youth. Is it worth what is gained --the preservation of 22 acres of wetlands?

I attended the recent meeting that was held in Kaysville. Officials from UDOT said that they wanted our input as to how this effects the people in the area. It is interesting that it did not appear that minutes were being taken at the meeting, nor did it appear that any effort was made to record the input that citizens were giving at the meeting --so any input given was lost, as it did not get recorded. They mentioned that other plans were being considered, but only one plan was being shown for West Kaysville. This really gives the appearance that the input is being requested, but ignored.

Here is an idea: In the West Kaysville area, the citizens and the city have requested that they road be pushed as far West as possible. According to UDOT, to save 17 Kaysville homes (and the neighborhood around them), would take 22 acres of wetlands. In all honesty, it seems that if you hauled some of the fill that gets removed from where the roads have to be built out and dumped it into the lake, you could create additional wetlands quite easily. It's an extremely shallow lake. A few inches of dirt spread over 22 acres of lake would give you 22 new acres of wetland. Sure, it's a lot of dirt, but you guys are going to be hauling a lot of dirt, and you will need a place to dump some of it.

Another idea: Another thought would be to spread the two sections of traffic farther apart and create additional wetland areas between the Northbound and Southbound segments --in the area that is normally just dead space between the divided lanes. Obviously, this would require occasional drainage under this roads --but this will be required anyways. Again, you will be moving a lot of earth to build this road, so you dig out a little more between the roads to allow wet areas and you haul that out to the lake, spread it thin and build up the wetlands segment out there. I'm sure it won't have any negative effect on the brine shrimp population in the lake.

**Comments:**

I am opposed to the Bluff Road option through Syracuse. There are many homes in this area, and Jensen Park has been a large plus for our community. Thanks you for your consideration.

**Comments:**

These are my feelings about the West Davis Corridor decision.

The best option is to go West by the power Lines.

This would have the least impact on homes.

The Second option would be the Glover lane option this would impact less homes than Shepard Lane.

The Glover Lane option would allow room for future growth.

The Third option would be the Shepard Lane connection.

The concerns I have about this option are the following:

1 You are making multiple Fly Overs and dumping 8 lanes down to 4 in only a 500 foot distance. With 8 lanes merging to 4 in such a short distance, you are going to see multiple accidents. This all happens as the road dumps right in the middle of the Quail crossing and Hunters Creek neighborhoods. Here you have several hundred kids. You have kids having to cross this road to get to school. You are dividing 2 close knit neighborhoods.

2 You are land locked here for 4 lanes. The 4 lane plan will only work until 2020. When the Expansion requirements are required at this point the land is locked in without room for expansion. The only choice is to take a lot more homes. The problem being for the home owners affected, you will have already destroyed their property values when you will then have to take those homes as well.

3 Your plan includes using the existing Shepard lane bridge over I-15. The plan shows doubling the number of lanes over the bridge giving you north and south ON ramps and OFF ramps. Shepard lane bridge is used for emergency vehicles access into the Quail crossing and Hunters Creek neighborhoods. If you turn this bridge into part of the freeway system, there will be no access for emergency vehicles into this area and will also shut down the local traffic.

4 Access from Quail crossing area to I-15 and Legacy highway will be blocked OFF. Both due to Shepard Lane being used as part of the WDC, and being blocked from the use of Park Lane by the WDC traveling along 2300 S. in Kaysville. We will have to go to Burton Lane to get access to I-15 if Shepard and Park Lanes are blocked off.

There was a 4th option presented at the Kaysville meeting 3-17-11. There was a plan presented by Chris Griffin that entirely avoids the homes and wetlands. My recommendation is that this option be taken seriously, and further development and design put into the Glover Lane interchanges.

I know that you have worked long hours and have considered the needs of the people and at the same time try to meet the needs of the State transportation department.

We very much appreciate the concern and time you have put into this decision. Please go west and save the Quail crossing and Hunters Creek neighborhoods, along with the neighborhoods in West Farmington, (if Chris Griffin's option is used).

**Comments:**

I want the corridor to go west, way west. It will affect our home personally, and our neighborhood terribly. Let's find a way to make it work, not just taking people's homes and reducing home values drastically in West Kaysville and West Farmington. Thank you.

To: Utah Department of Transportation  
From: Steed Family XXX, Syracuse, Ut.  
Subject: West Davis Corridor  
Date: 24 March 2011

The Steed family greatly appreciated the visit of Randy Jefferies and Carri Hulet on March 14, 2011 to discuss the West Davis Corridor with representatives of our family. The selection of the route of the corridor is of great concern to our family since Alternative C, or any variation along the Bluff Road goes through almost  $\frac{3}{4}$  of a mile of Steed property on 3000 W. in Syracuse. The Steed farm property has been in our family for 130 years. There are presently 11 Steed family residences on the original farm property, and it looks like at least 6 of these residences are in the direct path of Alternative C, and the rest will have their backyards next to the freeway. We understand that whatever route is chosen, lives and dreams will be disrupted, so we want to be sure all factors are taken into account when making this important decision. We, of course, hope that Alternative C is not chosen because of the disruption to our family. We were somewhat relieved when we examined UDOT's alternative comparisons and saw that "C" was the most expensive and destroyed the most homes, etc. If route "C" is chosen, there need to be very defensible justifications that are not apparent to us.

There seems to be at present the growing perception that the Bluff Road through Syracuse has been preserved for this highway. Because the Bluff Road has been well developed on the east side, the whole Bluff Road will surely have to remain as a frontage road, requiring the corridor to run almost entirely through significant wet lands below the Bluff Road in Syracuse and West Point. We are concerned that, as was experienced with the Legacy Parkway, long delays will be experienced in costly legal battles and our property will be tied up in limbo while wet land mitigation and minimization are being negotiated. Some of the ageing Steed Family members are depending on funds from the farm to assist their retirements --- there is great concern that developing or selling of our property will be nearly impossible for long periods of time while the complex problems of moving forward are worked out.

Regardless of all the talk about how the Bluff Road has been designated and preserved for the corridor, it should be noted that previous Syracuse City administrations have not protected this strip as evidenced by Jensen Park, the charter school, extensive walking trail, homes, etc. As for our farm, in 1994 the city approved a small subdivision on 3000 West which has lots directly in the path of Alternative C. In the late 1990s the city approved another small subdivision along 700 South which now has family homes built directly in the corridor path. In 2006, when the city was building the federally funded bike trail, the city abandoned an old street easement on our farm adjacent to the trail, again in the corridor path. Then again, when our family decided to subdivide a larger section of our farm in 2007, the city gave no indication that they were preserving this corridor. The city worked with the subdivision contractor, KOZ, right up to final approval. Only the downturn in the economy, which prevented the contractor from obtaining subdivision funding, resulted in this subdivision not being completed. This later subdivision

would have had a number of homes in the corridor path. So, we as a family are rather confused that now Syracuse City recommends the Bluff Road as if it has always been in their future planning.

We have not seen any mention of the Layton Canal which runs below the Bluff Road noted on any of the alternative comparisons. It would seem that relocating that canal and keeping it able to provide irrigation water during corridor construction would not be a trivial matter. It is true that the canal is in a 90 foot easement that many seem to assume can be used by the corridor. But now that a federally funded bike trail, which will likely have to be preserved, lies on top of the buried canal, and since the canal probably cannot be buried under the highway pavement, that 90 foot strip seems to be pretty well used up -- unless the trail becomes a dangerous and very noisy roadside sidewalk.

One of the Steed homes directly in the path of the corridor, if "C" is selected, is the original brick home that was built in the late 1800s. This home, where our father was born and raised, is located in the field close to the bike trail. When built, it was next to the old Hooper Road, which has long since been abandoned. We have been trying to decide as a family whether to restore or remodel this structure. Half of the home is presently rented to an elderly lady, and the other half was the residence of our sister Eloise, until she died in 2004, and is now lived in part time by one of Eloise's children. When we were contemplating subdividing the northwest portion of the farm in 2007, we specified that a road be provided to facilitate access to this home from 700 South. The present gavel road that serves this home becomes difficult in the winter. This home has, of course, sentimental value to our family, and we are hopeful that it can remain as a viable structure, full of memories. But in addition to our attachment to this home, it is one of the first homes built above the bluff, and our grandfather Walter Steed records that the well drilled in 1894 to supply water to the house and orchard was the first well above the bluff in Syracuse. Also, the farm was one of the first in the area to get irrigation water since Walter was one of the original founders of the Davis and Weber Counties Canal Co. This is part of Syracuse history that should be preserved. Several years ago we approached the city manager about the city's interest in utilizing this home as a historical rest area along the bike trail. We were discouraged from pursuing this possibility because of city maintenance costs.

We are also concerned that Syracuse City has not taken into account all of the residents that feel like Alternative C destroys too many homes and parks and divides the city. We think that if those residents that live between Alternatives A&B and C were polled, the majority would not prefer Alternative C. We were told that many of these residents did speak out at the Syracuse meeting last Tuesday, that we were not able to attend.

There has been much discussion about destroying farm land. The unfortunate fact of the matter is that regardless where the West Davis Corridor goes through lower Syracuse, it will greatly accelerate the elimination of remaining Syracuse farm land. Only a small percentage of farm land eliminated will be caused by the corridor running over it. The majority of the farm land demise will certainly result from residential and commercial development that will take advantage of the better access afforded by the corridor. Because of the elevated residential and commercial value of the land, future would-be-farmers simply cannot afford the property for farming. As a result, future generations will find that the only viable option for dividing their inheritance is by selling it for residential or commercial

development. This is a regrettable situation, but the reality is presently being experienced by our family and neighboring farms that have been preserved for generations. The open spaces in Syracuse's future, that everyone seems to want, will more than likely not be the farms, but the parks and wetland that are preserved. We are sad that the city seems willing to abandon a nice park and connecting trail system along the Bluff Road for their preferred corridor route. We donated a piece of property to the city in 2006 to improve the bike trail, and donated additional land for an attractive church ball field to hopefully create a more open environment as the city develops. In this same interest of leaving a more open green environment, our family decided to use a portion of the original farm for the creation of the Glenn Eagle Golf Course. Now we are concerned that the golf course will also be impacted by Alternative C.

Again, we as a Steed family are grateful for the effort UDOT officials have made to listen to and understand our concerns. We have great confidence in your ability and objectivity. We wish you well in making this difficult decision. If there are further questions please feel free to contact us.

TJ Steed Limited Liability Co, XXX, Syracuse, Utah 84075 (Owner of farm land and original farm homes)

Managers : Steven Steed ([XXX](#)),  
Allan Steed (XXX),  
Sharon Steed (XXX)

Other Steed family members owning and living in homes on original Steed farm property

Barbara Steed Bourgeois, XXX  
Richard Steed, XXX  
Robert Steed, XXX  
Brent Steed, XXX  
Jason Steed, XXX  
Roger Steed, XXX  
John Steed, XXX  
David Kowallis, XXX  
Angie Steed Poll, XXX

**Comments:**

As a citizen of Davis county, I would like to request that UDOT consider alternates B or C for the West Davis Corridor of Legacy Highway.

As it stands, the representatives from Syracuse City (the mayor and city council), voted to allow Legacy to go through part of the city that includes a wonderful dog park, one of the few in the state, and many beautiful homes. Many people go to Syracuse City simply because of the places, and buildings, that will be destroyed by building Legacy Highway where the city has allowed.

As a citizen of Utah I urge UDot to consider alternates B or C.

**Comments:**

I can't believe you guys are planning on going through a beautiful neighborhood knowing all the homes that you will be destroying. It just goes to show the amount of caring that UDOT has for its citizens. Please choose carefully and look at options A, B, C. Save our homes.

Thank you.

**Comments:**

I also live in Layton and have specific interest in the corridor. My comments are:

1 The entire corridor should be no further west in Davis County than absolutely possible (preferred around 3000 West) and in Weber County not further west than 4700 West. It also should not be further east than 2000 West in Davis and 3500 West in Weber. Both limits are based on my opinion that without significant commuter users west of the corridor there will not be enough usage to justify the expense. Also, too far east and folks will simply go to I-15 direct.

2 Glovers Lane connection is superior as it is AFTER the 89 interchange and should result in better merging with heavy traffic.

3 I would prefer the combination of Alternative C and B --C northward to 5500 South then B northward.

4 Corridor acquisition should occur ASAP even if full project funding is not available.

5 The project certainly would benefit from segmenting construction (but not corridor preservation) – possibly these three: 1. Glovers Lane to West Gentile (the Black segment); 2. Gentile to Weber County line;

3. Weber County line to 12th street. Segment one should be under construction immediately.

6. The West Haven route is NOT desirable in any of the options.

**Comments:**

The comments are over And it's been  
fun Now let's quit talking And get  
some road building DONE!

**Comments:**

To Whom It Concern: None of the alternatives are acceptable to me if Legacy Highway is built on the eastside of powerlines in Kaysville. I understand this area was declared "wetland" (which is debatable) after the 2001 plan was adopted by Kaysville and building permits issued accordingly. It seems some "grandfather clause" might be applicable. I hope UDOT and Utah represent our case to the federal government well. I don't wish myself or other people to be homeless due to the "letter of the law" or federal tyranny over the rights of states and citizens. Stand up for us please!

**Comments:**

How can we give intelligent comments when you have not answered the questions we have asked? Still no information on easements, even though you have been talking with RMP. Still no information on how the wetlands somehow follow the power lines; that the wetlands are not east of the power lines?!?!? No study has been done on the health impact of the WDC on communities along the proposed route. These are just a few of the questions I need to know the answers to, to be able to give informed comments. UDOT has given no feedback to my questions. Seems to this common citizen that pays taxes and will be directly impacted by the WDC at the current proposed route, that UDOT doesn't have all the answers with the 8 million dollars spent to study this route.

Has any study of the lands east of the power lines and west of Wellington Drive been tested or looked at that UDOT's black line is currently on? The land looks the same to me. My backyard is up against the UDOT proposed black line and I see the same land right behind my fence that is on the other side of the power lines. Seems that if the "wetlands" that UDOT has designated as wetlands on the west of the power lines it should also be noted that the same land is on the east of the power lines currently under the WDC.

**Comments:**

After all the town hall meetings, after all the emails, after all the fuss, I wanted to share what makes me so frustrated with the West Davis Corridor. When I bought my home in the Hunter's Creek subdivision, I did so because of the development. I spoke to the neighbors, I knew friends in the Quail Crossing subdivision and everyone to a man told me that they loved living in the area and it was a great place to raise a family. Now that I am there, I tend to agree. It is a unique community, we gather as friends and neighbors to visit and socialize. We walk to each other's homes. Moms push strollers to friends, kids run back and forth. The children attend school together and play on sports teams together. It is a safe, tight knit community. We love it there and intend to stay for the next 20+ years.

Now, if a road is plowed directly through the neighborhood, it will destroy our quality of life as we now know it. The kids can't run back and forth, the neighborhood will be divided. The safety of 500+ children will be very much a concern to me with such a major artery running directly through the neighborhood. We will never have the atmosphere and feeling of neighborhood that we now have if the road is put in place.

Having said all of that, the real frustrating part to me is that we made our decision to buy our home after certain assurances were made. We knew that a road would eventually be put in place between Hunter's Creek and Quail Crossing, but Farmington City's Master Transportation Plan showed a connector road through the subdivision and the main WDC going to the West and South of our development. I understand circumstances change and the right to change one's mind occurs, but when those changes affect other people negatively there should be some serious considerations for those left standing. I can say without hesitation -if I would have been told the WDC would be coming through Hunter's Creek and Quail Crossing -I would NOT have bought my home. What consideration is given to those of us who read the letter from UDOT and Farmington's Master Transportation Plan stating the road would be 2-lane and made financial and family decisions based on that information? What financial impact is UDOT willing to compensate to me for my loss of property value? What impact is UDOT willing to compensate to me for the loss of quality of life? By 'changing your mind' you have negatively impacted the lives of thousands.

I'm very frustrated and upset over the apparent 'switchero' that has taken place. I don't want to speak negatively or throw out accusations. I'm sure you are doing your best and I don't envy the position that you are in. I would ask that you please take into consideration the negative impact the roadway will have on the residents of Hunters Creek and Quail Crossing. At no point on the west Glover's Lane option is a complete neighborhood divided directly in half. Please move the road to the west and respect the decisions of residents of Hunter's Creek and Quail Crossing who bought homes based on UDOT's assurances.

Wetlands/Costs, all should play a factor in the decision of the WDC – no doubt.

But those issues should and need to take a back seat to the biggest issue of all – human impact. I recognize that there will be impact regardless of what route is chosen, but having the road bypass a few hundred yards from a back lawn through the Glover route is totally different than plowing directly through an existing neighborhood in the Shepard route. The Hunter's Creek/Quail Crossing area is a vibrant, alive neighborhood. My children walk to school directly through the proposed route. How will their safety be affected? How does UDOT justify the taking of homes in the Shepard Route especially when a route for Glover's lane has been proposed that would not take a single home! And now we understand the road may be as big as 417 feet! Quite a difference than the letter I have from UDOT stating the road would be a 2-LANE ROAD THROUGH HUNTERS CREEK/QUAIL CROSSING!!!

Please put yourself in the homeowners shoes in that area. We had assurances from UDOT that the road would

be as stated above – a 2 lane road. We based our financial and family decisions to buy homes largely in part due to those assurances. Now, only 4 years after the letter was written to Woodside Homes, the rug has been pulled out from our feet. How would you feel if that happened to you?

The loss of property value and loss of quality of life is affecting far too many people. For once, recognize that the mosquito's are not as important as the humans that are being impacted by this road.

Even as frustrating as the human impact this road will have is the loss of a true alternate to I-15. For the life of me, I can't realize why we would not move the road to the west and south to stay away from I-15. I understand that UDOT cannot plan for the rare occurrence that an accident/spill/disaster will shut down the WDC and I-15. What I don't understand is when there is a perfectly acceptable alternate that would eliminate that occurrence why that route is not taken. We all know that there will be issues at the points where I-15 and the Shepard connector will merge/run concurrent. When that wreck happens and we are sitting in traffic, we can all look to the west and wonder how nice life would have been had the road been put where it belongs.

Another issue is the lack of planning and foresight for the future. Cory Pope said the road would be 2-lanes through the Shepard connector 4 years ago – now I hear 250', 387', 417'...who knows. By placing the road between I-15 and frontrunner there is no room for expansion. Why would we ever run the risk of needing to expand and not leaving sufficient room? Is the plan to just build to the east? Destroy more of the golf course? THERE IS AMBLE ROOM ON THE GLOVERS LANE ROUTE!!

Please take into consideration the human impact the Shepard route has on individuals. Please take into consideration the lack of an alternate route to I-15 the Shepard route has on the citizens of Utah.

From the beginning, UDOT has asked for reasons why one route is preferred over the other. Over the course of the last month, I feel the citizens in Hunters Creek/Quail Crossing has demonstrated ample reasons why the road going through our neighborhood is a poor choice. I urge you to move the road to the west and south and select the Glover's Lane route.

**Comments:**

Hi,

I am a Farmington resident and if the C-1 option is adopted then the WDC will most likely be my side yard. I have several concerns about the Shepard Connector.

First is the health and safety of my family. Since we could be EXTREMELY close to the WDC, I am concerned about pollution. It seems to me the further away from homes the better. The Glover's Lane option submitted a week ago seems to be a great alternative. Also, my kids walk to and from school. They could no longer do that.

Second, what if the WDC needs to be widened? What would be done? If the Shepard Lane option is chosen, you are landlocked, not unless you take out more homes in the future. Again, the Glover's lane option seems to be best.

Third is the C-1 option does not provide a true alternate route to I-15. It looks like to me that the C-1 option basically widens I-15, except a barrier will be thrown in between I-15 and WDC. I'm not sure what good that would do.

There is so much more to consider than just a price tag and the wetlands!

Please keep our sense of community in mind as you make your decision.

**Comments:**

Please eliminate the Bluff Road in Syracuse as a possible route for the Legacy Corridor. It seems that Syracuse officials have listened to a few farmers who don't want to lose part of their lands. There are so many people who will be affected if it is put on the Bluff. Not just families, but schools, the people who live near the Bluff, our parks will be destroyed are just a few of the problems. Please keep the Legacy highway off the Bluff.

Please keep the Legacy Corridor off the Bluff Road in Syracuse. It will put our children at risk as there are two schools just off of the Bluff. Along with the families who live near, new parks that will be destroyed, the financial cost to mitigate the wetlands on Bluff will be tremendous and many other reasons. I know Randy Jefferies saw the level of impact on the Bluff and said to find other alternative routes than Bluff. Please listen to him and keep our city safe.

**Comments:**

<See attachment.>

Dear Officials and Legislators,

Attached you will find a 93 page document, which has been signed by many, many Farmington, Kaysville and other local residents, expressing and summarizing many of our concerns in connection with the C-1 (Shepard Connection) alignment of the proposed West Davis Corridor in Farmington. The document provides our in-depth analysis of the issue and focuses on the many questions and concerns surrounding an alignment congruent with I-15 in Farmington that we feel have not yet been adequately addressed by local and UDOT officials. Also included is a proposal for refinements to the A-1 (Western Farmington Alignment) that could be made to reduce impacts to homes, businesses and wetlands. We ask that you take the time to read through this document in its entirety, and carefully consider the information provided therein.

Please do NOT support the Shepherd connection alignment (C-1). As Farmington and Kaysville residents, and as citizens of the State of Utah, we encourage you to fully support an alignment in Farmington that stays as far south and west as possible.

Respectfully,

Farmington City Resident